

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

Meeting of June 24, 2015

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

**WIFI INFO:**

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

*(Agendas are on display and are posted 72 hours prior to the scheduled meeting at the Transportation Agency office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, King City, Hartnell College, Monterey Peninsula College, and Cal State University Monterey Bay. Any person who has a question concerning an item on this agenda may call the Transportation Agency office at 831-775-0903 to make inquiry concerning the nature of the item described on the agenda.) The agenda and all enclosures are available on the Transportation Agency website: [www.tamcmonterey.org](http://www.tamcmonterey.org), by clicking on Transportation Agency Board, meetings & agendas, click on agenda item and open it, click on report attachments listed at end of report.*

**1. QUORUM CHECK – CALL TO ORDER.** Transportation Agency by-laws require a quorum of a minimum of 9 voting members, including a minimum of 7 city representatives and 1 county representative.

*If you are unable to attend, please contact your alternate. Your courtesy to the other Transportation Agency Board members to assure a quorum is appreciated.*

**PLEDGE OF ALLEGIANCE**

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

**2. PUBLIC COMMENTS.** Any person may address the Transportation Agency Board at this time. Presentations should not exceed three minutes, should be directed to an item **NOT** on today's agenda, and should be within the jurisdiction of the Transportation Agency Board. *Though it is not required, the Transportation Agency Board appreciates your cooperation in completing a speaker request form available on the table at the entrance to the meeting room. Please give the completed form to the Transportation Agency Administrative Assistant. If you have handouts, please provide **30 copies** for the entire Board before the meeting starts or email to Agency Administrative Assistant 24 hours in advance of the meeting.*

**3. CONSENT AGENDA**

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

**4. [APPROVE Transportation Agency undesignated reserve funding for County of Monterey to install radar feedback signs on State Route 156](#) – Muck**

*Agency staff is seeking to utilize undesignated Transportation Agency reserve funds to cover County of Monterey's costs to purchase and install two radar feedback signs on State Route 156. Radar feedback signs are one of the near term improvements identified for Highway 156 while tolling is being considered to fund the Highway 156 Corridor Project.*



**5. Highway 156 Level 2 Traffic and Revenue Study** – Muck

1. **AUTHORIZE** the Executive Director to publish a Request for Proposals (RFP) for a Level 2 Traffic and Revenue Study for the SR 156 Corridor project, and return to the Board of Directors with a recommendation for approval of a consultant, including the final scope of work and **APPROVE** the use of federal earmark funds budgeted to this purpose.
2. **AUTHORIZE** the Executive Director to execute a contract with TJKM, pending Counsel approval, in an amount not to exceed \$30,235, for the Highway 156 Traffic Data Collection project, for the period ending December 2016 and **APPROVE** the use of federal earmark funds budgeted to this purpose; and
3. **AUTHORIZE** Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

*The Transportation Agency is seeking to release a Request for Proposals for a Level 2 Traffic and Revenue Study for the SR 156 Corridor project. In order to best inform this study, it is critical to collect traffic data along Highway 156 and diversion routes during the upcoming peak summer period. After a competitive bid, Agency staff is recommending TJKM for data collection services.*

**6. ADOPT the Marina-Salinas Multimodal Corridor Plan** – Green

*The Marina-Salinas Multimodal Corridor Plan will preserve a transit, bicycle, pedestrian and auto corridor that will connect Marina and Salinas. The draft multimodal corridor plan was developed with input from partner agencies and members of the community. Transportation Agency staff recommends adoption of the plan.*

- 7. APPROVE Regional Surface Transportation Program funding for County of Monterey to add bicycle lanes to Rio Road and for the City of Marina to repave and add bicycle lanes to Imjin Parkway.** – Zeller

*Agency staff is seeking to utilize Regional Surface Transportation Program funds reserved for Complete Streets project implementation for bicycle lanes on Rio Road between Highway 1 and Atherton Drive as part of the County's repaving project and Regional Surface Transportation Program funds for repaving and adding bicycle lanes Imjin Parkway.*

- 8. RECEIVE** verbal update on the Caltrans audit. – Hale *No enclosure*
- 9.** Reports on meetings attended by Board Members at Transportation Agency expense, as required by state law.
- 10.** Reports from transportation providers:
  1. Caltrans Director's Report – Project Update –Gubbins
  2. Monterey Peninsula Airport District– Sabo
  3. Monterey-Salinas Transit – Sedoryk
- 11.** Executive Director's Report *No Enclosure*
- 12.** Announcements and/or comments from Transportation Agency members on matters that they wish to put on future Transportation Agency agendas.
- 13. ADJOURN**

**\*\*\*Please note there is no TAMC Board meeting in July\*\*\***

**Please send any items for the August 26, 2015 Transportation Agency agenda to Senior Administrative Assistant Elouise Rodriguez by 12 noon, Thursday, August 13, 2015.**

The Transportation Agency Agenda will be prepared by Transportation Agency staff and will close at noon Thursday, August 14, 2015 nine (9) working days before the regular meeting. Any member may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

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

### **ANNOUNCEMENTS**

Next Transportation Agency for Monterey County meeting will be on  
Wednesday, August 26, 2015

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

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

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

The Transportation Agency web site contains information from the Transportation Agency Resource Guide, including Transportation Agency Board members, Transportation Agency committee members, grant programs, etc. Visit us at:  
<http://www.tamcmonterey.org>

Documents relating to an item on the open session that are distributed to the Board less than 72 hours prior to the meeting shall be available for public inspection at the Office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Agency Board at the meeting by staff will be available at the meeting; documents distributed to the Board by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County**  
**55-B PLAZA CIRCLE, SALINAS, CA 93901-2902**  
**Monday thru Friday**  
**8:00 a.m. – 5:00 p.m.**  
**TEL: 831-775-0903**  
**FAX: 831-775-0897**

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**BEGINNING OF CONSENT AGENDA:** Approve the staff recommendations for items 3.1.1 - 3.7.1 below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

### **ADMINISTRATION and BUDGET**

**3.1.1 APPROVE** minutes of the Transportation Agency For Monterey County (TAMC) Service Authority for Freeways and Expressways and Monterey County Regional Development Impact Fee Joint Powers Agency of May 27, 2015. – Rodriguez

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

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

**3.1.3 RECEIVE** report on conferences or trainings attended by agency staff. – Muck

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

**3.1.4 APPROVE** updated Agency weighted vote table. – Goel

*In accord with Agency Bylaws, staff revised the weighted vote table based on the most current population estimate prepared by the California Department of Finance. Staff revises the weighted vote table annually when the new population estimates are available.*

**3.1.5** ADOPT Title VI Program and Language Assistance Plan. – Murillo

*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. As a recipient of federal funds, the Transportation Agency's Title VI Program and Language Assistance Plan establish a policy of nondiscrimination.*

**3.1.6** APPROVE Resolution 2015-13 for Employer Paid Member Contributions, which requires full-time employees of the agency to pay a portion of their employee contributions towards retirement benefits. – Goel

*The California Public Employees Retirement System requires this resolution to permit Transportation Agency for Monterey County employees to pay a portion of their member contributions towards retirement benefits. The new resolution will amend and replace the current Resolution 2014-07, which states that the agency pays 4.5% of the 7% employee contribution, and will lessen the agency's contribution from 4.5% to 3.5%.*

**3.1.7** APPROVE evaluation form, procedure, and timeline for completing annual evaluation for Executive Director and Counsel as recommended by the Executive Committee. – Goel

*The Agency Bylaws require an annual evaluation of the Executive Director and Counsel.*

**3.1.8** APPROVE closure of Transportation Agency for Monterey County offices on December 28, 29, 30, and 31, 2015. – Goel

*Transportation Agency for Monterey County generally has minimal staff in the office during the period between Christmas and New Year's Day. Many of the agencies that staff works with are also either closed or operate with minimal staff during the holiday period noted above. Closing the office will benefit the Agency financially.*

### **3.1.9 Video Recording and Broadcasting of Board Meetings – Leonard**

1. **AUTHORIZE** the Executive Director to execute contract Amendment No. 1 with Access Monterey Peninsula, to extend and amend the contract from the current expiration date, July 1, 2015 to October 1, 2015;
2. **AUTHORIZE** the Executive Director to execute contract Amendment No. 1 with Monterey County Superintendent of Schools to televise Board meetings on Charter and South County Channels to extend and amend the contract from the current expiration date, July 1, 2015 to October 1, 2015;
3. **AUTHORIZE** the Executive Director to make administrative changes to the contracts if such changes do not increase the Agency's net cost, subject to approval by Agency counsel; and
4. **AUTHORIZE** the use of \$3,450 from administration funds budgeted for these purposes.

*The agreements for services with Access Monterey Peninsula and the Monterey County Superintendent of Schools expire July 1, 2015 and staff is seeking to extend the agreements under the previous terms to October 1, 2015. The amendments extend the agreements to cover the August and September 2015 Board meetings, at which time the Agency will have secured a new contracts for video production and television broadcasting services.*

**3.1.10 Request for Proposals for Video Recording, Production, and Distribution of Transportation Agency for Monterey County Board Meetings – Leonard**

1. **APPROVE** Request for Proposals (RFP) to provide video recording, production, and distribution services of Transportation Agency Board meetings;
2. **AUTHORIZE** staff to publish the RFP, 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 administration funds budgeted to this purpose.

*The Transportation Agency is seeking to release a Request for Proposals to select a firm to provide video recording, production, and distribution services of Transportation Agency Board meetings until June 30, 2020.*

**3.1.11 Agreement for Audit Repayment between Caltrans & TAMC – Goel**

1. **AUTHORIZE** the Executive Director to sign the Reimbursement Agreement between California Department of Transportation (Caltrans) and Transportation Agency for Monterey County for repayment of the Caltrans audit findings.
2. **APPROVE** the use of \$82,185.89 per year for 10 years for a total of \$821,858.90 from the Agency's undesignated reserve funds for this agreement.

*As part of a new federal initiative to increase oversight, in FY2011/12 Caltrans Audits and Investigations audited the costs claimed and reimbursed to the Transportation Agency for Monterey County for work performed under five agreements with Caltrans and one agreement with the Association of Monterey Bay Area Governments. The final audit report issued in January 2014 determined that certain costs claimed by the Agency were not adequately supported by the various agreements, State and Federal regulations, and other applicable legal authority. As part of the corrective actions agreed to, the Transportation Agency for Monterey County is required to reimburse Department of Transportation the state funds.*



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

### **3.2.1 Local Transportation Fund Allocation and Unmet Transit Needs – Murillo**

1. **ADOPT** Resolution 2015-11 finding that within Monterey County there are unmet transit needs, including unmet transit needs that are reasonable to meet; and
2. **ADOPT** Resolution 2015-12 allocating \$13,809,685 in Local Transportation Funds to Monterey-Salinas Transit for Fiscal Year 2015-16.

*The Transportation Agency annually seeks public input to identify unmet transit needs in Monterey County prior to allocating local funds for public transit. Staff has coordinated with Monterey-Salinas Transit to evaluate the comments received through January 31, 2015 and has determined that service to San Juan Grade Road and Russell Road in Salinas is an unmet transit need that is reasonable to meet.*

### **3.2.2 APPROVE** appointments of Dennis L. Johnson representing the Carmel-by-the-Sea and Brian Cook as alternate representing California State University Monterey Bay to the Bicycle and Pedestrian Facilities Advisory Committee. – Green

*The Board appoints members of the public to the Committee on an as-needed basis to advise staff on bicycle and pedestrian transportation issues and make recommendations to the Board.*

### **3.2.3 ADOPT** Resolution 2015-14 authorizing federal funding for Monterey-Salinas Transit under the Federal Transit Administration Section 5339 Bus Replacement Program through the California Department of Transportation – Murillo

*The Federal Transit Administration Section 5339 Bus and Bus Facilities Program provides capital assistance to replace, rehabilitate and purchase buses and bus-related equipment. The Transportation Agency is required to prepare and authorize the program of projects for Monterey-Salinas Transit's grant application, which will fund three new buses.*

## PLANNING

### **3.3.1 Fort Ord Reuse Authority Fee Reallocation Update – Zeller**

1. **APPROVE** Request for Proposals for the 2016 Fort Ord Reuse Authority Fee Reallocation 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;
3. **APPROVE** the agreement between the Transportation Agency and the Fort Ord Reuse Authority, which obligates the Authority to fund the project; and
4. **AUTHORIZE** the Executive Director to sign the agreement.
5. **AUTHORIZE** the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

***The Fort Ord Reuse Authority has requested a coordinated work effort with the Transportation Agency for the purposes of reviewing, analyzing, and adjusting the fiscal and physical transportation network obligations defined in the Base Reuse Plan as part of a 2016 Fee Reallocation Study Update.***

**3.3.2 Expenditure Plan - Environmental Review – Zeller**

1. **AUTHORIZE** the Executive Director to execute a contract with Rincon Consultants, Inc., pending Counsel approval, in an amount not to exceed \$40,000 for the Transportation Improvement Measure Expenditure Plan Environmental Review, for the period ending December 2016;
2. **APPROVE** the use of Public Outreach funds budgeted to this purpose; and
3. **AUTHORIZE** Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

*A California Supreme Court case decision determined that California Environmental Quality Act review can be required when a ballot measure is proposed by a public agency. Environmental review of the transportation improvement measure's expenditure plan will look at the potential impacts of the Transportation Agency's proposed ballot measure.*

**3.3.3 RECEIVE** state legislative update, and **ADOPT** positions on bills of interest to the Agency. – Watson

*The bill list has been updated since the Board received an update on May 27. Three new bills of interest to the Agency have been added to the bill list with recommended watch positions.*

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

*On May 29, the President signed into law a two-month extension on the federal transportation authorization bill, which now will expire on July 31. Meanwhile, the anticipated bankruptcy of the Highway Trust Fund has been pushed out to August.*

**3.3.5 Expenditure Plan - Project Cost Updates – Zeller**

1. **AUTHORIZE** the Executive Director to execute a contract with Wood Rodgers, pending Counsel approval, in an amount not to exceed \$25,000 for the Transportation Improvement Measure Expenditure Plan Project Cost Updates, for the period ending December 2016;
2. **APPROVE** the use of Public Outreach funds budgeted to this purpose; and
3. **AUTHORIZE** Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

*The Transportation Agency is considering whether or not to place a sales tax measure to fund transportation infrastructure projects on the ballot in 2016. Part of this process is to determine the planning level cost estimates of the transportation improvement projects contained in the expenditure plan.*

**3.3.6 Pacific Grove SR68 Corridor Study Consultant – Green**

1. **AUTHORIZE** the Executive Director to negotiate scope of work and execute an actual cost plus fixed fee agreement with Eisen | Letunic for the Pacific Grove State Route 68 Corridor Study in an amount not to exceed \$115,000 to provide professional services for the period ending December 31, 2016 subject to approval by Agency counsel;
2. **APPROVE** the use of Agency's funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

*The Transportation Agency released a Request for Proposals for qualified consultants to study the State Route 68 Corridor in Pacific Grove. The Agency received 4 proposals. The Review Committee, comprised of representatives from TAMC, City of Pacific Grove and Caltrans interviewed 3 consulting teams and recommends Eisen | Letunic as the most qualified firm for the project.*

## PROJECT DELIVERY and PROGRAMMING

### **3.4.1** Call Box Call Answering Center Service Contract Amendment – Leonard

1. **AUTHORIZE** the Executive Director to execute a contract amendment not to exceed \$3,100 with Keolis America Inc. for one year of call box answering services, with an increased base rate from \$2.50 to \$2.62, and an increased bonus/penalty rate from \$0.07 to \$0.08;
2. **APPROVE** the use of \$3,100 in Service Authority for Freeways and Expressways funds for call box answering services; and
3. **AUTHORIZE** Executive Director to make administrative changes to the standard contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

*The contract with Keolis America Inc., our existing call box answering service contractor, will expire on June 30, 2015. In the past four and half years, the firm has been answering 100% of the voice and TTY calls for the Monterey County call box system. The contract provides the option for contract extensions with changes to the base rate and bonus/penalty rate. This will be the second and final extension.*

### **3.4.2** **APPROVE** the Regional Surface Transportation Program Guidelines & Policies, revised per Caltrans Audits comments – Zeller

*The Transportation Agency Board approved the Regional Surface Transportation Program Guidelines & Policies on February 26, 2014. In March 2015, Caltrans Audits division provided recommended revisions to the guidelines. The document has been updated to reflect those recommendations.*

**3.4.3 APPROVE** the request by the City of Marina to allocate \$261,456.00 of its Regional Surface Transportation Program fair share funds to the resurfacing of the Reservation Road and the Imjim Parkway bike lane projects. - Delfino

*The Agency has distributed Regional Surface Transportation Program fair share funding to the local jurisdictions for a wide range of eligible transportation projects and is available at the discretion of the local jurisdiction for their chosen projects upon approval by the Board.*

## **RAIL PROGRAM**

**3.5.1 Coast Daylight Project Environmental Review – Watson**

1. **APPROVE** Request for Proposals (RFP) for the federal environmental review of the Salinas-San Jose corridor in support of the Coast Daylight project;
2. **AUTHORIZE** staff to publish the RFP, 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 State Transportation Improvement Program (STIP) funds budgeted to this purpose.

*The Transportation Agency is seeking to release a Request for Proposals for the federal environmental review of the Salinas-San Jose corridor in support of the Coast Daylight project.*

**3.5.2 RECEIVE** report on a federal grant application for \$23 million for the Pajaro/ Watsonville multimodal station and on a contract with HDR Engineering, Inc. in an amount not to exceed \$4,999, to provide assistance with the application, for the period ending June 30, 2015. – Watson

*In May 2015, the Board approved a federal grant application for \$23 million for the Pajaro/ Watsonville station. The grant application deadline was June 5 and staff gathered numerous support letters for the application. Staff hired HDR Engineering, Inc. to provide assistance with the Benefit/Cost Analysis portion of the grant application.*

**3.5.3** **APPROVE** the Transportation Agency’s vote in favor of membership in the Salinas Community Benefit Assessment District. – Zeller

*The City of Salinas is seeking to establish a Downtown Community Benefit District. The District would provide beautification, cleanup, branding, marketing, and security to the properties in the district. The District would include the train station area, where the Agency is acquiring properties for the extension of rail service to Salinas.*

### **REGIONAL DEVELOPMENT IMPACT FEE**

**3.6.1** *No items this month.*

### **COMMITTEE MINUTES**

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

- Executive Committee – Draft June 3, 2015
- Bicycle & Pedestrian Facilities Advisory Committee – Draft June 3, 2015 (online at [www.tamcmonterey.org](http://www.tamcmonterey.org))
- Rail Policy Committee – Draft June 1, 2015
- Technical Advisory Committee – Draft June 4, 2015 (online at [www.tamcmonterey.org](http://www.tamcmonterey.org))

### **END OF CONSENT AGENDA**

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### **CORRESPONDENCE, REPORTS, MEDIA CLIPPINGS**

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

- C1** June 8, 2015 letter to Malcolm Dougherty commenting on the Draft Interregional Transportation Strategic Plan (ITSP).
- C2** May 27, 2015 letters to Caltrans and James Serrano regarding Active Transportation Program Cycle 2 grant application support letters.
- C3** June 19, 2015 letter to Teri Wissler Adam commenting on the Draft Environmental Impact Report for the Monterey Downs and Horse Park and Central Coast Veterans Cemetery Specific Plan.





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

**OTHERS PRESENT**

Chris Orman	North Monterey County Fire Chief	Tom Clifford	CliffordMoss
Dell Matt	101 Bypass Committee	Oscar Loza	CHP
Vee Thomas	No. Monterey Co. Mother’s Group	Terry Feinberg	Moxxy Marketing
Alex Vasquez	Access Monterey Peninsula	Brian David	Granite Construction
Mario Romo	Access Monterey Peninsula	Cynthia Suverkrop	Oakhill’s resident
Sam Teel	Monterey Co Hospitality Assn.	Dennise Kenck	Castroville resident
MacGregor Eddy	Media	Barbara Meister	Monterey Bay Aquarium

**1. CALL TO ORDER**

Chair Craig called the meeting to order at 9:02 a.m., and led the pledge of allegiance.

**1.1 ADDITIONS OR CORRECTIONS TO THE AGENDA**

Revised agenda items 3.2.1, adding two letters of support for member agency Active Transportation Program Cycle 2 grant applications, and item 3.2.2, authorizing staff to submit an Active Transportation Program grant application for Salinas Valley Active Transportation Plans and putting off Chualar sidewalk improvements.

**2. PUBLIC COMMENTS**

Vee Thomas, North Monterey County Mother’s Group, expressed concern that travel lanes on W. Alisal and Alvin shouldn’t be reduced to improve safety for pedestrians and bicyclists, and also commented that action is needed to slow speeding trucks on Highway 101.

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**3. CONSENT AGENDA**

M/S/C Huerta/Huitt /unanimous  
The Board approved the Consent Agenda.

### ***ADMINISTRATION and BUDGET***

- 3.1.1** Approved minutes of the Transportation Agency for Monterey County and the Joint Powers Agency for Monterey County meetings of April 22, 2015.
- 3.1.2** Accepted the list of checks written for April 2015 and credit card statements for the month of March 2015.
- 3.1.3** Received report on conferences attended by agency staff.

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

- 3.2.1** Approved letters of support for member agency Active Transportation Program Cycle 2 grant applications.
- 3.2.2** Authorized staff to submit an Active Transportation Program grant application for Salinas Valley Active Transportation Plans and Chualar sidewalk improvement projects.

### ***PLANNING***

- 3.3.1** Received state legislative update, and adopted positions on bills of interest to the Agency.
- 3.3.2** Received federal legislative update.
- 3.3.3** Authorized staff to submit an application for Air District AB2766 funds for Holman Highway 68 Roundabout construction outreach.
- 3.3.4** Regarding US Highway 101 Central Coast California Freight Plan Agreement:
  - 1. Authorized the Executive Director to enter into a cost sharing and collaborative project agreement with the Association of Monterey Bay Area Governments for the US Highway 101 Central Coast California Freight Plan;
  - 2. Approved the use of \$2,500 of Rural Planning Assistance funds currently budgeted as an in-kind match for this study; and
  - 3. Authorized the Executive Director to make administrative changes to the agreement, subject to approval of Agency Counsel.
- 3.3.5** Regarding Marina-Salinas Multimodal Corridor Plan Contract Amendment 2:
  - 1. Authorized the Executive Director to execute contract Amendment No.2 with Kimley-Horn and Associates, subject to approval by Agency Counsel, to renew contract retroactively from February 28, 2015; and extending to June 30, 2015; and
  - 2. Authorized the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.
- 3.3.6** Regarding On-Call Graphic Design Consultant:
  - 1. Authorized the Executive Director to execute contract with Eric Gouldsberry Art Direction and Stensland Design, in an amount not to exceed \$65,000, to provide on-call consultant services for graphic design of public outreach/marketing documents for two years, June 2015 through December 2017;
  - 2. Approved the use of reserve funds budgeted to this purpose; and
  - 3. Authorized the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency Counsel.
- 3.3.7** Regarding SemaConnect Contract Amendment 1:
  - 1. Authorized the Executive Director to execute contract Amendment No. 1 with SemaConnect, to renew contract retroactively from December 31, 2014 and extending to December 31, 2019 to cover the warranty period on electric vehicle charging stations; and
  - 2. Authorized the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

***PROJECT DELIVERY and PROGRAMMING***

- 3.4.1** Regarding Via Salinas Valley Project Agreements:
1. Authorized the Executive Director to execute separate Cooperative Agreements and Fund Transfer Agreements with the City of Salinas, City of Gonzales, City of Soledad, City of Greenfield and King City for the Via Salinas Valley Project, subject to approval by Agency Counsel, in an amount not to exceed \$4,522,000 to design and construct Active Transportation Program projects approved by the California Transportation Commission;
  2. Approved the use of Active Transportation Program funds budgeted to this project; and
  3. Authorized the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.
- 3.4.2** Authorized the Executive Director to sign a quitclaim deed to University Villages Associates for a segment of public utility easement on University Villages' property in the vicinity of 9<sup>th</sup> Street in the City of Marina, subject to approval by Agency Counsel.
- 3.4.3** Regarding Highway 68 Roundabout Construction Camera:
1. Authorized the Executive Director to purchase a construction camera and service agreement for the purpose of assisting with Highway 68 Roundabout construction public outreach from TrueLook, in an amount not to exceed \$13,000, subject to service agreement approval by Agency Counsel;
  2. Authorized the Executive Director to extend the monthly service should construction require more than 12, months, provided the total charges do not exceed \$13,000; and
  3. Approved the use of Air District Grant funds budgeted to this purpose.

***RAIL PROGRAM***

- 3.5.1** Received update on the Rail Extension to Monterey County project and authorized the Executive Director to submit a grant application for federal funding for the Pajaro/Watsonville multimodal station.

***REGIONAL DEVELOPMENT IMPACT FEE***

- 3.6.1** None this month.

***COMMITTEE MINUTES***

- 3.7.1** Accepted minutes from Transportation Agency committees:
- Executive Committee – Draft May 6, 2015
  - Bicycle & Pedestrian Facilities Advisory Committee – Draft May 6, 2015
  - Rail Policy Committee – Draft May 6, 2015
  - Technical Advisory Committee –No Meeting

**4. EMPLOYEE OF THE QUARTER**

The Board recognized Virginia Murillo, Assistant Transportation Planner, as the Employee of the Quarter for January 1<sup>st</sup> through March 31, 2015.

The Agency employees recognized Virginia Murillo for her positive attitude, professionalism, and diligence. Her work on the Wayfinding Plan and her preparation of the Pajaro Station grant applications.

**5. CALIFORNIA HIGHWAY PATROL DRIVING UNDER THE INFLUENCE AWARENESS CAMPAIGN**

The Board received presentation on the California Highway Patrol Driving Under the Influence Awareness Campaign.

Officer Loza reported that California Highway Patrol (CHP) Monterey Area received a 12-month grant from the California Office of Traffic Safety. The grant is funding a regional campaign with an emphasis on reducing the number of victims in traffic collisions attributed to driving under the influence (DUI) of alcohol and or drugs in Monterey County. He noted that the Californian Highway Patrol's "Monterey Regional Campaign against impaired drivers" mission is to assess drunk under the influence in Monterey County and recommend traffic safety strategies for reducing impaired driver collisions and promoting anti-DUI education. He also noted that the average daily number of verbal warnings and citations in Monterey County are expected to increase during enhanced DUI Enforcement Patrols.

**6. HIGHWAY 156 IMPROVEMENT PROJECT NEXT STEPS**

M/S/C Rubio /Edelen/ unanimous

The Board received a presentation on the Highway 156 Corridor project's history and the SR 156 Ad Hoc committee's recommendation for next steps, directed staff to return with a scope of work and request for proposals to prepare a Level 2 Traffic and Revenue Study prior to requesting state approval of a public-private partnership, and approved Request for Proposals (RFP) to collect traffic data on Highway 156 and diversion routes to provide information needed to conduct the Level 2 Traffic and revenue study, for an amount not to exceed \$40,000; authorized staff to publish the RFP, and return to the Board of Directors with a recommendation for approval of a consultant, including the final scope of work; and, approved the use of federal earmark funds budgeted for this purpose.

Dave Silberberger, Caltrans Project Manager, reported on the history of Highway 156 Improvement Project. He noted that the three main purposes of the project are to improve safety, provide local access and to relieve traffic congestion. The old highway 156 frontage road will remain open as a free alternative route.

Todd Muck, Deputy Executive Director, reported on next steps of the Highway 156 Project. A toll road will use electronic toll collection "FastTrak" equipment where vehicles don't need to slow down... He noted that the Board established a Highway 156 Ad Hoc committee to help move this project forward. The recommendation is to proceed with a "Level 2" Traffic and Revenue Study to seek answers to questions summarized in the "Guiding Principles" including traffic diversion, toll rates and potential local discounts.

Public comments:

Dennise Kenck, Castroville resident, commented that some toll roads do not succeed.

Barbara Meister, Public Affairs Director of the Monterey Aquarium, reported that she supports the Level 2 traffic study, and noted that in surveys conducted by the Aquarium tourist are willing to pay a toll.

Sam Teel, Monterey County Hospitality Association, commented that they are clearly behind this project, and applaud moving forward with a Level 2 Traffic and Revenue Study.

Dell Matt, 101 Bypass Committee, expressed concern with the congestion happening now, traffic on North Bound to Salinas backed up.

Sharon Joyce, commented the burden on local neighborhoods through diversionary traffic needs to be addressed, not just by making old 156 discouragingly slow.

Board member Rubio congratulated staff, and noted today's visual presentation "Hit it out of the ball park". Board member Edelen commented that if a toll road is built, there's less traffic on current Highway 156, and a frontage road is available for the local residents to use it is a "win, win".

**7. TRANSPORTATION IMPROVEMENT MEASURE PUBLIC OUTREACH PLAN  
CONSULTANT**

M/S/C Huitt/Parker

Recused: Craig

Vice Chair Chavez chaired the meeting during this item.

The Board received proposed timeline for public outreach polling by EMC Research and preparation of draft expenditure plan; approved Clifford Moss' choice of Moxxy Marketing as the local lead project manager sub-consultant; authorized the Executive Director to execute contract with CliffordMoss, in an amount not to exceed \$135,000 to provide Transportation Improvement Measure Public Outreach Plan consultant services for the period ending December 31, 2016; approved the use of reserve funds budgeted to this purpose; and authorized the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

Theresa Wright, Community Outreach Coordinator/Associate Transportation Planner, reported The Transportation Agency released a Request for Proposals (RFP) for a transportation improvement measure outreach plan consultant on February 27, 2015. On April 22, 2015, the Board considered approval of a contract with CliffordMoss. The Board moved to stay the item, subject to CliffordMoss identifying the sub-contract consultant for the local lead project manager. After consulting with staff and conducting interviews, CliffordMoss recommends Moxxy Marketing, based in Salinas as the local lead project manager sub-consultant.

Tom Clifford, Clifford Moss, reported that Moxxy has a strong media background and a sense of this kind of work. Terry Feinberg, Moxxy Marketing, reported that there agency has thirty years of experience, they focus on community involvement/engagement.

**8. THREE YEAR BUDGET (FY 15/16 – FY 17/18) AND FY 15/16 OWP**

**M/S/C** Huerta/Chavez/unanimous

The Board approved Resolution 2015-09 adopting the fiscal year 15/16 budget and overall work program and estimated budgets for fiscal years 16/17 and 17/18 as recommended by the Executive Committee.

Rita Goel, Director of Finance & Administration, reported the Board approved the draft budget in February. She noted that the Agency budget separates expenditures into two types: operating and direct program. Operating expenditures include staff salaries and benefits, materials and supplies, and equipment purchases. Direct program expenditures include outside consultants, contracts, expenditures that apply to specific work program tasks such as rail program, highway projects, bicycle and pedestrian program etc. The proposed fiscal year operating expenditure budget is \$2,422,299, a net decrease over fiscal year 2014/15 of \$40,985.

Todd Muck, Deputy Executive Director, reported the changes in the FY 15/16 Overall Work Program since the draft provided to the Board in February include:

- A state planning grant was received for the Monterey to Salinas-Highway 68 Corridor study.
- Funding was added to the Transportation Improvement Measure reflecting Board direction since February.
- Additional funding was budgeted for the Highway 156 Corridor-Level 2 Traffic Revenue Study.
- Funding for Complete Streets technical assistance was also added since February.

**9. EMPLOYMENT AGREEMENT WITH DEBRA L. HALE**

**M/S/C** Rubio/Edelen/unanimous

The Board approved the agreement with Debra L. Hale to continue to perform services as the Executive Director of the Transportation Agency for Monterey County Executive Director, effective July 1, 2015; and authorized Agency Chair to sign Agreement.

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

None this month.

**11. REPORTS FROM TRANSPORTATION PROVIDERS**

**Caltrans** – Tim Gubbins, Caltrans Director, reported their interregional strategic plan is up for review, and Caltrans is taking comment. He announced May is Bike Month, noting Caltrans staff participating in a pancake breakfast on May 28, 2015.

**Monterey Regional Airport District** – Bill Sabo reported that the traffic at the airport is stabilized. The runway project is almost completed. He announced American Airlines is merging with U.S. Air at the end of summer.

**Monterey-Salinas Transit District** – Carl Sedoryk reported that MST has resolved the agreement regarding the dispute with the pension reform. He announced the ribbon cutting ceremony for the new wirelessly-charged electric trolley with zero emissions will be on June 8, 2015. In conclusion, Mr. Sedoryk announced MST's three daily trips to Big Sur from Monterey has returned for the summer season.

**12. EXECUTIVE DIRECTOR'S REPORT**

Director Hale announced May is Bike Month, the Salinas Community Bicycle Ride will be held Saturday, May 30<sup>th</sup>, at 10:00 a.m., TAMC Staff will be biking back to TAMC as part of their annual ride.

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

None this month

**12. ADJOURNMENT**

Chair Craig adjourned the meeting at 11:07 a.m.



## Memorandum

**To:** Board of Directors  
**From:** David Delfino, Finance Officer / Analyst  
**Meeting Date:** June 24, 2015  
**Subject:** TAMC payments for the month of May 2015

---

### RECOMMENDED ACTION

**ACCEPT** the list of checks written for May 2015 and credit card statements for the month of April 2015.

### SUMMARY

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

### FINANCIAL IMPACT

The checks processed this period total \$236,185.21, which included checks written for May 2015 and payments of the April 2015 Bank of America Credit Card statements.

### DISCUSSION

During the month of May 2015 normal operating checks were written, as well as a check for \$292.50 to Meyers, Nave, Riback, Silver and Wilson and a check for \$3,597.50 to Overland, Pacific and Cutler, Inc. for right of way services regarding the purchase of real property for the Salinas Rail Extension Kick-Start Project, a check for \$4,728.50 to Kimley-Horn & Associates for the Multi-Modal Corridor Study and two checks totaling \$65,878.35 to HDR Engineering Inc. for the Salinas Rail Extension Kick-Start Project.



*TAMC payments for the month of May 2015*

*Board of Directors  
June 24, 2015*

Approved by:



Debra L. Hale, Executive Director

Date signed:

6/5/15

Consent Agenda

Counsel Review:

N/A

- Attachments: 1. List of checks written during the month of May 2015.  
2. Bank of America credit card statements for April 2015.

Transportation Agency for Monterey County (TAMC)  
 Union Bank Operating Account  
 May 31, 2015

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
05/06/2015	EFT Debbie Hale	150.66		Travel Expenses for California Rail Summit
05/06/2015	EFT Grant Leonard	36.61		Travel Expenses Caltrans Transportation Planning Academy
05/08/2015	16129 Access Monterey Peninsula, Inc. (AMP)	1,410.00		TV Video Services
05/08/2015	16130 Alliant Insurance	950.00		Crime Insurance
05/08/2015	16131 Alvarez Technology Group, Inc.	196.32		Telecommunication
05/08/2015	16132 AT&T Wireless Services	40.92		SAFE Call Box - Phone Service
05/08/2015	16133 Californian	374.57		Advertising for Request for Proposals for TAMC needed Services
05/08/2015	16134 Case Systems Inc.	6,615.00		SAFE Call Box - Maintenance
05/08/2015	16135 Costco Wholesale	131.13		Office and Meeting Supplies, Staff Travel & Professional
05/08/2015	16136 De Lage Landen Financial Services	280.91		Office Copier Lease
05/08/2015	16137 Enterprise Rent-a-Car	57.21		Auto Rental
05/08/2015	16138 JEA & Associates	2,500.00		Legislative Consultants
05/08/2015	16139 Meyers, Nave, Riback, Silver & Wilson	292.50		Right of Way Services for Salinas Rail Extension Kick-Start Project
05/08/2015	16140 Overland, Pacific & Cutler, Inc.	3,597.50		Right of Way Services for Salinas Rail Extension Kick-Start Project
05/08/2015	16141 Verizon Business	121.18		SAFE Call Box - Phone Service
05/08/2015	16142 VSP	166.60		Employee Benefits
05/08/2015	EFT CalPers Health Benefits	7,811.32		Employee Benefits
05/08/2015	EFT Payroll	32,689.07		Payroll
05/08/2015	EFT Form 941	8,136.64		Payroll Taxes & Withholding
05/08/2015	EFT EDD	2,762.12		Payroll Taxes & Withholding
05/08/2015	EFT EDD	10.49		Payroll Taxes & Withholding
05/08/2015	EFT Pers Retirement	7,130.00		Employee Benefits
05/08/2015	EFT Pers Retirement PEPRRA	812.69		Employee Benefits
05/08/2015	EFT CalPERS	5,579.34		Employee Benefits
05/08/2015	16143 United Way of Monterey County	65.00		Employee Deduction - Charitable
05/14/2015	16144 AT & T (Carol Stream, Il.)	342.32		Telecommunications, Call Box - Phone Service and Rideshare
05/14/2015	16145 Dave Potter	109.25		Board Member Travel - Coast Rail
05/14/2015	16146 Delta Dental	849.43		Employee Benefits
05/14/2015	16147 Kimley-Horn & Associates, Inc.	4,728.50		Multi-Modal Corridor Study
05/14/2015	16148 United States Postal Service	200.00		FSP Postage
05/14/2015	DEP Marina Concrete and Portola Leasing		850.00	Railroad Right Way Rent
05/14/2015	DEP Haedrich, Lithia , Saroyan, Cardinale, Wilson, Jaguar and P & S R/E		11,674.08	Railroad Right Way Rent
05/19/2015	16149 Californian	427.38		Advertising for Request for Proposals for TAMC needed Services
05/19/2015	16150 Comcast	132.54		Telecommunication
05/19/2015	16151 Fedex (Postage)	56.67		Delivery Service
05/19/2015	16152 FedEx (Printing)	705.02		Printing
05/19/2015	16153 Peninsula Messenger LLC	375.00		Courier Service
05/19/2015	16154 Tri-County Business Systems	714.32		Office Copier Expenses
05/19/2015	EFT TAMC Monterey County Acct. 691		150,000.00	Funds Transfer from TAMC County Acct. 691
05/22/2015	16155 Business Card	957.23		Office and Meeting Supplies, Staff Travel & Training
05/22/2015	16156 CALPELRA	1,020.00		Annual Dues and Training
05/22/2015	16157 Case Systems Inc.	6,615.00		SAFE Call Box - Maintenance
05/22/2015	16158 CDS Net, LLC	267.30		Safe Call Boxes
05/22/2015	16159 HDR Engineering Inc.	35,648.53		Salinas Rail Extension Kick-Start Project
05/22/2015	16160 Lincoln National Life Insurance Co.	588.28		Employee Benefits
05/22/2015	16161 Office Depot	436.99		Office Supplies
05/22/2015	16162 Plaza Circle, Ltd	7,793.80		Office Rent
05/22/2015	16163 Pure Water	52.95		Water

Transportation Agency for Monterey County (TAMC)  
 Union Bank Operating Account  
 May 31, 2015

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
05/22/2015 16164	United Way of Monterey County	65.00		Employee Deduction - Charitable
05/22/2015 16165	Access Monterey Peninsula, Inc. (AMP)	1,410.00		TV Video Services
05/22/2015 16166	Oppidea, LLC	2,335.00		Accounting Services
05/22/2015 16167	Shell	19.48		Auto Expense - Gasoline
05/22/2015 16168	Valero Marketing and Supply	86.63		Auto Expense - Gasoline
05/22/2015 EFT	Payroll	32,387.71		Payroll
05/22/2015 EFT	Form 941	7,969.46		Payroll Taxes & Withholding
05/22/2015 EFT	EDD	2,683.99		Payroll Taxes & Withholding
05/22/2015 EFT	EDD	16.99		Payroll Taxes & Withholding
05/22/2015 EFT	Pers Retirement	7,130.00		Employee Benefits
05/22/2015 EFT	Pers Retirement PEPRA	812.69		Employee Benefits
05/22/2015 EFT	CalPERS	5,579.34		Employee Benefits
05/22/2015 EFT	Christina Watson	76.91		Travel Expenses California Rail Summit
05/26/2015 DEP	Cardinale		1,870.00	Railroad Right Way Rent
05/26/2015 DEP	Sherwin		215.24	Office Depot Settlement
05/26/2015 DEP	All US Credit Union		4,932.00	Railroad Right Way Rent
05/26/2015 DEP	State of California		38,196.49	Multi-Modal Corridor Study Grant
05/26/2015 EFT	Union Bank	25.00		Bank Service Charges
05/26/2015 EFT	Union Bank	15.00		Bank Service Charges
05/26/2015 EFT	Union Bank	9.00		Bank Service Charges
05/28/2015 16169	Alvarez Technology Group, Inc.	1,285.00		Computer Support
05/28/2015 16170	HDR Engineering Inc.	30,229.82		Salinas Rail Extension Kick-Start Project
05/28/2015 16171	Red Shift Internet Services	109.90		Internet Services
05/27/2015 DEP	State of California		4,679.13	PTA Funds - Reimbursement for Coast Daylight Expenses
05/29/2015 DEP	State of California		149,054.18	Traffic Congestion Relief Funds for Commuter Rail Extension
<b>TOTAL</b>		236,185.21	361,471.12	



ELOUISE RODRIGUEZ

Platinum Plus® for Business

April 05, 2015 - May 04, 2015

Cardholder Statement

**Account Information:**  
www.bankofamerica.com

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BANK OF AMERICA  
PO BOX 982238  
EL PASO, TX 79998-2238

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

**Customer Service:**  
1.800.673.1044, 24 Hours

**TTY Hearing Impaired:**  
1.888.500.6267, 24 Hours

**Outside the U.S.:**  
1.509.353.6656, 24 Hours

**For Lost or Stolen Card:**  
1.800.673.1044, 24 Hours

**Business Offers:**  
www.bankofamerica.com/mybusinesscenter

**Payment Information**

New Balance Total ..... \$733.23  
Minimum Payment Due ..... **\$10.00**  
Payment Due Date ..... **05/31/15**

**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:  
\$19.00 for balance less than \$100.01  
\$29.00 for balance less than \$1,000.01  
\$39.00 for balance less than \$5,000.01  
\$49.00 for balance greater than \$5,000.01

**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 ..... \$768.76  
Payments and Other Credits ..... -\$768.76  
Balance Transfer Activity ..... \$0.00  
Cash Advance Activity ..... \$0.00  
Purchases and Other Charges ..... \$733.23  
**Fees Charged ..... \$0.00**  
**Finance Charge ..... \$0.00**

New Balance Total ..... \$733.23  
Credit Limit ..... \$5,000  
Credit Available ..... \$4,266.77  
Statement Closing Date ..... 05/04/15  
Days in Billing Cycle ..... 30

**Transactions**

Posting Date	Transaction Date	Description	Reference Number	Amount
<b>Payments and Other Credits</b>				
04/09	03/23	PAYMENT - THANK YOU	0831530000000583061137	360.00
04/20	04/18	PAYMENT - THANK YOU	1091530000000500575615	- 1,128.76
<b>TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD</b>				<b>-\$768.76</b>
<b>Purchases and Other Charges</b>				
04/06	04/02	THE BAGEL CORNER SALINAS CA		17.25
04/08	04/06	DEVICE MAGIC INC DURHAM NC		30.00
04/17	04/16	MSFT * E02000WP7A 800-642-7676 WA		68.00

Account Number  
April 05, 2015 - May 04, 2015

New Balance Total ..... \$733.23  
Minimum Payment Due ..... **\$10.00**  
Payment Due Date ..... **05/31/15**

BUSINESS CARD  
PO BOX 15796  
WILMINGTON, DE 19886-5796

Enter payment amount

\$

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

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

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

**Transactions**

Posting Date	Transaction Date	Description	Reference Number	Amount
04/22	04/21	STARBUCKS #06629 SALIN Salinas CA		29.90
04/24	04/23	EB 2015 CALIFORNIA PA 8888102063 CA		300.00
05/01	04/30	NOB HILL #607 SALINAS CA		38.08
05/04	05/01	PP*SHINERS SALINAS CA <b>CAR</b>		250.00
<b>TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD</b>				<b>\$733.23</b>

**Finance Charge Calculation**

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

	Annual Percentage Rate	Balance Subject to Interest Rate	Finance Charges by Transaction Type
PURCHASES	17.99%	\$0.00	\$0.00
CASH	24.24% V	\$0.00	\$0.00

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

**Important Messages**

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DD 3.1.2. ATTACHMENT 2.



DEBRA L HALE

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April 05, 2015 - May 04, 2015

Cardholder Statement

Account Information:  
www.bankofamerica.com

Mail Billing Inquiries to:  
BANK OF AMERICA  
PO BOX 982238  
EL PASO, TX 79998-2238

Mail Payments to:  
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1.509.353.6656, 24 Hours

For Lost or Stolen Card:  
1.800.673.1044, 24 Hours

Business Offers:  
www.bankofamerica.com/mybusinesscenter

Payment Information

New Balance Total ..... \$224.00  
Minimum Payment Due ..... \$10.00  
Payment Due Date ..... 05/31/15

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:  
\$19.00 for balance less than \$100.01  
\$29.00 for balance less than \$1,000.01  
\$39.00 for balance less than \$5,000.01  
\$49.00 for balance greater than \$5,000.01

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 ..... \$394.62  
Payments and Other Credits ..... -\$394.62  
Balance Transfer Activity ..... \$0.00  
Cash Advance Activity ..... \$0.00  
Purchases and Other Charges ..... \$224.00  
Fees Charged ..... \$0.00  
Finance Charge ..... \$0.00

New Balance Total ..... \$224.00  
Credit Limit ..... \$5,000  
Credit Available ..... \$4,776.00  
Statement Closing Date ..... 05/04/15  
Days in Billing Cycle ..... 30

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
<b>Payments and Other Credits</b>				
04/09	03/23	PAYMENT - THANK YOU	0831530000000583061137	- 360.00
04/09	04/09	LATE PAYMENT FEE ADJUSTMENT		- 29.00
04/09	04/09	FINANCE CHARGE ADJUSTMENT		- 5.62
<b>TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD</b>				<b>-\$394.62</b>
<b>Purchases and Other Charges</b>				
04/22	04/20	AMTRAK.CO1100679107059 08008727245 DC		144.00

Account Number  
April 05, 2015 - May 04, 2015

New Balance Total ..... \$224.00  
Minimum Payment Due ..... \$10.00  
Payment Due Date ..... 05/31/15

BUSINESS CARD  
PO BOX 15796  
WILMINGTON, DE 19886-5796

DEBRA L HALE  
TAMC  
ATTN DAVE DELFINO  
55 PLAZA CIR STE B  
SALINAS, CA 93901-295274

Enter payment amount

\$

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

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

**Transactions**

Posting Date	Transaction Date	Description	Reference Number	Amount
		HALE/DEBRA 1100679107059 Departure Date: 04/20/15 Airport Code: SJC 2V S SAC		
04/24	04/22	CALIFORNIA SOCIETY OF	916-2312137 CA	40.00
04/24	04/22	CALIFORNIA SOCIETY OF	916-2312137 CA	40.00
<b>TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD</b>				<b>\$224.00</b>

**Finance Charge Calculation**

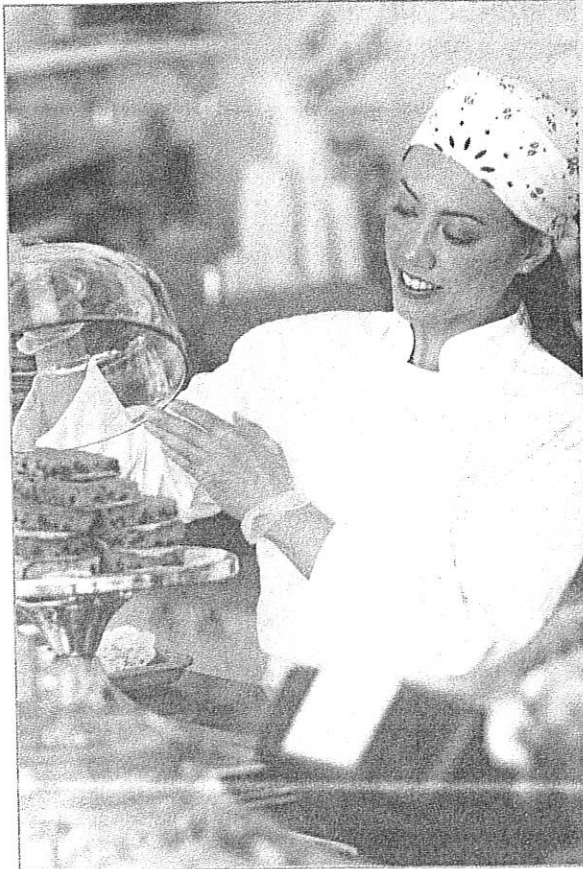
Your Annual Percentage Rate (APR) is the annual interest rate on your account.

	Annual Percentage Rate	Balance Subject to Interest Rate	Finance Charges by Transaction Type
PURCHASES	17.99%	\$0.00	\$0.00
CASH	24.24% V	\$0.00	\$0.00

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

**Important Messages**

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## Memorandum

**To:** Board of Directors  
**From:** Todd Muck, AICP, Deputy Executive Director  
**Meeting Date:** June 24, 2015  
**Subject:** Conferences Attended by Agency Staff

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### RECOMMENDED ACTION:

RECEIVE report on conferences or trainings attended by agency staff.

### SUMMARY:

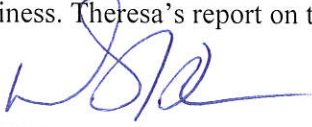
Agency staff occasionally attends conferences or trainings at Agency expense that are pertinent to their roles in pursuing the Agency's mission. These events allow the staff to stay current and participate in the development of transportation practices and policies related to their roles.

### FINANCIAL IMPACT:

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

### DISCUSSION:

On May 8th, Theresa Wright attended the Social Marketing Conference in San Jose. The conference was designed to give participants a real-world guide to understanding and using social media to generate leads, connect with customers, expand their market reach, create lifelong customers, drive web site traffic and grow their business. Theresa's report on the training is attached.

Approved by:   
Debra L. Hale, Executive Director

  
Date signed

Consent Agenda

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

Attachment: Summary Report for the Social Marketing Conference





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors

**From:** Theresa Wright, Community Outreach Coordinator/  
Associate Transportation Planner

**Meeting Date:** June 24, 2015

**Subject:** **The Social Media Marketing Conference**

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On May 8<sup>th</sup>, I attended the Social Marketing Conference at the Four Points by Sheraton Air in San Jose. The conference was presented by SkillPath Seminars. SkillPath Seminars is a division of Graceland College Center for Professional Development and Lifelong Learning, Inc. They are the premier provider of professional business training since 1989; offering more than 20,000 on-site and on-line seminars, workshops and conferences in the United States, Canada and Australia. SkillPath training sessions are designed to teach hard and soft skills required for success in every profession, industry and company. Their objective is to provide training that offers content that's relevant, practical and useful.

On May 8<sup>th</sup>, SkillPath Seminars offered a conference on social media marketing. I attended that conference, along with approximately 30 other public, private and non-profit professionals from the Santa Clara and Monterey Bay areas. The conference was designed to give participants a real-world guide to understanding and using social media to generate leads, connect with customers, expand their market reach, create lifelong customers, drive web site traffic and grow their business.

Participants were able to choose one of two tracks offered. Track One was "You've Decided to Jump into the World of Social Media-Now What?" Track Two was "Step Up Your Social Media Presence: Network, Promote, Share...and Profit." I registered for the latter, Track Two.

The first session of Track Two focused on social media tools, identifying the best uses for Facebook and LinkedIn, explored how to use YouTube and Twitter and other sites in a marketing campaign. Session two focused on common social media mistakes and how to avoid them. The third session was a hands-on exercise in writing techniques for social media platforms. The fourth session was dedicated to managing your on-line reputation. In the final session, the presenter offered multiple sites and tools to help monitor public/customer feedback and explained how to use collected data to revise and adjust a social media campaign.

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Some of the important information gained at the conference was:

- An understanding of how businesses are using social media
- Items that should be included in a basic social media kit
- Time-saving monitoring tips
- How to Choose and Use Multiple Platforms and Build Momentum
- How to Measure your Return on Investment
- Analytics to Better Understand your Return on Investment
- Types of Monitoring Tools available
- Examples of Successful Social Media Campaigns

The Social Media Marketing Conference was beneficial, timely and useful. It's beneficial because the knowledge I gained provides me a better understanding of its usefulness in TAMC's outreach efforts. It's timely because we will be able to use social media marketing as we advance forth with several high-profile TAMC projects, such as the Transportation Improvement Measure Outreach Plan; and its usefulness because it will complement the Agency's other outreach efforts through the revised TAMC website and the Agency's use of the social townhall platform, MySidewalk (formerly, MindMixer).



## Memorandum

**To:** Board of Directors  
**From:** Rita Goel, Director of Finance & Administration  
**Meeting Date:** June 24, 2015  
**Subject:** **WEIGHTED VOTE**

---

### **RECOMMENDED ACTION:**

**APPROVE** attached updated Agency weighted vote table.

### **SUMMARY:**

In accord with Agency Bylaws, staff revised the weighted vote table based on the most current population estimate prepared by the California Department of Finance. Staff revises the weighted vote table annually when the new population estimates are available.

### **FINANCIAL IMPACT:**

None.

### **DISCUSSION:**

**Attachment 1** contains the revised weighted vote table. **Attachment 2** is a section from the Agency Bylaws governing the weighted vote process.

Approved by:  Date: 6/2/15  
Debra L. Hale, Executive Director

Consent Agenda

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

Attachment 1: Weighted Vote Table

Attachment 2: TAMC Bylaws sections regarding weighted vote



			1/1/2015
3rd district	14,742	14.70%	15,241
2nd district	45,642	45.53%	47,187
5th district	36,424	36.33%	37,657
4th district	3,444	3.44%	3,561
1st district	0	0.00%	0
	100252	100.00%	101,644

county unincorporated pop                    100252                    103645  
U.S. Census Bureau estimates as of March, 2001 and California State Dept of Finance  
July 1, 2002 proportions used to spread annual DOF increase to Supervisor Districts

Voting Section from TAMC Bylaws

**07.VOTING**

7.1 Except as specifically otherwise provided herein, the vote of a majority of the members of the AGENCY present at any regular, adjourned or special meeting shall be sufficient to pass or act upon any matter properly before the AGENCY, and each member of the AGENCY shall have one vote.

7.2 **POPULATION WEIGHTED VOTING:** Upon the call and request of any AGENCY member, present and able to vote, and a quorum being present, a weighted voting formula shall apply for any vote to be taken by the AGENCY, with each member having one or more votes based upon the population of the city or unincorporated county area such member represents. One vote will be granted to Supervisorial District 1 as its population is included in the City of Salinas.

In order for the AGENCY to take action under the provisions of this section two requirements must be fulfilled:

- a) A majority of the votes weighted by population must be cast in favor of the action, provided that not less than two member agencies vote in favor of the action; and
- b) A majority of the members vote in favor of the action.

In the event a simple majority vote on a question has previously been taken, and a weighted vote is subsequently called; a roll call vote will be taken that tabulates both the weighted vote and the members voting. The vote weighted by a majority of those voting representing a majority of the population shall supersede the previous simple majority vote, provided that the vote of a single member may not defeat an action.

7.3 **POPULATION:** For the purposes of determining the weighted vote of Cities or the unincorporated area of the County, the weighted vote by population shall be based on the most current Census, and AGENCY staff shall update annually based on the California State Department of Finance population estimate when it becomes available.



## Memorandum

**To:** Board of Directors  
**From:** Virginia Murillo, Assistant Transportation Planner  
**Meeting Date:** June 24, 2015  
**Subject:** Title VI Program and Language Assistance Plan

---

### **RECOMMENDED ACTION:**

**ADOPT** Resolution 2015-10 adopting the Agency's Title VI Program and Language Assistance Plan.

### **SUMMARY:**

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. As a recipient of federal funds, the Transportation Agency's Title VI Program and Language Assistance Plan 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 funding, and to be eligible to receive future federal funding. Staff time required to implement the Title VI Program and Language Assistance Plan was budgeted under Work Element 6550.

### **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) new 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 in administration and management of Title VI related activities. The Transportation Agency's Title VI Program and Language Assistance Plan include 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, demographic profile and a summary of outreach efforts for Monterey County
- The Language Assistance Plan, including an analysis of the potential number of LEP persons served by the Transportation Agency's programs and projects, the frequency with which staff contact LEP persons, the significance of programs to LEP persons, and the services available to LEP persons
- Language Assistance Plan Implementation strategies
- Title VI complaint process and forms

Transportation Agency and Caltrans staff have reviewed and provided comments on the Title VI Program and Language Assistance Plan. Staff recommends that the Board adopt the Title VI Program and Language Assistance Plan. Once adopted, the Transportation Agency will publish its Title VI Program and Language Assistance Plan, and will train staff on Title VI policy and LEP responsibilities.

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



Debra L. Hale, Executive Director

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

6/9/15

Consent Agenda

Counsel Approval: N/A

Finance Approval: N/A

Attachments:

1. Resolution 2015-10
2. Title VI Notice to the Public

Web Attachment: Title VI Program and Language Assistance Plan



**RESOLUTION NO. 2015-10 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. That Debra L. Hale, 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 24th day of June 2015, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

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

**ATTEST:**

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

## Appendix A – Notice to the Public

### English Notice to Beneficiaries

Notifying the Public of Rights Under Title VI  
Transportation Agency for Monterey County

The Transportation Agency for Monterey County (TAMC) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the TAMC.

For more information on TAMC's civil rights program, and the procedures to file a complaint, call 831.775.0903, visit our administrative office at 55-B Plaza Circle, Salinas, CA, or visit [www.TAMCMonterey.org](http://www.TAMCMonterey.org)

A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5<sup>th</sup> Floor-TCR, 1200 New Jersey Avenue, SE, Washington DC 20590.

If information is needed in another language, call 831.775.0903.

### Spanish Notice to Beneficiaries

Notificación al público de los derechos bajo el título VI  
Agencia de Transporte del Condado de Monterey

La Agencia de Transporte del Condado de Monterey (TAMC) opera sus programas y servicios sin respecto a raza, color y origen nacional con arreglo al título VI de la Civil Ley de derechos. Cualquier persona que cree que él o ella ha sido agraviado por cualquier práctica discriminatoria ilegal bajo el título VI puede presentar una queja con TAMC.

Para obtener más información sobre el programa derechos civiles capaz de industrias y los procedimientos para presentar una queja, llame al 831.775.0903, o visite nuestra oficina administrativa en 55-B Plaza Circle, Salinas, CA, CA o visite [www.TAMCMonterey.org](http://www.TAMCMonterey.org)

Un demandante puede presentar una queja directamente con la Federal Transit Administration (Administración Federal de Transito) archivando una queja con la Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590

Si se necesita información en otro idioma, contacte al 831.775.0903

**Tagalog Notice to Beneficiaries**

Notification sa publiko ng kanilang mga karapatan sa ilalim ng Title VI

Transportasyon Agency ng Monterey County

Ang Transportasyon Agency ng Monterey County (TAMC) nagpapatakbo ng mga programa at mga serbisyo nito nang walang patungkol sa lahi, kulay o bansang pinagmulan sa ilalim ng Title VI ng Civil Rights Act sa. Ang sinumang tao na naniniwala na siya ay natalo sa anumang labag sa batas pagtatanging practice sa ilalim ng Title VI ay maaaring magsampa ng reklamo sa TAMC.

Para sa karagdagang impormasyon tungkol sa mga civil program kaya ng mga industriya at mga pamamaraan para sa pag-file ng isang reklamo ng mga karapatan, tumawag sa 831.775.0903, o bisitahin ang aming administrative office sa 55-B Plaza Circle, Salinas, CA o bisitahin [www.TAMCMonterey.org](http://www.TAMCMonterey.org)

Ang nagrereklamo ay maaaring magharap ng reklamo direkta sa Federal Transit Administration (Federal Transit Administration) sa pamamagitan ng pag-file ng reklamo sa Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590

Kung ang impormasyon sa ibang wika ay kinakailangan, makipag-ugnay sa 831.775.0903

**Location of Title VI Notice Posting**

A copy of TAMC's Title VI Notice to the Public is posted at the following locations:

Location	Address	City
TAMC Office	55-B Plaza Circle	Salinas, CA

The Title VI Program information is also provided on the Transportation Agency's website at:

[www.TAMCMonterey.org](http://www.TAMCMonterey.org)



# **Title VI Program and Language Assistance Plan**

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**June 2015**

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

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## Executive Summary

Title VI is a Federal law that requires that no person in the United States, on the grounds of race, color or national origin, be excluded from, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Title VI applies to recipients and sub-recipients of Federal financial assistance. As a recipient, the Transportation Agency for Monterey County (TAMC) is required to prepare a Title VI Program and Language Assistance Plan.

The Federal Transit Administration (FTA) Office of Civil Rights is authorized by the Secretary of Transportation to conduct civil rights compliance reviews. FTA Circular 4702.1B sets new guidelines for Caltrans, as a recipient of FTA funding assistance, requiring 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, TAMC is required to comply with FTA requirements associated with the use of these funds.

The following Title VI Program and Language Assistance Plan was developed to guide the Transportation Agency for Monterey County in its administration and management of Title VI related activities, and details the ways in which TAMC meets the requirements as set forth in the Federal Transit Administration Circular 4702.1B *Title VI Requirements and Guidelines for Federal Transit Administration Recipients* (October 2012).

## I. Introduction

### Title VI and Limited English Proficiency

#### ***Title VI***

Title VI of the Civil Rights Act of 1964 is a federal statute that states the following:

“No person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

As stated in the statute, Title VI 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.

#### ***Limited English Proficiency***

Limited English Proficient (LEP) persons refer to persons for whom English is not their primary language and who have a limited ability to read, write, speak or understand English. It includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all.

According to Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency, LEP persons are entitled to language assistance under Title VI of the Civil Rights Act of 1964, and federal assistance recipients shall take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities.



## Background

TAMC is the state designated Regional Transportation Planning Agency for Monterey County that programs and distributes state and federal money for local and regional transportation projects. The Transportation Agency is responsible for distributing funds for public transit, rail, local street and road maintenance, and highway, bicycle and pedestrian facilities. The Transportation Agency’s mission is to proactively plan and fund a transportation system that enhances mobility, safety, access, environmental quality and economic activities by investing in regional transportation projects serving the needs of Monterey County residents, businesses and visitors. In pursuing its mission, the Transportation Agency strives to inform and involve its jurisdictions and the general public through its various programs, projects and other work activities conducted by the Agency.

## Transportation Agency Governance

As the state designated Regional Transportation Planning Agency for Monterey County, the Transportation Agency must comply with federal and state legislation when developing and programming transportation plans and projects. As a regional agency, the Transportation Agency’s governing board is comprised of local officials from each of the County’s twelve incorporated cities and five supervisorial districts, and ex-officio members from six public agencies. The table below describes the members of the Transportation Agency’s governing board.

**Table 1: Transportation Agency membership.**

Board of Directors	Non-voting Ex-Officio Members
District 1	Association of Monterey Bay Area Governments
District 2	Monterey-Salinas Transit
District 3	Monterey Bay Unified Air Pollution Control District
District 4	Monterey Regional Airport
District 5	City of Watsonville
City of Carmel-by-the-Sea	California Department of Transportation
City Del Rey Oaks	
City of Gonzales	
City of Greenfield	
City of King City	
City of Marina	
City of Monterey	
City of Pacific Grove	
City of Salinas	
City of Sand City	
City of Seaside	
City of Soledad	

### III. Title VI Policy Statement

The Transportation Agency for Monterey County operates its programs and services ensuring that no person shall be excluded from the equal distribution of its services and amenities based on their race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964. The Transportation Agency developed a notice to the public informing them of their rights under Title VI. **Appendix A** includes the Title VI Notice to the Public, which is provided in English, Spanish and Tagalog, in. Any person who believes she or he has been aggrieved by any unlawful discriminator practice under Title VI may file a complaint with the Transportation Agency for Monterey County and/or with the Federal Transit Administration. The Transportation Agency's complaint process and complaint forms are included in **Appendix B** and **Appendix C**.

Towards this end, it is Agency's objective to:

- Ensure that the level of quality of transportation programs, projects and services are provided without regard to race, color, or national origin;
- Promote the full and fair participation of all affected populations in transportation decision-making;
- Prevent the denial, reduction, or delay in benefits related programs and activities that benefit minority populations or low income populations; and
- Ensure meaningful access to programs and activities for persons with Limited English Proficiency.

The Executive Director, management, and all employees share the responsibility of carrying out the Agency's commitment to Title VI compliance. Title VI complaints are investigated through the complaint procedures process.

### IV. Title VI Program

#### Title VI Program Statement

TAMC developed this Title VI Program to serve as guidance in the administration and management of Title VI-related activities, and details how TAMC meets the requirements set forth in the FTA Circular 4702.1B.

As a sub-recipient and direct recipient of federal funding, TAMC is committed to ensuring that no person on the basis of race, color, or national origin will be excluded from participation or subjected to discrimination with regard to the transportation planning and programming activities conducted by TAMC's employees, affiliates, and contractors.

TAMC is committed to meeting the requirements as set forth in FTA Circular 4702.1B, and seeks the participation of a diverse set of communities with an interest in regional transportation planning efforts, including lower income households, minority populations, and persons with disabilities, representatives from the community and service organizations, tribal organizations and other public agencies.

## General Reporting Requirements

Chapter III of the Federal Transit Administration (FTA) Circular 4702.1B addresses the general reporting requirements for recipients and sub-recipients of FTA funding to ensure that their activities comply with Department of Transportation (DOT) Title VI regulations. Below are summaries of each requirement and how TAMC's Title VI Program fulfills that requirement.

1. REQUIREMENT TO PROVIDE TITLE VI ASSURANCES

In accordance with 49 CFR Section 21.7(a), every application for financial assistance from FTA must be accompanied by an assurance that the applicant will carry out the program in compliance with DOT's Title VI regulations. This requirement shall be fulfilled when the applicant/recipient submits its annual certifications and assurances to FTA.

**TAMC annually submits its Certifications and Assurances to the California Department of Transportation.**

2. REQUIREMENT TO PREPARE AND SUBMIT A TITLE VI PROGRAM

Sub-recipients shall submit Title VI Programs to the primary recipient from whom they receive funding in order to assist the primary recipient in its compliance efforts.

**TAMC has approved the Title VI Program by resolution and submitted it to the California Department of Transportation. The effective date will be June 24, 2015, the date of the resolution.**

3. REQUIREMENT TO NOTIFY BENEFICIARIES OF PROTECTION UNDER TITLE VI

The Title VI Program shall include recipient's Title VI notice to the public that indicates the recipient complies with Title VI, informs members of the public of the protections against discrimination afforded to them by Title VI, and includes a list of locations where the notice is posted.

**TAMC has developed a public Title VI Notice to Beneficiaries following the guidelines of Circular FTA C 4702.1B, Appendix B. A copy of the notice is found in Appendix A of this Title VI Program.**

4. REQUIREMENT TO HAVE TITLE VI COMPLAINT PROCEDURES AND A COMPLAINT FORM

All recipients shall develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to members of the public. Recipients must also develop a Title VI complaint form, and the form and procedure for filing a complaint shall be available on the recipient's website.

**TAMC has developed a Title VI complaint procedure and form. In this Title VI Program, Appendix B outlines TAMC's Title VI Complaint Procedures, and Appendix C is a copy of TAMC's Title VI Complaint form.**

The complaint procedures and form are available in English, Spanish and Tagalog on TAMC's website: [www.tammonterey.org](http://www.tammonterey.org)

Individuals who do not have access to the internet may request that TAMC mail them a paper copy of the procedures and form.

5. REQUIREMENT TO RECORD AND REPORT TRANSPORTATION-RELATED TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS

In order to comply with the reporting requirements of 49 CFR Section 21.9(b), FTA requires all recipients to prepare and maintain a list of any of the following that allege discrimination on the basis of race, color, or national origin: active investigations conducted by entities other than FTA; lawsuits; and complaints naming the recipient. This list shall include the date that the investigation, lawsuit, or complaint was filed; a summary of the allegation(s); the status of the investigation, lawsuit, or complaint; and actions taken by the recipient in response, or final findings related to the investigation, lawsuit, or complaint.

**TAMC will maintain a list of all investigations, lawsuits and complaints naming TAMC according to the guidelines of Circular FTA C 4702.1B. A copy of this list is provided in Appendix D of this Title VI Program. In addition, TAMC will maintain permanent records of all related documents. TAMC has not received any Title VI complaints of discrimination and therefore does not have any investigations or lawsuits to report; however, the processes are in place in the event that complaints are made.**

6. REQUIREMENT TO PROMOTE INCLUSIVE PUBLIC PARTICIPATION

The content and considerations of Title VI, the Executive Order on Limited English Proficiency (LEP), and the DOT LEP Guidance shall be integrated into each recipient's established public participation plan or process (i.e., the document that explicitly describes the proactive strategies, procedures, and desired outcomes that underpin the recipient's public participation activities).

**As a member of the Association for Monterey Bay Area Government (AMBAG), the metropolitan planning organization for the region, TAMC coordinated with AMBAG for the region's Public Participation Policy (see <http://www.ambag.org/>). TAMC ensures that minority and LEP populations, as with all members of the public, will be empowered to participate in decisions involved with TAMC's transportation planning and programming activities.**

7. REQUIREMENT TO PROVIDE MEANINGFUL ACCESS TO LEP PERSONS

Consistent with Title VI of the Civil Rights Act of 1964, DOT's implementing regulations, and Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" (65 FR 50121, Aug. 11, 2000), recipients shall take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities for individuals who are limited-English proficient (LEP).

**Please see TAMC’s Language Assistance Plan included in this Title VI Program. TAMC’s Four Factor Analysis and Action Plan are contained therein.**

8. MINORITY REPRESENTATION ON PLANNING AND ADVISORY BODIES

Title 49 CFR Section 21.5(b)(1)(vii) states that a recipient may not, on the grounds of race, color, or national origin, “deny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of the program.” Recipients that have transportation-related, non-elected planning boards, advisory councils or committees, or similar committees, the membership of which is selected by the recipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees.

**Table 2 shows TAMC’s Table Depicting Minority Representation on Committees and Councils Selected by TAMC.**

9. REQUIREMENT TO PROVIDE ADDITIONAL INFORMATION UPON REQUEST

FTA may request, at its discretion, information other than that required by this Circular from a recipient in order for FTA to investigate complaints of discrimination or to resolve concerns about possible noncompliance with DOT’s Title VI regulations.

**TAMC will fully cooperate with any FTA investigation of discrimination complaints to the extent required by Title VI regulations.**

## **Title VI Facilities Equity Analysis**

Per 49 CFR 21.9(b)(3), TAMC may not select the site or location of facilities with the purpose or effect of excluding persons from, denying the benefits of, or subjecting them to discrimination on the basis of race, color, or national origin. Per 49 CFR 21, (The Public Participation Plan), the location of projects requiring land acquisition and the displacement of persons from their residences and business may not be determined on the basis of race, color, or national origin.

Facilities included in this provision include, but are not limited to, storage facilities, maintenance facilities, and operations centers. For purposes of this requirement, “facilities” does not include bus shelters, as these are transit amenities and are covered in Chapter IV, nor does it include transit stations, power substations, etc., as those are evaluated during project development and the NEPA process. TAMC has not changed locations in fourteen years. At this time there are no plans for relocation or expansion of our current operations location.

## **V. Public Participation Plan**

Public involvement is a major component of the transportation planning process. TAMC makes a concerted effort to solicit public input from all residents including under-represented groups in many aspects of transportation planning within Monterey County.

TAMC collaborated with the Association for Monterey Bay Area Governments to prepare the *2015 Monterey Bay Area Public Participation Plan*<sup>1</sup>, which guides all public involvement activities to ensure that the community is informed and given a chance to be involved. Described below is the Transportation Agency's approach to public participation, as outlined in the *Public Participation Plan*:

1. Define purpose and identify stakeholders
2. Consult and coordinate with other agencies
3. Consult with interested parties, such as policy boards and advisory committees
4. Post public notices, hold public hearings and public comment periods
5. Use media and informational materials to distribute information about project
6. Encourage bilingual participation
7. Respond to public comments/input
8. Post and distribute draft and final documents on the web

The public participation process is at the earliest stages of any TAMC project that may impact the surrounding community. As projects vary in time and size, the public participation process may vary for each, as well as the extent of public participation.

## Outreach Requirements and Activities

The following activities are intended to serve as guidelines for minimum levels of outreach to ensure equal access and opportunity to participate in transportation planning and decision-making. These also provide current strategies for soliciting input and engaging various communities. Below is a list of outreach methods that TAMC currently uses to inform the public:

- Notice for public meetings, public hearings and other public engagement activities are posted on social media and on TAMC's website: [www.TAMCMonterey.org](http://www.TAMCMonterey.org)
- Public Notices are posted at the TAMC Office and at key community centers, such as libraries.
- Comments are accepted at public outreach events, by email, by mail, fax, and phone to ensure that all populations have the opportunity to participate.
- TAMC Board and Committee agendas packets are posted on its website and available for review at the administration office. Agendas are also distributed to these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, King City, Hartnell College, Monterey Peninsula College, and Cal State University Monterey Bay.

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<sup>1</sup> For a copy of the *Monterey Bay Area Public Participation Plan*, please visit <http://www.ambag.org/>.

## Summary of Outreach Efforts

TAMC Outreach efforts include:

- Conduct public hearings and meetings on the development of the Regional Transportation Plan (RTP). Copies of the RTP are available for review at local libraries, TAMC office, as well as on its website.
- Conduct several year round outreach efforts with the Monterey-Salinas Transit Mobility Advisory Committee, which serves as the Social Services Transportation Advisory Council (SSTAC), the Bicycle and Pedestrian Technical Advisory Committee (BPC), and the Technical Advisory Committee (TAC).
- Post public notifications to encourage participation in transportation planning processes, such as the annual unmet transit needs public hearings. In addition, TAMC holds numerous public transportation projects and planning activities workshops.
- Citizens are encouraged to attend and speak at TAMC meetings on any matter included for discussion on the agenda and/or under general public comment.
- TAMC participates in a variety of community outreach events throughout the year.
- Upon request, members of the public may receive a copy of Board and Committee agendas. All agendas are posted at [www.TAMCMonterey.org](http://www.TAMCMonterey.org), at least three days prior to the meeting.

## Outreach Methods to Engage Minority and LEP Populations

Currently, Spanish and Tagalog are the only quantifiable population within TAMC's service area that is limited English proficient. TAMC will continue assessing the language needs of residents through its Language Assistance Plan. At such time, as another group with limited English proficiency reaches significant mass, TAMC will review this plan and its strategies to engaging with non-English speaking populations. Below are the methods that the TAMC are currently using:

- Public hearing notices are translated to Spanish and posted alongside English notices at TAMC office, and online.
- Meeting information is posted in English and Spanish on TAMC's website.
- TAMC distributes meeting information to community groups and agencies that work with LEP populations, if such contacts exist.
- As identified in its Limited English Proficiency (LEP) Plan, TAMC has full time staff to provide language assistance for Spanish language speakers.
- Spanish and Tagalog interpretation may be provided at public meetings.

TAMC staff has traditionally encountered Spanish-speaking LEP populations. Now that Tagalog speakers have been identified as an LEP population in Monterey County, TAMC staff will accommodate the needs of this population as outlined above.



## Membership of Non-Elected Committees and Councils

TAMC strives to appoint diverse group of community representatives to its advisory committees. **Table 2** depicts racial breakdown of non-elected planning boards, advisory councils or committees.

### **Social Service Transportation Advisory Council (SSTAC)**

Per section 99238 of California's Transportation Development Act, each transportation planning agency shall provide for the establishment of a social services transportation advisory council for each county, or counties operating under a joint powers agreement, which is not subject to the apportionment restriction established in Section 99232.

Monterey-Salinas Transit's Mobility Advisory Committee serves as the Social Service Transportation Advisory Council (SSTAC), and advises the Transportation Agency on matters related to transportation accessibility for the elderly, the disabled, and persons of limited means. Members of the committee represent the following groups:

- Potential transit users 60 years of age or older
- Potential transit users with disabilities
- Local social service providers for seniors, including one representative of a social service transportation provider, if one exists
- Local social service provider for persons of limited means
- Consolidated transportation service agency

### **Bicycle and Pedestrian Facilities Technical Advisory Committee (BPC)**

The Bicycle and Pedestrian Technical Advisory Committee (BPC) was established to advise the Transportation Agency on bicycle and pedestrian needs and concerns in Monterey County. Members are appointed by the Transportation Agency for Monterey County Board of Directors, and membership currently includes a representative from each of Monterey County's supervisorial districts, Monterey County cities, bicycle related organizations, such as the Velo Club, the Monterey County Department of Public Works, and Pebble Beach.

### **Technical Advisory Committee (TAC)**

The Technical Advisory Committee (TAC) was established to provide technical assistance, advice, and recommendations to the Transportation Agency on transportation planning studies and related transportation projects. Members consists of staff from local government agencies and are appointed by the Transportation Agency Board of Directors.

**Table 2: Minority Representation in the Transportation Agency's Non-Elected Advisory Committees**

Race	Social Services Transportation Advisory Council	Bicycle & Pedestrian Advisory Committee	Technical Advisory Committee
African-American	5.56%	4%	2.56%
Asian-American	0%	4%	2.56%
Caucasian	44.44%	40%	28.21%
Latino	11.11%	0%	10.26%
Native American	0%	0%	0%
Other	0%	4%	0%
No Response	38.89%	48%	56.41%

## IV. Language Assistance Plan

### Plan Purpose

The purpose of this Language Assistance Plan is to help identify reasonable steps to provide language assistance for Limited English Proficiency (LEP) persons who seek meaningful access to TAMC services as required by Executive Order 13166. As defined by this order, a person with Limited English Proficiency is one who does not speak English as their primary language and who has a limited ability to read, speak, write or understand English.

This Language Assistance Plan details procedures for identifying a person who may need language assistance, the ways in which the responsibilities of TAMC, as a recipient of federal financial assistance from the U.S. Department of Transportation (U.S. DOT), to LEP persons, pursuant to Title VI of the Civil Rights Act of 1964. The Language Assistance Plan provides a summary of TAMC's efforts to accommodate the language assistance needs of LEP persons.

### Translation of Vital Documents and Safe Harbor Provision

The DOT has adopted the Department of Justice's Safe Harbor Provision, which stipulates that translations of vital documents should be available for LEP populations that comprise five percent of the general population or 1,000 persons, whichever is lowest. For Monterey County, five percent of the general population of 415,057 is 20,753. As demonstrated in **Table 3**, Spanish is one of the languages that fall outside of the Safe Harbor Provision of over 5% of the population; Tagalog is the other language that meets the 1,000 person criteria.

Monterey County is home to a significant Spanish speaking population based on the region's Safe Harbor Provision threshold; therefore, TAMC employs a number of bilingual outreach methods to include the participation of our Spanish-speaking communities. These methods may include:

- Publishing printed information regarding services, projects, programs and meetings in Spanish
- Spanish language media in the distribution of news releases

- Advertising public hearings, meetings, projects and programs in the Spanish language print, radio and television media
- Providing simultaneous Spanish language translation services at meetings upon request
- Producing Spanish language website content and physical publications such as flyers
- Providing language identification flashcards at public meetings
- Offer translation services online and in printed outreach materials. The Google Translator widget for instance is a useful tool that can be used on agency websites that is cost effective and helpful to residents

These strategies are not an exclusive summary of what can be done, but a list of what TAMC believes could further enhance public outreach within Monterey County. TAMC currently provides the following documents in English and Spanish:

- Title VI Notice to the Public, Complaint Procedures, and Complaint Form (also in Tagalog)
- Public notices related to public meetings, hearings and projects
- Program and project document flyers are translated.

TAMC will begin to translate the vital documents listed above into Spanish and Tagalog in order to meet the Safe Harbor Provision.

### Four Factor Analysis

As required by the U.S. DOT, and in order to ensure meaningful access to programs and services, TAMC shall use information obtained in the following Four Factor Analysis to determine the specific language services that are appropriate to provide.

1. The number or proportion of LEP persons eligible to be served or likely to encountered by TAMC.

TAMC will use the U.S. Census Bureau's American Community Survey (ACS) data for Limited English Speaking Households by counties and cities to identify the number or proportion of LEP persons within Monterey County. **Table 3** displays the total number and percentages of LEP households by jurisdiction and language in Monterey County, and **Appendix E** demonstrates the geographic location of LEP persons.

**Table 3: Limited English Proficiency Persons in Monterey County**

Jurisdiction	Limited English Speaking Households				
	Spanish	Other Indo-European	Asian and Pacific Island	Other Languages	% LEP
<b>Carmel</b>	0	0	0	0	0.0%
<b>Del Rey Oaks</b>	13	0	6	5	3.7%
<b>Gonzales</b>	466	0	0	0	24.4%
<b>Greenfield</b>	835	0	6	45	25.8%
<b>King City</b>	923	0	16	13	34.1%
<b>Marina</b>	372	22	240	16	9.2%
<b>Monterey</b>	224	216	274	20	5.6%
<b>Pacific Grove</b>	9	22	30	8	1.0%
<b>Salinas</b>	8,548	70	547	13	22.7%
<b>Sand City</b>	7	1	0	0	6.3%
<b>Seaside</b>	915	86	320	0	12.7%
<b>Soledad</b>	1,047	0	10	0	28.0%
<b>Unincorporated Monterey County</b>	15,293	493	1,589	181	52.7%
<b>Monterey County Total</b>	28,652	910	3,038	301	26.2%

Source: U.S. Census American Community Survey 2009-2013 Estimates.

2. The frequency with which LEP persons come into contact with TAMC programs, activities or services.

The LEP population in the Monterey County transportation planning area is diverse; however, TAMC’s prior experience with LEP individuals has been primarily with Spanish language speakers.

TAMC has assessed the frequency in which staff has, or could have, contact with LEP persons. This assessment included speaking with the staff regarding their interactions with LEP persons.

TAMC gathers public input from a range of minority and low-income residents from community-based organizations. For example, TAMC staff has conducted community outreach meetings to provide an overview of the unmet transit needs assessment process and to announce transportation planning developments with LEP populations. Planning materials are often translated into Spanish to actively engage and involve residents who often do not participate in regional government planning activities.

Currently, there are two full time TAMC employees that are bilingual in Spanish and English and are available throughout the day during business hours to LEP persons. If TAMC staff is not available to provide translation, an interpreter is used at various public meetings in which a large group of LEP persons are anticipated.

3. The nature and importance of the program, activity, or service provided by TAMC to LEP persons.

As the primary agency responsible for coordinating the regional transportation planning process for the Monterey County region, TAMC must ensure that all segments of the population, including LEP persons, have the opportunity to be involved in the planning process. Evaluating the impact of proposed transportation investments on the underserved and underrepresented community groups is a significant step in developing a comprehensive transportation investment plan. As such, TAMC provides oversight and helps ensure that LEP individuals and other underrepresented persons/groups are not overlooked in the transportation planning process. TAMC develops and assists in coordinating several transportation planning documents including:

- Regional Transportation Plan (RTP);
- Overall Work Program (OWP);
- Bicycle and Pedestrian Master Plan;
- Unmet Transit Needs Identification and Analysis Report
- Public Participation Plan; and
- Other technical planning studies, as needed.

These planning documents work in tandem to each other to serve as a program or schedule of short and long range transportation improvements and activities intended to be implemented through a combination of federal, state, regional, and local funding. TAMC is committed to ensuring that planning projects and activities are accessible to all citizens within the Monterey County region.

The forecasted plans and development of transportation projects and programs can have a significant impact on the Monterey County community. As a result, TAMC staff takes appropriate steps during the planning and public outreach processes of these studies to invite all members of the community in the public participation process, including reaching out to the LEP community. This ensures a variety of input from all stakeholders and community members, and that every effort is taken to make the planning process as inclusive as possible.

4. The resources available to TAMC for LEP outreach, as well as the costs associated with that outreach.

TAMC currently translates its annual report, unmet transit needs form, and environmental document summaries into Spanish for its LEP population. TAMC staff provides basic translation and interpretation. However, more complex professional interpretation or translation services are provided by contracted services. Interpretation services are also provided at various TAMC related meetings, workshops and public hearings. TAMC's website is currently available in Spanish, and, once updated, will include a Google widget that will allow visitors to switch from English to Spanish and other languages while browsing our website.

### **Language Assistance Plan Implementation**

TAMC will utilize the techniques described in the following sections in order to assist LEP persons. TAMC will continue efforts to monitor language assistance needs, and will work with state and local agencies to provide language translation and interpretation services, as needed, and within available funds.

### Identifying the Need for Language Assistance

TAMC will continually monitor the language needs of LEP persons. TAMC will do the following:

- Continue to monitor the languages and English proficiency encountered by staff
- For languages other than Spanish, staff will attempt to identify the LEP person's preferred language using the U.S. Census "I Speak" Language Identification Flashcard (see **Appendix F**)
- Continue to monitor and analyze U.S. Census demographic data

### Monitoring and Updating the Language Assistance Plan

TAMC will update its Language Assistance Plan every three years in conjunction with its Title VI Program. From the 2015 Title VI Program timeframe (2015-2018), TAMC will use the demographic needs information in this Plan and monitor the goals and strategies throughout every future public participation process and outreach effort during this time frame and evaluate what strategies work and what can be improved for the next Title VI Program and Language Assistance Plan.

### Providing Language Assistance to LEP Persons

Should TAMC produce a document that LEP individuals may read or schedule an event that may have LEP individuals in attendance, TAMC shall have the documents, meeting notices or flyers, printed in an alternate language based on the known LEP population. Interpreters will be available on an as needed basis.

### Staff Training

TAMC staff will be provided with the Title VI Program and Language Assistance Plan, will be educated on the following procedures, and will complete the Title VI Program and Language Assistance Plan Education form (**Appendix G**). This information will also be part of the staff orientation process for new staff. Training topics are listed below:

- Understanding the Title VI policy and LEP responsibilities;
- Language assistance services TAMC offers;
- Documentation of language assistance requests;
- How to handle a Title VI and/or LEP complaint.

## Appendix A – Notice to the Public

### English Notice to Beneficiaries

Notifying the Public of Rights under Title VI  
Transportation Agency for Monterey County

The Transportation Agency for Monterey County (TAMC) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the TAMC.

For more information on TAMC’s civil rights program, and the procedures to file a complaint, call 831.775.0903, visit our administrative office at 55-B Plaza Circle, Salinas, CA, or visit [www.TAMCMonterey.org](http://www.TAMCMonterey.org)

A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5<sup>th</sup> Floor-TCR, 1200 New Jersey Avenue, SE, Washington DC 20590.

If information is needed in another language, call 831.775.0903.

### Spanish Notice to Beneficiaries

Notificación al público de los derechos bajo el Título VI  
Agencia de Transporte del Condado de Monterey

La Agencia de Transporte del Condado de Monterey (TAMC) opera sus programas y servicios sin respecto a raza, color y origen nacional con arreglo al título VI de la Civil Ley de derechos. Cualquier persona que cree que él o ella ha sido agraviado por cualquier práctica discriminatoria ilegal bajo el título VI puede presentar una queja con TAMC.

Para obtener más información sobre el programa de derechos civiles y los procedimientos para presentar una queja, llame al 831.775.0903, o visite nuestra oficina administrativa en 55-B Plaza Circle, Salinas, CA, CA o visite [www.TAMCMonterey.org](http://www.TAMCMonterey.org)

Un demandante puede presentar una queja directamente con la Federal Transit Administration (Administración Federal de Transito) archivando una queja con la Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590

Si se necesita información en otro idioma, contacte al 831.775.0903



**Tagalog Notice to Beneficiaries**

Notification sa publiko ng kanilang mga karapatan sa ilalim ng Title VI

Transportasyon Agency ng Monterey County

Ang Transportasyon Agency ng Monterey County (TAMC) nagpapatakbo ng mga programa at mga serbisyo nito nang walang patungkol sa lahi, kulay o bansang pinagmulan sa ilalim ng Title VI ng Civil Rights Act sa. Ang sinumang tao na naniniwala na siya ay natalo sa anumang labag sa batas pagtatanging practice sa ilalim ng Title VI ay maaaring magsampa ng reklamo sa TAMC.

Para sa karagdagang impormasyon tungkol sa mga civil program kaya ng mga industriya at mga pamamaraan para sa pag-file ng isang reklamo ng mga karapatan, tumawag sa 831.775.0903, o bisitahin ang aming administrative office sa 55-B Plaza Circle, Salinas, CA o bisitahin [www.TAMCMonterey.org](http://www.TAMCMonterey.org)

Ang nagrereklamo ay maaaring magharap ng reklamo direkta sa Federal Transit Administration (Federal Transit Administration) sa pamamagitan ng pag-file ng reklamo sa Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590

Kung ang impormasyon sa ibang wika ay kinakailangan, makipag-ugnay sa 831.775.0903

**Location of Title VI Notice Posting**

A copy of TAMC's Title VI Notice to the Public is posted at the following locations:

Location	Address	City
TAMC Office	55-B Plaza Circle	Salinas, CA

The Title VI Program information is also provided on the Transportation Agency's website at:

[www.TAMCMonterey.org](http://www.TAMCMonterey.org)

## **Appendix B – Title VI Complaint Process**

### **Title VI Complaints and Procedures (Investigations, Complaints, and Lawsuits)**

Title VI of the Civil Rights Act of 1964 requires that no person in the United States, on the grounds of race, color or national origin be excluded from, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Presidential Executive Order 12898 addresses environmental justice in minority and low-income populations. Presidential Executive Order 13166 addresses services to those individuals with limited English proficiency.

Any person who believes that they have been excluded from, denied the benefits of, or been subjected to discrimination may file a written complaint with the Transportation Agency for Monterey County (TAMC). Federal and State law requires complaints be filed within one-hundred eighty (180) calendar days of the last alleged incident.

To request additional information on TAMC's nondiscrimination obligations or to file a Title VI Complaint, please submit your request to:

**Transportation Agency for Monterey County**

**Attn: Title VI Complaint**

**55-B Plaza Circle**

**Salinas, CA 93901-2902**

**Tel: 831.775.0903      Fax: 831.775.0897**

Complaint Forms can also be obtained at the TAMC Office at 55-B Plaza Circle, Salinas, CA or online at [www.TAMCMonterey.org](http://www.TAMCMonterey.org)

#### ***Complaint Process***

TAMC will begin an investigation within fifteen (15) working days of receipt of a complaint and will contact the complainant in writing no later than (30) working days after receipt of complaint for additional information, if needed. If the complainant fails to provide the requested information in a timely basis, TAMC may administratively close the complaint.

TAMC will complete the investigation within ninety (90) days of receipt of the complaint. If additional time is needed for investigation, TAMC will notify the complainant. TAMC will prepare a written investigation report. This report shall include a summary description of the incident, findings and recommended corrective action.

A closing letter will be provided to the complainant and the respondent or respondent department. Parties will have five (5) working days from receipt of the closing letter to appeal. If neither party appeals, the complaint will be closed. If required, the investigation report will be forwarded to the appropriate federal agency.

### **Procedimiento para quejas del Título VI**

El Título VI de la Ley de Derechos Civiles de 1964 establece que ninguna persona de los Estados Unidos será excluida de participar en cualquier programa o actividad que reciba asistencia financiera federal, ni se le negará los beneficios de dichos programas o actividades, ni será discriminado en ellos, por causa de su raza, color o nacionalidad. El decreto presidencial 12898 aborda la justicia del medio ambiente en las poblaciones de minorías y de bajos ingresos. El decreto presidencial 13166 aborda el tema de los servicios para aquellas personas que tienen conocimientos limitados del idioma inglés.

Toda persona que crea haber sido excluida, que se le negaron los beneficios, o que fue discriminada puede presentar una queja por escrito a Agencia de Transporte del Condado de Monterey (TAMC). La legislación federal y estatal exige que las quejas sean presentadas dentro de los ciento ochenta (180) días calendario del último supuesto incidente.

Para obtener información adicional sobre las obligaciones de no discriminación de TAMC o para presentar una queja de Título VI, por favor comuníquese con el:

#### **Transportation Agency for Monterey County**

**Attn: Queja Titulo VI**

**55-B Plaza Circle**

**Salinas, CA 93901-2902**

**Tel: 831.775.0903      Fax: 831.775.0897**

Los formularios de queja también están disponibles en la oficina de TAMC Office at 55-B Plaza Circle, Salinas, CA o página web de: [www.TAMCMonterey.org](http://www.TAMCMonterey.org).

#### ***Proceso de quejas del Título VI***

La agencia TAMC comenzará una investigación dentro de los quince (15) días hábiles a partir de la recepción de la queja. En caso de que sea necesario solicitar información adicional, la agencia TAMC se comunicará con el demandante por escrito en un plazo de no más de treinta (30) días hábiles luego de recibir la queja. Si el demandante no proporcionara la información solicitada de forma oportuna, la agencia TAMC podrá cerrar el caso de forma administrativa.

La agencia TAMC completará la investigación dentro de los noventa (90) días a partir de la recepción de la queja. En caso de necesitar más tiempo para la investigación, se contactará al demandante. El investigador preparará un informe escrito de la investigación. Este informe deberá incluir un resumen de la descripción del incidente, las conclusiones y las medidas correctivas recomendadas.

Se le enviará una carta que informe que el caso se ha cerrado al demandante y al demandado o departamento demandado. Las partes tendrán cinco (5) días hábiles desde la recepción de la carta de cierre del caso para apelar. En caso de que ninguna de las partes apele, se cerrará el caso. De ser necesario, se enviará el informe de investigación a la agencia federal correspondiente.

### **Complaint Pamamaraan Title VI**

Title VI ng Civil Rights Act ng 1964 ay nagtatadhana na walang tao sa Estados Unidos ay ibinukod mula sa pakikilahok sa anumang programa o aktibidad na tumatanggap ng pederal na pinansiyal na tulong, o tinanggihan ng mga benepisyo ng mga naturang programa o mga gawain, o discriminated sila, dahil sa kanilang lahi, kulay o nasyonalidad. Presidential atas 12,898 address hustisya sa kapaligiran sa minority populasyon at low-income. Address Presidential atas 13,166 ang isyu ng mga serbisyo para sa mga tao na may limitadong kasanayan sa Ingles.

Sinumang naniniwala na sila ay ibinukod, na kung saan ay tinanggihan ng mga benepisyo o sino ay biktima ng diskriminasyon ay maaaring magharap ng isang nakasulat na reklamo sa Transportasyon Agency ng Monterey County (TAMC). Hinihingi ng pederal at pang-estadong batas reklamo isampa sa loob ng isang daan walumpung (180) araw ng kalendaryo ng huling umano'y insidente.

Para sa karagdagang impormasyon sa mga di-diskriminasyon obligasyon ng TAMC o mag-file ng isang reklamo ng Title VI, mangyaring kontakin ang:

#### **Transportasyon Agency para sa Monterey County**

**Attn: Title VI Complaint**

**55-B Plaza Circle**

**Salinas, CA 93901-2902**

**Tel: 831.775.0903 Fax: 831.775.0897**

Forms Complaint ay makukuha rin sa tanggapan ng TAMC Office sa 55-B Plaza Circle, Salinas, CA o website: [www.TAMCMonterey.org](http://www.TAMCMonterey.org)

#### ***Title Proseso VI reklamo***

Ang TAMC ahensiya ay magsisimula ng isang pagsisiyasat sa loob ng labinlimang (15) araw ng trabaho mula sa pagtanggap ng mga reklamo. Sa kasong ito ay kinakailangan upang humiling ng karagdagang impormasyon, ang mga TAMC ahensiya ay makipag-ugnayan sa mga aplikante sa pamamagitan ng pagsulat na hindi lalampas sa tatlung (30) araw ng trabaho ng pagkatanggap ng reklamo. Kung nabigo upang magbigay ng hiniling na impormasyon sa isang napapanahong paraan ang aplikante, ang TAMC ahensiya ay maaaring isara ang kaso administratively.

Ang ahensiya TAMC ay makumpleto ang pagsisiyasat sa loob ng siyamnapung (90) araw mula sa pagtanggap ng reklamo. Kung kailangan mo ng mas maraming oras para sa pananaliksik, ang mga aplikante ay makipag-ugnayan. Tagapag-usig ay maghanda ng isang nakasulat na ulat ng pagsisiyasat. Ang ulat na ito ay dapat isama ang isang buod ng paglalarawan ng pangyayari, natuklasan at inirerekomenda pagpaparusa mga panukala

## Appendix C – Title VI Complaint Forms

### English Complaint Form

<b>Section I:</b>		
1. Name:		
2. Address:		
3. Telephone:	3.a. Secondary Phone:	
4. Email Address:		
5. Accessible Format Requirements?	<input type="checkbox"/> Large Print	<input type="checkbox"/> Audio Tape
	<input type="checkbox"/> TDD	<input type="checkbox"/> Other
<b>Section II:</b>		
6. Are you filing this complaint on your own behalf?	<input type="checkbox"/> YES*	<input type="checkbox"/> NO
*If you answered “yes” to #6, go to Section III. If you answered “no” to #6, go to #7.		
7. What is the name of the person for whom you are filing this complaint? Name		
8. What is your relationship with this individual:		
9. Please explain why you have filed for a third party:		
10. Please confirm that you have obtained permission of the aggrieved party to file on their behalf.	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<b>Section III:</b>		
11. I believe the discrimination I experienced was based on ( <i>check all that apply</i> ):  <input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin		
12. Date of alleged discrimination: ( <i>mm/dd/yyyy</i> )		
13. Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known), as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.		

<b>Section IV:</b>		
14. Have you previously filed a Title VI complaint with the Transportation Agency for Monterey County?	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<b>Section V:</b>		
15. Have you filed this complaint with any other Federal, State, or local agency, or with any court? <input type="checkbox"/> YES* <input type="checkbox"/> NO		
If yes, check all that apply:		
<input type="checkbox"/> Federal Agency _____	<input type="checkbox"/> State Agency _____	
<input type="checkbox"/> Federal Court _____	<input type="checkbox"/> Local Agency _____	
<input type="checkbox"/> State Court _____		
16. If you answered "yes" to #15, provide information about a contact person at the agency/court where the complaint was filed.		
Name: _____		
Title: _____		
Agency: _____		
Address: _____		
Telephone: _____		Email: _____
<b>Section VI:</b>		
Name of Agency complaint is against: _____		
Contact Person: _____		
Telephone: _____		

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date are required below to complete form:

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

Please submit this form in person or mail this form to:

Transportation Agency for Monterey County  
Attn: Title VI Complaint  
55-B Plaza Circle  
Salinas, CA 93901

**Formulario de Queja Título VI en Español**

<b>Parte I:</b>		
1. Nombre:		
2. Dirección Residencial:		
3. Teléfono:		3.a. Otro teléfono:
4. Dirección de correo electrónico:		
5. ¿Requisitos de formato accesible?	<input type="checkbox"/> Letra Grande	<input type="checkbox"/> Cinta de audio
	<input type="checkbox"/> Dispositivos electrónicos para sordos (TDD)	<input type="checkbox"/> Otro
<b>Parte II:</b>		
6. ¿Está presentando esta queja en su propio nombre?		<input type="checkbox"/> Sí* <input type="checkbox"/> No
*Si usted contesto "sí" a #6, vaya a la Sección III. Si su respuesta es "no" a #6, vaya a #7.		
7. ¿Cuál es el nombre de la persona para la cual usted está presentando esta queja? Nombre:		
8. ¿Cuál es su relación con esta persona?:		
9. Por favor explique por qué ha presentado por un tercero :		
10. Por favor confirme que ha obtenido permiso de la parte agraviada para presentar en su nombre.		<input type="checkbox"/> Sí <input type="checkbox"/> No
<b>Parte III:</b>		
11. Creo que la discriminación que viví fue basada en ( <i>marque todas las que apliquen</i> ):  <input type="checkbox"/> Raza <input type="checkbox"/> Color <input type="checkbox"/> Nacionalidad		
12. Fecha del presunto acto de discriminación: ( <i>mm/dd/yyyy</i> )		
13. Explique lo más claramente posible lo que pasó y por qué cree que fue discriminado. Describa a todas las personas que estuvieron involucradas. Incluya el nombre y la información de contacto de la persona (s) que lo discriminó (si se conoce), así como los nombres y datos de contacto de testigos. Si se necesita más espacio, por favor utilice el reverso de este formulario.		



<b>Parte IV:</b>	
14. ¿Ha presentado anteriormente una queja del Título VI con la Agencia de Transporte del Condado de Monterey?	<input type="checkbox"/> Sí <input type="checkbox"/> No
<b>Parte V:</b>	
15. ¿Presentó esta demanda ante otra agencia federal, estatal, local o ante un tribunal? <input type="checkbox"/> Si* <input type="checkbox"/> No	
Si la respuesta es sí, marque todas las que apliquen:	
<input type="checkbox"/> Agencia Federal _____	<input type="checkbox"/> Agencia Estatal _____
<input type="checkbox"/> Tribunal Federal _____	<input type="checkbox"/> Agencia Local _____
<input type="checkbox"/> Tribunal Estatal _____	
16. Si usted contestó "sí" a # 15, proporcionar información acerca de una persona de contacto en la agencia / tribunal donde se presentó la queja.	
Nombre:	
Titulo:	
Agencia:	
Dirección:	
Teléfono:	Dirección de correo electrónico:
<b>Parte VI:</b>	
Nombre de la Agencia de cual la queja está en contra:	
Persona de contacto:	
Teléfono:	

Puede adjuntar cualquier material escrito o cualquier otra información que usted considere relevante para su queja.

Su firma y fecha son requeridas abajo para completar el formulario:

Firma \_\_\_\_\_ Fecha \_\_\_\_\_

Después de completar la solicitud, por favor, envíe por correo o entréguela en persona a la siguiente dirección:

Transportation Agency for Monterey County  
 Attn: Title VI Complaint  
 55-B Plaza Circle  
 Salinas, CA 93901

**Title VI Complaint Form sa Tagalog**

<b>Bahagi ko I:</b>		
1. Pangalan:		
2. Residential Address:		
3. Telepono:	3.a. Iba pang Telepono:	
4. E-mail address:		
5. Kinakailangan accessible format?	<input type="checkbox"/> Large Print	<input type="checkbox"/> Audio tape
	<input type="checkbox"/> Electronic aparato para sa mga bingi (TDD)	<input type="checkbox"/> Iba
<b>Bahagi II II:</b>		
6. Ikaw ba ang sumbong na ito sa kanilang sariling kapakanan?	<input type="checkbox"/> Oo *	<input type="checkbox"/> Hindi
* Kung sumagot ka ng "oo" sa # 6, pumunta sa Seksyon III. Kung sumagot ka ng "hindi" sa # 6, pumunta sa # 7.		
7. Ano ang pangalan ng tao para kung kanino ka sumbong na ito? Pangalan:		
8. Ano ang iyong relasyon sa taong ito?:		
9. Pakipaliwanag kung bakit isinumite sa pamamagitan ng isang third party:		
10. Mangyaring kumpirmahin na ito ay may nakuha na pahintulot ng mga partido na natalo sa file sa iyong ngalan.	<input type="checkbox"/> Oo	<input type="checkbox"/> Hindi
<b>Part III:</b>		
11. Naniniwala ako na ang diskriminasyon naranasan ko ay batay sa (i-check ang lahat ng naaangkop):  <input type="checkbox"/> Race <input type="checkbox"/> Kulay <input type="checkbox"/> Nasyonalidad		
12. Petsa ng umano'y diskriminasyon: (mm / dd / yyyy)		
13. Ipaliwanag bilang malinaw na posible kung ano ang nangyari at kung bakit naniniwala ka na ikaw ay diniskrimina. Ilarawan ang lahat ng mga tao na kasangkot. Isama ang pangalan at impormasyon ng contact ng (mga) tao na diskriminasyon laban sa inyo (kung kilala), at ang mga pangalan at mga detalye ng contact ng mga testigo. Kung mas maraming espasyo ay kinakailangan, mangyaring gamitin ang likod ng form na ito.		

Transportation Agency for Monterey County  
Title VI Program and Language Assistance Plan

<b>Part IV:</b>		
14. Nagkaroon ka na dati-file ng reklamo Title VI sa Transportasyon Agency para sa Monterey County?	<input type="checkbox"/> Oo	<input type="checkbox"/> Hindi
<b>Part V:</b>		
15. kang magsampa ba ang reklamong ito sa anumang iba pang mga pederal, estado, lokal na ahensiya o korte? <input type="checkbox"/> Oo* <input type="checkbox"/> Hindi		
* Kung ang sagot ay oo, i-check ang lahat ng naaangkop::		
<input type="checkbox"/> Federal Agency _____	<input type="checkbox"/> State Agency _____	
<input type="checkbox"/> Federal Court _____	<input type="checkbox"/> Local Agency _____	
<input type="checkbox"/> State Court _____		
16. Kung sumagot ka ng "oo" sa # 15, upang magbigay ng impormasyon tungkol sa isang contact person sa ahensiya / hukuman kung saan ang reklamo ay isinampa.		
Pangalan:		
Title:		
Agency:		
Address:		
Telepono:	Email address:	
<b>Part VI:</b>		
Ngalan ng Agency kung saan ang reklamo ay laban sa:		
Contact:		
Telepono:		

Maari mong isama ang anumang nakasulat na materyal o anumang iba pang impormasyon na itinuturing mong may-katuturan sa iyong reklamo.

Ang iyong pirma at petsa ay kinakailangan upang makumpleto ang form sa ibaba:

Firma \_\_\_\_\_ Date \_\_\_\_\_

Matapos makumpleto ang application, mangyaring mail o naghahatid sa tao sa sumusunod na address:

Transportation Agency for Monterey County  
Attn: Title VI Complaint  
55-B Plaza Circle  
Salinas, CA 93901

## Appendix D – Title VI Complaints to Date

Per FTA Circular 4702.1B, “all recipients are required to prepare and maintain a list of any of the following that allege discrimination on the basis of race, color, or national origin”:

- Active investigations conducted by FTA and entities other than FTA
- Lawsuits; and
- Complaints naming the recipient

Below is the list that will be used for tracking these incidents:

### Investigations, Lawsuits and Complaints

	<b>Date</b> <b>(Month, Day, Year)</b>	<b>Summary</b> <b>(Include basis of complaint:</b> <b>race, color, or national origin)</b>	<b>Status</b>	<b>Action(s) Taken</b>
<b>Investigations</b>	N/A			
<b>Lawsuits</b>	N/A			
<b>Complaints</b>	N/A			

To date, the Transportation Agency for Monterey County has not been involved in any Title VI investigations, complaints, or lawsuits.

### Appendix E – Map of Limited English Proficiency in Monterey County

#### Percent of Total Limited English Speaking Households (Monterey County)

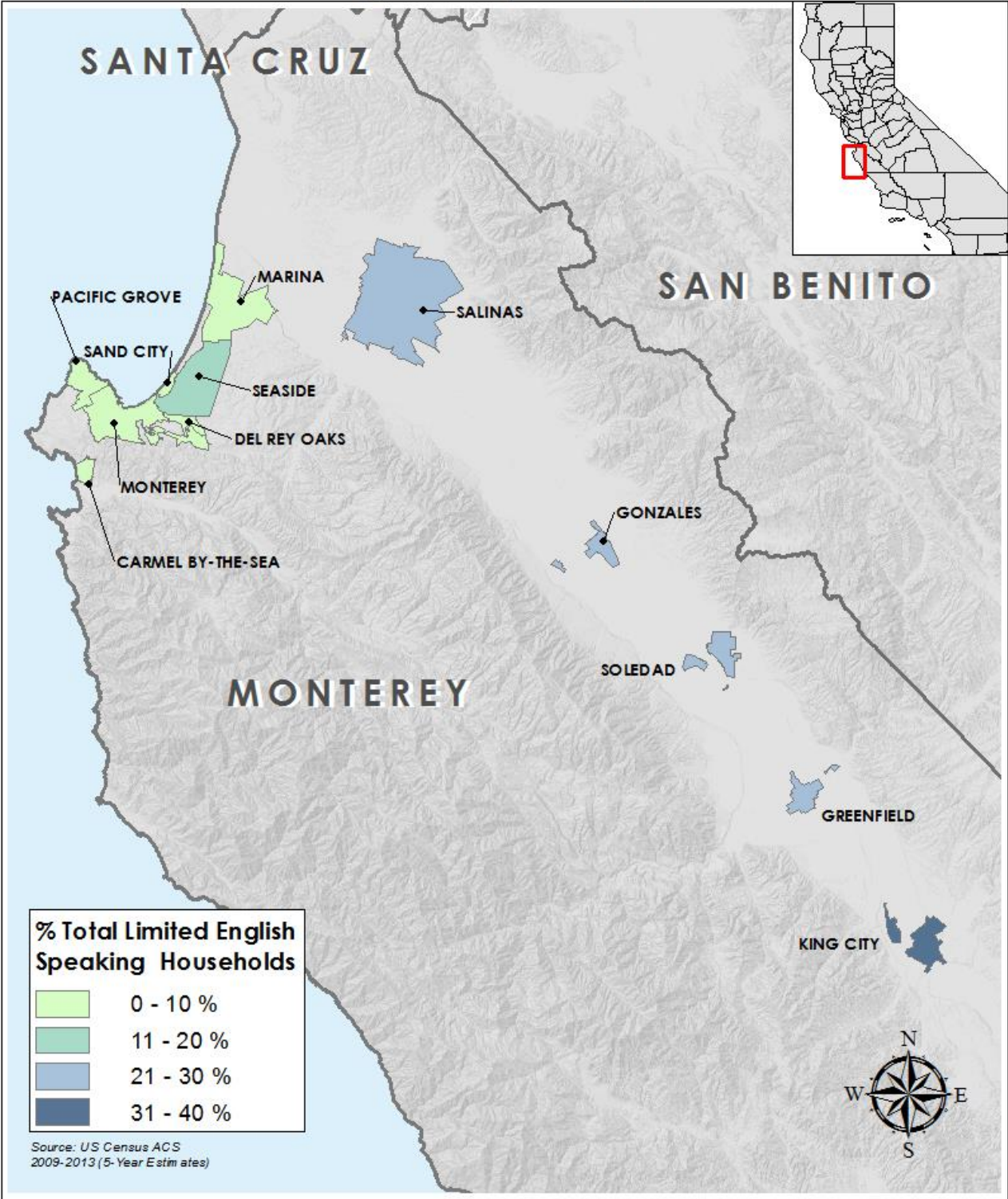


Figure 1: Map of Limited English Proficiency in Monterey County (Source: Association for Monterey Bay Area Governments).

**Appendix F – U.S. Census “I Speak” Language Identification Card**

# LANGUAGE IDENTIFICATION FLASHCARD

Hello, I'm from the U.S. Census Bureau. Is someone here now who speaks English and can help us? If not, please write your phone number and someone will contact you in English.

01. English

Buenos días (Buenas tardes), soy de la Oficina del Censo de los Estados Unidos. ¿Se encuentra alguien que hable inglés y pueda ayudarnos? Si no, por favor, anote su número de teléfono y alguien se comunicará con usted en español.

02. Español/  
 Spanish

Përshëndetje, unë vij nga Zyra e Regjistrimit të Popullsisë së Sh.B.A-së. A ndodhet dikush tani këtu që flet anglisht dhe mund të na ndihmojë? Nëse jo, ju lutemi shkruani numrin e telefonit tuaj dhe dikush do t'ju kontaktojë në gjuhën shqipe.

03. Shqip/  
 Albanian

እንደምንት ፣ ከአሜሪካ የሕዝብ ቆጠራ ቢሮ ነኝ ። አሁን እንግሊዝኛ ቋንቋ የሚናገር እና ሊረዳን የሚችል ሰው አለ? ከሌለ እባክትን የስልክ ቁጥርን ይጻፉልንና በአማርኛ የሚያናግርት ይናገሩልን።

04. ቁጥርቁሽ/ Amharic

مرحبًا، أنا من مكتب الإحصاء الأمريكي. هل يوجد هنا الآن شخص يتحدث الإنجليزية ويمكنه مساعدتنا؟ إذا كان لا يوجد، فالرجاء آتابة رقم هاتفكم وسيصل بكم أحد الأشخاص بلالغة العربية.

05. العربية/  
 Arabic

Բարև Ձեզ, Ես ԱՄՆ-ի Մարդահամարի Բյուրոյից եմ: Ներկա՞ է արդյոք մեկը, որը խոսում է Անգլերեն և կարող է մեզ օժնկել: Եթե ոչ, մխրեք Ձեր հեռախոսի համարը և Ձեզ հետ կկապվեն Յայերենով:

06. Հայերեն/  
 Armenian

হ্যালো, আমি ইউ.এস. সেন্সাস বিউরো থেকে এসেছি। এখানে এখন এমন কেউ আছেন কি যিনি ইংরেজি বলতে পারেন এবং আমাদের সাহায্য করতে পারেন যদি তেমন কেউ না থাকে, আপনার ফোন নম্বর লিখে দিন এবং আপনার সঙ্গে একজন বাংলায় যোগাযোগ করবেন।

07. বাংলা/  
 Bengali

Разрешете да ви се представя, аз съм служител на Бюрото по преброяване на населението на САЩ. Има ли тук някой, който говори английски и би могъл да ни помогне? Ако няма, моля, напишете своя телефонен номер, за да може някой от нашите служители да ви се обади на български.

08. български/  
 Bulgarian

“နူသယူ၁်မသာ အုန နှ် ဃနညကျ ကြမနကေ၁်ပျာသနသညန. နမန ညသတ တုသ ပုစနဂ္ဂ နညါ၁်၁် ညိ  
ခညေ. နူစ ကျိ ညသအယ စူနဂ္ဂန တမအန ပသကမ စုသညန ညကာတနမ ညိ ပျာသနသညန တဂ္ဂ  
ခသညအခေအ ပသက ငည နညါ၁်၁်.

09. မြန်မာ/  
Burmese

សូម្បី ខ្ញុំមកពីការិយាល័យជំរឿនរបស់សហរដ្ឋអាមេរិក ១ ឬ ១ ជនសុស ពុរពុច ។ តើមាននរណានៅ ទីនេះដែលចេះនិយាយភាសាអង់គ្លេសហើយអាចជួយយើងបា  
នទេ ? ប្រសិនបើមិនមានទេ សូមសរសេរ លេខទូរស័ព្ទរបស់អ្នកមក ហើយនរណាម្នាក់នឹងទាក់ទងអ្នកជាភាសាខ្មែរ ។

10. ភាសាខ្មែរ/  
Cambodian

您好。我是为美国人口普查局工作的。您这里有没有会说英语的人可以帮助我们？如果没有，  
请写下您的电话号码，然后将有人用中文与您联系。

11. 中文/  
Chinese  
(Simplified)

您好。我是为美國人口普查局工作的。請問您這里有沒有會說英語的人可以幫助我們？如  
果沒有，請寫下您的電話號碼，之後將有人使用中文與您聯絡。

12. 中文/  
Chinese  
(Traditional)

Dobar dan, ja sam iz Američkog biroa za cenzus. Ima li ovdje nekoga tko govori engleski i može  
nam pomoći? Ako nema, molim Vas da napišete svoj broj telefona, pa ćemo stupiti s Vama u  
kontakt na hrvatskom jeziku.

13. hrvatski/  
Croatian

Dobrý den, jsem z Amerického úřadu pro sčítání lidu (U.S. Census Bureau). Je zde někdo, kdo  
hovoří anglicky a může nám pomoci? Pokud ne, napište prosím své telefonní číslo a někdo Vás  
bude kontaktovat v češtině.

14. čeština/  
Czech

سلام، من در دفتر نفوس شماری، در ایالات متحده امریکا ایفای وظیفه مینمایم. آیا همراه شما،  
همین لحظه کسی است که با لسان انگلیسی آشنایی داشته باشد و ما را کمک کرده بتواند؟ اگر  
نیست، پس لطفاً نمبرتیلیفونتانرا بدهیتا به لسان هندی با شما درتماس شویم.

15. دری/  
Dari

Kudual, ɣen ɣe raan de maktam de kuɛn de kɔc de Amerika. Nɔŋ raan ɣe jam ɛ thon de Linglith lɛu  
bɛ wok kony ɛ kɛ looiku? Na liu, ke yɪ gɔ̃ɔr telepundu ku anɔŋ raan bɛ yɪin cɔl ɛ thuɔŋjɔŋ.

16. Thuɔŋjɔŋ/  
Dinka

Hallo, ik ben van het Amerikaanse Census Bureau. Is er iemand hier die Engels spreekt en ons kan  
helpen? Als dat niet zo is, wilt u dan uw telefoonnummer opschrijven? Dan zal iemand telefonisch  
contact met u opnemen in het Nederlands.

17. Nederlands/  
Dutch



سلام. من یک کارمند اداره سرشماری ایالات متحده هستم. آیا کسی حالا اینجا هست که به زبان انگلیسی صحبت میکند و میتواند به ما کمک کند؟ اگر کسی نیست، لطفاً شماره تلفنتان را بنویسید، و یک نفر به زبان فارسی با شما تماس خواهد گرفت.

18. فارسی/  
Farsi

Bonjour, je travaille pour le Bureau de Recensement des États-Unis. Y a-t-il quelqu'un ici qui parle anglais et puisse nous aider ? Sinon, notez votre numéro de téléphone pour que quelqu'un puisse vous contacter en Français.

19. Français/  
French

Guten Tag, ich komme im Auftrag des Bundesbüro zu Durchführung von Volkszählungen. Kann ich mit jemandem sprechen, der Englisch spricht und der uns helfen kann? Wenn nicht, schreiben Sie bitte Ihre Telefonnummer auf und es wird sich jemand in deutscher Sprache mit Ihnen in Verbindung setzen.

20. Deutsch/  
German

Γειά σας,  
Είμαστε από την Υπηρεσία Απογραφής των ΗΠΑ. Είναι κανείς εδώ αυτή τη στιγμή που μιλάει Αγγλικά να μας εξυπηρετήσει; Αν όχι, παρακαλώ σημειώστε το τηλέφωνό σας και θα επικοινωνήσει κάποιος μαζί σας στα ΕΛΛΗΝΙΚΑ.

21. Ελληνικά/  
Greek

Bonjou, mwen se anpwlaye biwo resansman ameriken. Èske m ka pale ak yon moun nan kay la ki konn pale anglè ? Si pa gen moun nan kay la ki pale anglè, tanpri ekri nimewo telefòn ou pou yon moun kki pale kreyòl ayisyen rele w.

22. kreyòl ayisyen/  
Haitian Creole

שלום, אני ממושרד מפקד האוכלוסין של ארצות הברית. האם יש כאן מישהו ברגע זה שמדבר אנגלית ויכול לעזור לנו? במידה ולא, אנא כתבו את מספר הטלפון שלכם ומישהו ייצור קשר אתכם בשפה העברית.

23. עברית/  
Hebrew

हैलो, मैं यू.एस. जनगणना ब्यूरो से हूँ। क्या अभी यहां ऐसा कोई व्यक्ति है जो अंग्रेजी बोलता हो और हमारी मदद कर सकता हो? यदि नहीं, तो कृपया अपना फोन नंबर लिखें और कोई व्यक्ति आपसे हिन्दी में संपर्क करेगा।

24. हिन्दी/  
Hindi

Nyob zoo. Kuv tuaj hauv Teb Chaws Asmeskas Chaw Suav Pej Xeem tuaj. Puas muaj leej twg nyob hauv tsev uas txawj lus Askiv thiab pab tau peb? Yog tsis muaj, thov sau koj tus xov tooj tseg, mam li muaj ib tug neeg hais lus Hmoob hu tuaj rau koj.

25. Hmoob/  
Hmong

Jó napot kívánok, az Egyesült Államok Népszámlálási Hivatalától vagyok. Van a közelben valaki, aki beszél angolul, és segíteni tud nekünk? Ha nem, kérem, írja le a telefonszámát, és kapcsolatba fogunk lépni Önnel magyarul.

26. Magyar/  
Hungarian

Hello, taga Census Bureau ako ng U.S. Adda kadi kadakayo nga makapagsarita ti English ken mabalin nga tumulong kaniami? Nu awan paki surat yo iti numero iti telepono yo ta adda iti tumawag kaniayo nga ag Ilocano.

27. Ilocano/  
Ilocano

Salve, chiamo da parte del Census Bureau degli Stati Uniti. C'è qualcuno che parla inglese ed è in grado di aiutarci? In caso negativo, scriva il numero di telefono e sarà contattato da qualcuno che parla Italiano.

28. Italiano/  
Italian

こんにちは。私は米国勢調査局の係員です。こちらには英語を理解できこの調査にご協力いただける方がいらっしゃいますか？もしない場合は、あなたのお電話番号をお書きいただければ、日本語を話す係員が連絡をいたします。

29. 日本語/  
Japanese

안녕하세요. 저는 미국 인구조사국에서 일하고 있습니다. 영어를 사용하시는 분 중에 저희를 도와 주실 수 있는 분이 여기 계십니까? 없으신 경우, 전화번호를 적어주시면 한국어를 할 수 있는 직원이 연락을 드릴 것입니다.

30. 한국어/  
Korean

ສະບາຍດີ, ຂ້າພະເຈົ້າ ມາຈາກສຳນັກງານສຳຫຼວດພົນລະເມືອງ ແຫ່ງສະຫະລັດອາເມລິກາ. ມີໃຜຢູ່ທີ່ນີ້ ສາມາດເວົ້າພາສາອັງກິດ ແລະ ຊ່ວຍເຫຼືອພວກເຮົາໄດ້ບໍ່? ຖ້າບໍ່ມີ, ກະລຸນາຂຽນເລກ ໂທລະສັບຂອງທ່ານ ແລະ ພວກເຮົາ ຈະຕິດຕໍ່ທ່ານ ເປັນພາສາລາວ.

31. ພາສາລາວ/  
Laotian

Sveiki, aš esu iš JAV Gyventojų surašymo biuro. Ar čia dabar yra kas nors, kas kalba angliškai ir galėtų mums padėti? Jei ne, prašome užrašyti savo telefono numerį ir su jumis susisieks lietuvių kalba.

32. Lietuvių/  
Lithuanian

ഹലോ, ഞാൻ യു എസ് സെൻസസ് ബ്യൂറോയിൽ നിന്നാണ്. ഇംഗ്ലീഷ് സംസാരിക്കുന്ന ആരെങ്കിലും ഇപ്പോൾ ഇവിടെയുണ്ടോ ഞങ്ങളെ സഹായിക്കാൻ? ഇല്ലെങ്കിൽ, നിങ്ങളുടെ ടെലിഫോൺ നമ്പർ എഴുതി നൽകുക. മലയാളത്തിൽ സംസാരിക്കുന്ന ആരെങ്കിലും താങ്കളെ ബന്ധപ്പെടും.

33. മലയാളം/  
Malayalam

Yá'át'ééh, Neeznáá nináháháágo Bila'ashdla'ii náóltah bíł haz'á bá naashnish. Háidaaish kóó Bilagáanaa biq zaad yee yáłti'ígíí hóló? 'Ádingo 'éí nibéesh bee hane'é nihá 'ádííłííł dóó t'áá háida t'áá Diné Bizaad yee yáłti'ígíí nich'í' náhodoolnih.

34. Diné Bizaad/  
Navajo

नमस्ते, म अमेरिकाको जनगणना अफिसबाट आएको । यहाँ अंग्रेजी बोल्न जान्ने अन्त हामीलाई मदत गर्नसक्ने कोहि मान्छे छन ? नभा, तपाईंको फोन नम्बर लेखिदिनु अनि कसैले तपाईंसित नेपाली भाषामा कुरा गर्नेछन् ।

35. नेपाली/  
Nepali

ਹੈਲੋ, ਮੈਂ ਯੂ ਐੱਸ. ਜਨਗਣਨਾ ਬਿਊਰੋ ਵਲੋਂ ਆਇਆ/ਆਈ ਹਾਂ। ਕੀ ਇਥੇ ਕੋਈ ਅੰਗਰੇਜ਼ੀ ਬੋਲ ਸਕਦਾ ਹੈ ਅਤੇ ਸਾਡੀ ਮਦਦ ਕਰ ਸਕਦਾ ਹੈ? ਜੇ ਨਹੀਂ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਆਪਣਾ ਟੈਲੀਫੋਨ ਨੰਬਰ ਲਿਖ ਦਿਉ ਅਤੇ ਕੋਈ ਤੁਹਾਨੂੰ ਪੰਜਾਬੀ ਵਿੱਚ ਸੰਪਰਕ ਕਰੇਗਾ।

36. ਪੰਜਾਬੀ/  
Panjabi

Dzień dobry. Jestem z Amerykańskiego Biura Spisu Ludności. Czy ktoś tutaj mówi po angielsku i mógłby nam pomóc? Jeżeli nie, proszę napisać swój numer telefonu, a ktoś skontaktuje się z Państwem po polsku.

37. Polski/  
Polish

Olá, sou do Serviço de censo dos Estados Unidos. Alguém aqui fala inglês e pode nos ajudar? Caso contrário, escreva seu telefone e alguém vai entrar em contato com você em português.

38. Português/  
Portuguese

Bună ziua, sunt de la Biroul de Recensământ al S.U.A. Este cineva aici, în acest moment, care vorbește engleză și ne poate ajuta? Dacă nu, vă rog scrieți-vă numărul de telefon și cineva vă va contacta telefonic în română.

39. Română/  
Romanian

Здравствуйте! Я представляю Бюро переписи населения Соединенных Штатов. Присутствует здесь кто-нибудь, кто говорит по-английски и мог бы помочь нам? Если нет, то, пожалуйста, напишите свой телефонный номер, чтобы наши сотрудники могли побеседовать с вами по-русски.

40. русский/  
Russian

Добар дан, ја сам из Америчког бироа за попис становништва. Да ли овде има некога ко говори енглески и може да нам помогне? Ако нема, молим Вас да напишете свој број телефона, па ћемо контактирати с Вама на српском језику.

41. српски/  
Serbian

Hallo, Waxaan anigu ka tirsanahay Xafiiska Tirakoobka Mareykanka. Halkan ciddi ma Joogta hadda oo ku hadasha Ingiriisiga oo na caawin karta? Haddi kalese, fadlan qor lambarka talafoonkaaga markaasna qof ayaa kugulasoo xidhiidhi doona adiga Soomaalliga.

42. Soomaali/  
Somali

Halo, nimetoka Shirika la Sensa la Merika Je, kuna mtu hapa sasa anayezungumza Kiingereza na anaweza kutusaidia? Ikiwa hakuna, tafadhali andika nambari yako ya simu na mtu atawasiliana na wewe kwa Kiswahili.

43. Kiswahili/  
Swahili

Hello, Ako'y galing sa U.S. Census Bureau. Mayroon ba ditong marunong magsalita ng Ingles at makakatulong sa amin ngayon? Kung wala, pakisulat ang telepono ninyo at may tatawag sa inyo sa Tagalog.

44. Tagalog/  
Tagalog

สวัสดีครับ/ค่ะ ผม/ดิฉันเป็นเจ้าหน้าที่จากสำนักงานสัมมะโนประชากรสหรัฐ มีใครพอจะพูดภาษาอังกฤษเพื่อช่วยแปลได้บางหรือเปล่า ครับ/ค่ะ ถ้าไม่มีช่วยแจ้งเบอร์โทรศัพท์เพื่อที่เราจะสามารถติดต่อกลับมาใหม่ได้เป็นภาษาไทย

45. ไทย/  
Thai

ሃሎው፡ ካብ ቤት ጽሕፈት ምዃጣር ሕዝቢ ከሜሪካ እየ ኣነ። ሕጻ እንግሊዝኛ ምህራፊብን ክሕግዘን ምእኩልን ሰብ ኣጠቢ ኣሎዶ? እንተዘይኮነ፡ ብክብረትኩም ቁጽሪ ቴሌፎንኩም ጽሓፉ ሓደሰብ ብትግርኛ ክሃረብኩም እየ።

46. ትግርኛ/  
Tigrinya

Merhaba, A.B.D. İstatistik Bürosu'ndanım. Orada İngilizce konuşan ve bize yardım edebilecek birisi var mı? Yoksa, lütfen telefon numaranızı yazın, sizinle Türkçe dilinde temasa geçilecek.

47. TÜRKÇE/  
Turkish

Привіт, Ми з США. Сенсес Бюро. Тут є хтось, хто володіє англійською мовою і може допомогти нам? Якщо ні, будь ласка, запишіть ваш телефонний номер і з вами зв'яжуться на українській мові.

48. українська  
мова/  
Ukrainian

بیلو، میں امریکی مردم شماری بیورو سے ہوں۔ کیا یہاں کوئی ایسا شخص ہے جو انگریزی بولتا ہو اور ہماری مدد کر سکتا ہو؟ اگر نہیں، تو براہ کرم اپنا فون نمبر لکھوائیں اور کوئی شخص آپ سے اردو زبان میں رابطہ کرے گا۔

49. اردو/  
Urdu

Xin chào, tôi là nhân viên của Cục Thống Kê Dân Số Hoa Kỳ. Ở đây hiện có ai biết nói tiếng Anh và có thể giúp chúng tôi không? Nếu không, xin vui lòng ghi lại số điện thoại của quý vị. Chúng tôi sẽ liên lạc lại với quý vị bằng tiếng Việt.

50. Tiếng Việt/  
Vietnamese

האלאו, איך בין פון די יונייטעד סטעיטס צענזוס ביורא. איז פאראן דא איינער וואס רעדט ענגליש און קען אונז העלפן? אויב נישט, ביטע שרייבט אראפ אייער טעלעפאן נומער און איינער וועט זיך פארשטענדליגן מיט אייך אויף אידיש.

51. אידיש/  
Yiddish

## Appendix G – Title VI Program and Language Assistance Plan Staff Training Form

No person shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

All employees of the Transportation Agency for Monterey County (TAMC) are expected to consider, respect, and observe this policy. Citizen questions or complaints shall be directed to TAMC's Title VI Coordinator.

I hereby acknowledge receipt of TAMC's Title VI Program and Language Assistance Plan. I have read the plan and am committed to ensuring that no person is excluded from participation in, or denied the benefits or services delivered by TAMC on the basis of race, color, or national origin, as protected by Title VI.

\_\_\_\_\_  
Your signature

\_\_\_\_\_  
Print your name

\_\_\_\_\_  
Date



## Memorandum

**To:** Board of Directors  
**From:** Rita Goel, Director of Finance & Administration  
**Meeting Date:** June 24, 2015  
**Subject:** **Employer Paid Member Contributions**

---

### **RECOMMENDED ACTION:**

**APPROVE** Resolution 2015-13 for Employer Paid Member Contributions, which requires full-time employees of the agency to pay a portion of their employee contributions towards retirement benefits.

### **SUMMARY:**

The California Public Employees Retirement System requires this resolution to permit Transportation Agency for Monterey County employees to pay a portion of their member contributions towards retirement benefits. The new resolution will amend and replace the current Resolution 2014-07, which states that the agency pays 4.5% of the 7% employee contribution, and will lessen the agency's contribution from 4.5% to 3.5%.

### **FINANCIAL IMPACT:**

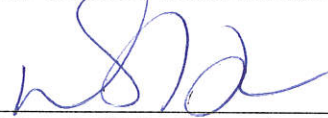
As a result of adopting Resolution 2015-13, the agency will realize considerable savings in future years on the contributions paid to the California Public Employees Retirement System, as employees will continue to share in paying a portion of their employee contributions that are currently paid by the agency.

### **DISCUSSION:**

Transportation Agency for Monterey County contracts with California Public Employees Retirement System to provide pension benefits to all full-time employees. Currently, per Resolution 2014-07, the agency pays 4.5% of the 7% employee contribution. Effective

January 1, 2013, with the implementation of the Public Employees' Pension Reform Act, new members are required to pay 50% of the "normal cost rate". The employer cannot pay this share. Also, current members can be required to share some of this cost. At its May 22, 2013 meeting, the Board of Directors adopted a budget whereby effective July 1, 2013, agency employees started paying 1.0% of their pay towards employee contributions to the California Public Employees Retirement System. Effective July 1, 2014, employees started paying 2.5%, and effective July 1, 2015, employees will pay 3.5% of their pay to the California Public Employees Retirement System.

A benefit that the Transportation Agency for Monterey County has already provided to its employees at no cost to the employer or employee is Internal Revenue Code (IRC) section 414(h)(2), Employer Pick-Up (Resolution 2013-05). Under this provision, any employee contributions are treated as tax deferred for state and federal income taxes, thus lowering the employees' taxable gross income. FICA and Medicare taxes, if applicable, are not considered tax deferred under section 414(h) (2).

Approved by:   
Debra L. Hale, Executive Director

6/2/15  
Date

Consent Agenda

Counsel Approval: Yes  
Finance Approval: Yes

Attachment: Resolution 2015-13

**RESOLUTION NO. 2015-13 OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
RESOLUTION FOR EMPLOYER PAID MEMBER CONTRIBUTIONS  
CALIFORNIA PUBLIC EMPLOYEES RETIREMENT SYSTEM**

WHEREAS, the governing body of the Transportation Agency for Monterey County has the authority to implement Government Code Section 20691;

WHEREAS, the governing body of the Transportation Agency for Monterey County has a written labor policy or agreement which specifically provides for certain member contributions to be paid by the employer; and

WHEREAS, one of the steps in the procedures to implement Government Code Section 20691 is the adoption by the governing body of the Transportation Agency for Monterey County of a Resolution to identify said Employer Paid Member Contributions (EPMC);

WHEREAS, the governing body of the Transportation Agency for Monterey County has identified the following conditions for the purpose of its election to pay EPMC for Fiscal Year 2015-2016:

- This benefit shall apply to all Transportation Agency for Monterey County employees in the following groups or classes:  
Management employees and Non-Management (General) employees.
- This benefit shall consist of paying 3.5% of the 7% member contributions as EPMC, with members contributing 3.5% of the 7% member contributions.
- The effective date of this Resolution shall be July 1, 2015.

NOW, THEREFORE, BE IT RESOLVED that the governing body of the Transportation Agency for Monterey County elects to pay EPMC, as set forth above.

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

**AYES:**

**NOES:**

**ABSENT:**

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

**ATTEST:**

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





## Memorandum

**To:** Board of Directors  
**From:** Rita Goel, Director of Finance & Administration  
**Meeting Date:** June 24, 2015  
**Subject:** EVALUATION OF EXECUTIVE DIRECTOR AND COUNSEL

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### RECOMMENDED ACTION:

**APPROVE** evaluation form, procedure, and timeline for completing annual evaluation for Executive Director and Counsel as recommended by the Executive Committee.

### SUMMARY:

The Agency Bylaws require an annual evaluation of the Executive Director and Counsel.

### FINANCIAL IMPACT:

None.

### DISCUSSION:

Attached with this report are evaluation forms for the Agency's Executive Director Debra L. Hale and Counsel Kathryn Reimann. The attached evaluation forms were revised in 2012 in response to recommendations from Board Members. The proposed procedure and timeline for completing the annual evaluation is:

1. **June 30, 2015** – Staff mail to voting members of the Board of Directors the enclosed evaluation forms for the Executive Director and Counsel, enclosing a stamped envelope addressed to Chair Craig to return the completed evaluation forms.
2. **August 1, 2015** - All voting Board Members complete evaluation forms and hand deliver or send them in the provided stamped addressed envelope to Chair Craig for her receipt no later than **August 1, 2015**.
3. **August 2 – 16, 2015** – Chair Craig reviews completed evaluation forms and prepares summary of results to present to Executive Committee on September 2, 2015.

4. **September 2, 2015** - Executive Committee meets in **Closed Session** to review the evaluations, formulate a recommendation to the Board of Directors and confer with the Executive Director and Agency Counsel regarding the recommendations.
5. **September 23, 2015**-Board Chair hands out completed evaluations to Board members for their review prior to discussion at the next Board meeting. (NOTE: These will be confidential documents to be handled appropriately by Board members)
6. **October 28, 2015** – Board of Directors meets in **Closed Session** to receive presentation from the Executive Committee, to review the evaluations and recommendations of the Executive Committee and take any appropriate actions.

Approved by: Rita Goel  
Rita Goel, Director of Finance & Administration

6/3/15  
Date

Consent Agenda

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

Attachment 1: Evaluation form for Executive Director  
Attachment 2: Evaluation form for Counsel

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
PERFORMANCE EVALUATION OF  
EXECUTIVE DIRECTOR DEBRA L. HALE**

*In evaluating the performance of the Executive Director, consider the factors below in arriving at your overall rating. Check the box in each category that you think best applies.*

- 1 = Unsatisfactory, performance does not meet job requirements.
- 2 = Improvement needed, performance partially meets requirements of job.
- 3 = Satisfactory, performance adequately meets requirements of job.
- 4 = Good, performance generally meets or exceeds standards or expectations.
- 5 = Exceptional, performance is excellent, exceeding job requirements.

Dimension	1*	2*	3	4	5
Accessible to elected officials, staff and the public.					
Attitude. Is enthusiastic, cooperative, adaptive, energetic, willing to spend whatever time is necessary to do a good job.					
Communication. Keeps Board Members fully informed of issues affecting the Agency.					
Community Relations. Skilled in representing Agency policies to other agencies, the public, and news media.					
Community and professional reputation. Is regarded as a person of high integrity and ability for the agency.					
Decisiveness. Is able to reach timely decisions and initiate action, but is not impulsive.					
Execution of Policy. Understands and complies with the policies and objectives of the organization. Efforts lead to successful accomplishment of goals.					
Expertise and knowledge of transportation issues.					
Imagination. Shows originality in approaching problems. Is able to visualize the implications of various approaches					
Non-political but understands and works effectively in the political arena.					
Leadership. Motivates others to maximum performance.					
Loyalty. Genuine interest in work, job and the agency. Concerned with agency's image and reputation.					
Personnel Development. Appoints and trains effective subordinates; retains excellent staff.					
Presents thoughts in an orderly, understandable manner.					
Responds quickly and effectively to requests from Board Members for information, advice, and service.					
Strategic Thinking. Thinks ahead on how the organization can best approach change.					
Unbiased. Takes a reasonable and rational viewpoint based on facts and qualified opinions.					
Written reports are clear, concise, and accurate.					

**\*NOTE: Please explain any rating of a "1" or a "2" in the comment section below, or use the space to provide any additional comments.**

General Comments:

Please provide specific comment:

(1) Leadership and management skills:

(2) Staff development:

(3) Reputation in the community:

(4) Reputation with Transportation Agency member agencies:

(5) Opportunities for development/ Recommendations for more emphasis or improvement

Overall Rating: (Consider all factors listed on page 1 in arriving at an overall rating.)

- Unsatisfactory, performance does not meet job requirements.
- Improvement needed, performance partially meets requirements of job.
- Satisfactory, performance adequately meets requirements of job.
- Good, performance generally meets or exceeds standards or expectations.
- Exceptional, performance is excellent, exceeding job requirements.

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

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

Print Name: \_\_\_\_\_

***Please return evaluation to Chair in enclosed stamped addressed envelope. Thank you.***

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
PERFORMANCE EVALUATION OF  
TAMC Counsel Kathryn Reimann**

*In evaluating the performance of Counsel, consider the factors below in arriving at your overall rating. Check the box in each category that you think best applies.*

- 1 = Unsatisfactory, performance does not meet job requirements.
- 2 = Improvement needed, performance partially meets requirements of job.
- 3 = Satisfactory, performance adequately meets requirements of job.
- 4 = Good, performance generally meets or exceeds standards or expectations.
- 5 = Exceptional, performance is excellent, exceeding job requirements.

Dimension	1*	2*	3	4	5
Accessible to elected officials, staff and the public.					
Attitude. Is enthusiastic, cooperative, adaptive, energetic, willing to spend whatever time is necessary to do a good job.					
Communication. Keeps Board of Directors fully informed on legal issues affecting the Agency. Advises Board Members so that all actions are in accord with Agency By-laws, state and federal law.					
Community Relations. Skilled in representing Agency policies to other agencies, the public, and news media.					
Conflict of interest. Keeps Board Members informed of any possible conflicts of interest.					
Decisiveness. Is able to reach timely decisions and initiate action, but is not impulsive.					
Execution of Policy. Understands and complies with the policies and objectives of the organization. Efforts lead to successful accomplishment of Board directives.					
Expertise and knowledge of legal issues.					
Imagination. Shows originality in approaching problems. Is able to visualize the implications of various approaches					
Non-political but understands and works effectively in the political arena.					
Loyalty. Genuine interest in work, job and the agency. Concerned with agency's image and reputation.					
Presents thoughts in an orderly, understandable manner.					
Responds quickly and effectively to TAMC requests for information, advice, and service.					
Strategic Thinking. Thinks ahead on how the organization can best approach change.					
Unbiased. Takes a reasonable and rational viewpoint based on facts and qualified opinions.					
Written reports are clear, concise, and accurate.					

General Comments:

Please provide specific comment:

(1) Leadership and management skills:

(2) Knowledge of legal requirements affecting TAMC:

(3) Reputation in the community:

(4) Reputation with member agencies:

(5) Opportunities for development / Recommendations for more emphasis or improvement:

Overall Rating: (Consider all factors listed on page 1 in arriving at an overall rating.)

- Unsatisfactory, performance does not meet job requirements.
- Improvement needed, performance partially meets requirements of job.
- Satisfactory, performance adequately meets requirements of job.
- Good, performance generally meets or exceeds standards or expectations.
- Exceptional, performance is excellent, exceeding job requirements.

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

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

Print Name: \_\_\_\_\_

***Please return evaluation to Chair in enclosed stamped addressed envelope. Thank you.***



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Rita Goel, Director of Finance & Administration  
**Meeting Date:** June 25, 2015  
**Subject:** **Holiday Office Closure**

### RECOMMENDED ACTION:

**APPROVE** closure of Transportation Agency for Monterey County offices on December 28, 29, 30, and 31, 2015.

### SUMMARY:

Transportation Agency for Monterey County generally has minimal staff in the office during the period between Christmas and New Year's Day. Many of the agencies that staff works with are also either closed or operate with minimal staff during the holiday period noted above. Closing the office will benefit the Agency financially.

### FINANCIAL IMPACT:

Transportation Agency for Monterey County will benefit from the closure, as it will result in reduction of accrued time off which reduces a financial liability to the Agency.

### DISCUSSION:

Transportation Agency for Monterey County generally has minimal staff in the office during the period between Christmas and New Years. Many of the agencies that staff works with are also either closed or operate with minimal staff during the holiday period noted above. By approving the closure, staff would need to use 4 days (December 28, 29, 30 and 31st) of either accrued vacation time, comp time or floating holidays.

The closure recommendation has been discussed with staff and early approval will allow everyone to plan their schedules.

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

Debra L. Hale, Executive Director

Date

6/2/15

Consent Agenda

Counsel Approval: N/A

Finance Approval: Yes



## Memorandum

**To:** Board of Directors  
**From:** Grant Leonard, Assistant Transportation Planner  
**Meeting Date:** June 24, 2015  
**Subject:** Video Recording and Broadcasting of Board Meetings

### RECOMMENDED ACTION

1. **AUTHORIZE** the Executive Director to execute contract Amendment No. 1 with Access Monterey Peninsula, to extend and amend the contract from the current expiration date, July 1, 2015 to October 1, 2015;
2. **AUTHORIZE** the Executive Director to execute contract Amendment No. 1 with Monterey County Superintendent of Schools to televise Board meetings on Charter and South County Channels to extend and amend the contract from the current expiration date, July 1, 2015 to October 1, 2015;
3. **AUTHORIZE** the Executive Director to make administrative changes to the contracts if such changes do not increase the Agency's net cost, subject to approval by Agency counsel; and
4. **AUTHORIZE** the use of \$3,450 from administration funds budgeted for these purposes.

### SUMMARY

The agreements for services with Access Monterey Peninsula and the Monterey County Superintendent of Schools expire July 1, 2015 and staff is seeking to extend the agreements under the previous terms to October 1, 2015. The amendments extend the agreements to cover the August and September 2015 Board meetings, at which time the Agency will have secured a new contracts for video production and television broadcasting services.

### FINANCIAL IMPACT

Amendment No. 1 to the contract with Access Monterey Peninsula will increase the not-to exceed amount by \$2,850, which is the cost of video production service for two Board meeting. Additionally, Amendment No. 1 to the contract with the Monterey County Superintendent of Schools will increase the not-to exceed amount by \$600, which is the cost of broadcasting for two Board meetings. The total cost of the two amendments is \$3,450 and is included in the Agency's adopted budget.

### DISCUSSION

On September 26, 2012, after a competitive bidding process, the Board approved a \$39,900 contract with Access Monterey Peninsula to provide video production service for the TAMC Board meetings through July 1, 2015. This amendment extends the agreement to cover the



August and September 2015 Board meetings, at which time the Agency will have secured a new contract for video production services through the competitive bidding process.

Additionally, on September 26, 2012, the Board approved a \$8,400 contract with the Monterey County Superintendent of Schools to have Agency Board meetings broadcast on the Monterey County government-programming channel, Comcast Cable channel 28, on Access Monterey Peninsula channel 25, and on Charter Channel 26 through July 1, 2015. This amendment extends the agreement to cover the August and September 2015 Board meetings, at which time the Agency will have secured a new contract for broadcasting services.

Approved by:  Date signed: 6/9/15  
Debra L. Hale, Executive Director

Consent Agenda

Agency Counsel Approval: Yes  
Admin/Finance Approval: Yes

Attachments:

1. Amendment No. 1 to Agreement for Services with Access Monterey Peninsula
2. Amendment No. 1 to Agreement for Services with Monterey County Superintendent of Schools

**AMENDMENT NO. 1 TO**  
**AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN**  
**THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY AND ACCESS**  
**MONTEREY PENINSULA.**

APPROVED BY THE TAMC BOARD ON: June 24, 2015

This Amendment No. 1 (hereinafter, "Amendment No. 1") to the Agreement for Professional Services (hereinafter, "AGREEMENT") between the Transportation Agency for Monterey County and Access Monterey Peninsula is made and entered into, by and between the Transportation Agency for Monterey County, hereinafter called "TAMC," and Access Monterey Peninsula a community not-for-profit media production and broadcast organization, 2200 Garden Road, Monterey CA 93940, hereinafter called "Contractor."

**RECITALS**

- A. **WHEREAS** the parties entered into an Agreement for Professional Services on September 26, 2012; and
- B. **WHEREAS**, the original AGREEMENT has a termination date of July 1, 2015 and a total AGREEMENT amount that was not to exceed Thirty-Nine Thousand Nine Hundred Dollars (\$39,900); and
- C. **WHEREAS**, the parties wish to continue services pending the completion of a solicitation of services which is expected to occur by the end of September, 2015;

**NOW, THEREFORE**, the parties desire to extend and amend the AGREEMENT as follows:

- 1. The AGREEMENT is extended and amended effective July 1, 2015.
- 2. Section 2 of the Agreement is amended to read:

"The term of this Agreement shall begin upon execution hereof by Contractor and TAMC and, unless earlier terminated as provided herein, shall remain in force until October 1, 2015."
- 3. Exhibit B to the Agreement (Budget) is amended to add 2 meetings and to increase the "Grand Total Not to Exceed" amount by \$2,850, for a total not to exceed of \$42,750.
- 4. Except as provided herein, all other terms and conditions of the original AGREEMENT shall remain in full force and effect.
- 5. A copy of this Amendment No. 1 shall be attached to the original AGREEMENT.

[Signature page follows]

**IN WITNESS WHEREOF**, the parties hereto have executed this Amendment of the Agreement with Access Monterey Peninsula.

TAMC:

CONSULTANT:

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

\_\_\_\_\_  
Paul Congo  
Executive Director

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

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

Approved as to form:

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

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

**AMENDMENT NO. 1 TO**  
**AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN**  
**THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY AND THE**  
**MONTEREY COUNTY SUPERINTENDENT OF SCHOOLS**

APPROVED BY THE TAMC BOARD ON: June 24, 2015

This Amendment No. 1 (hereinafter, "Amendment No. 1") to the Agreement for Professional Services (hereinafter, "AGREEMENT") between the Transportation Agency for Monterey County and Monterey County Superintendent of Schools is made and entered into, by and between the Transportation Agency for Monterey County, hereinafter called "TAMC," and the Monterey County Superintendent of Schools, 901 Blanco Circle, P.O. Box 80851, Salinas, CA 93912-0851, hereinafter called "Contractor."

**RECITALS**

- A. **WHEREAS** the parties entered into an Agreement for Professional Services on September 26, 2012; and
- B. **WHEREAS**, the original AGREEMENT has a termination date of July 1, 2015 and a total AGREEMENT amount that was not to exceed Eight Thousand Four Hundred Dollars (\$8,400); and
- C. **WHEREAS**, the parties wish to continue services pending the completion of a solicitation of services which is expected to occur by the end of September, 2015;

**NOW, THEREFORE**, the parties desire to extend and amend the AGREEMENT as follows:

- 1. The AGREEMENT is extended and amended effective July 1, 2015.
- 2. Section 2 of the Agreement is amended to read:  
"The term of this Agreement shall begin upon execution hereof by Contractor and TAMC and, unless earlier terminated as provided herein, shall remain in force until October 1, 2015."
- 3. Exhibit B to the Agreement (Budget) is amended to add 2 meetings and to increase the "Grand Total Not to Exceed" amount by \$600, for a total not to exceed of \$9,000.
- 4. Except as provided herein, all other terms and conditions of the original AGREEMENT shall remain in full force and effect.
- 5. A copy of this Amendment No. 1 shall be attached to the original AGREEMENT.

[Signature page follows]

**IN WITNESS WHEREOF**, the parties hereto have executed this Amendment of the Agreement with the Monterey County Superintendent of Schools.

TAMC:

CONSULTANT:

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

\_\_\_\_\_  
Hamish Tyler  
Media Center Director

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

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

Approved as to form:

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

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Grant Leonard, Assistant Transportation Planner  
**Meeting Date:** June 24, 2015  
**Subject:** Request for Proposals for Video Recording, Production, and Distribution of Transportation Agency for Monterey County Board Meetings

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### RECOMMENDED ACTION:

1. **APPROVE** Request for Proposals (RFP) to provide video recording, production, and distribution services of Transportation Agency Board meetings;
2. **AUTHORIZE** staff to publish the RFP, 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 administration funds budgeted to this purpose.

### SUMMARY:

The Transportation Agency is seeking to release a Request for Proposals to select a firm to provide video recording, production, and distribution services of Transportation Agency Board meetings until June 30, 2020.

### FINANCIAL IMPACT:

The total cost for this project is expected not to exceed \$76,000 for the five years, with the funding in the approved administrative activities budget.

### DISCUSSION:

The Transportation Agency is committed to providing information to the public about its projects, plans and activities, ensuring public participation and fostering public understanding of its functions. One of the main venues for this communication is through the Agency's Board meetings. Recording and broadcasting the Board meetings allows for the Agency to reach a public audience beyond those who attend the Board meetings.

In September 2012, the Transportation Agency Board approved the recording of Transportation Agency Board meetings by Access Monterey Peninsula (AMP) through July 1, 2015. Staff recommends the new contract be for a five year period, from October 2015 to June 2020.

Factors considered in selecting a contractor are:



- Previous experience and success
- Ability to stream board meetings on the Transportation Agency website
- Contractor's response to the specifications
- Ability to use the Agency's current sound equipment
- Cost

Key aspects of the Scope of Work include (**see attachment**):

- Contractor shall provide operator services for recording Transportation Agency Board Meetings that typically take place in the Conference Room of the Agricultural Commission Building.
- Contractor shall make the recorded meeting television ready by providing an opening and closing and editing in any electronic visual materials including but not limited to PowerPoint presentations and overhead projections.
- Contractor equipment shall connect with current audio equipment currently used for the Transportation Agency Board Meetings.

Board meetings will continue to be broadcast on the Monterey County government-programming channel (Comcast Cable channel 28) and on demand on the Transportation Agency website.

Based review of the received proposals, Agency staff will meet with the most qualified consultant or consultant team and will attempt to negotiate a final Scope of Work and a Fee schedule for the project. Upon completion of negotiations, the consultants or consultant teams will be recommended to the Transportation Agency Board for final selection and contract approval.

The proposed schedule for the Request for Proposals is as follows:

June 25, 2015	Distribute RFP
July, 16, 2015	Deadline for requests for clarification or exceptions
July, 23, 2015	<b>Proposals due</b>
July 23-August 6, 2015	Review and rank proposals
August 10-14, 2015	Interviews (if necessary)
August 17-24, 2015	Select top ranked consultant, negotiate contract
September 23, 2015	Present consultant contract to TAMC Board for approval

Approved by:   
Debra L. Hale, Executive Director

6/10/15  
Date signed:

Consent Agenda

Counsel Approval: Yes  
Admin/Finance Approval: Yes

Attachment: Scope of Work – attachment to the Request for Proposals  
Web Attachment: Request for Proposals

# ATTACHMENT A

## SCOPE OF WORK

### Purpose:

To video record, edit and arrange for broadcast on public access television Transportation Agency for Monterey County Board Meetings.

### Timeline:

October 1, 2015 – June 30, 2020

### Tasks:

- Contractor shall provide equipment and Operator Services for recording Transportation Agency Board Meetings that typically take place in the Nutter Conference Room of the Agricultural Commission Building.
  - Currently the TAMC Board meets once a month except during the months of July and November. Meetings are typically held on the fourth Wednesday of the month except for the December meeting, which occurs on the first Wednesday of the month. Meetings begin at 9:00 AM and typically last two to two and a half hours.
  - Contractor shall provide operators who are fully trained in the use of the system.
- Contractor shall use two or more three-chip digital cameras to video record meetings. The price proposal must include a cost estimate of recording with two cameras and three cameras.
- Contractor equipment shall connect with current audio equipment currently used for the Transportation Agency Board Meetings.
- Contractor shall operate sound equipment during the meeting.
- Arrange to televise program on local government channels once a week or more.

### Products:

- Contractor shall make the recorded meeting television ready by providing an opening and closing and editing in any electronic visual materials including but not limited to PowerPoint presentations and overhead projections.
- Contractor shall provide five (5) DVD copies of meetings capable of playing on any generic DVD player. DVD's shall be available for airing by the following Monday after a Board meeting. This timing is subject to negotiation, however bids shall reflect this time as a minimum requirement. DVD's shall include a label.
- Contractor shall provide a copy of the recorded meeting on a format ready for web-development (i.e. windows media, flash video, etc.).
  - Format selected by consultant should be capable of streaming on an on-demand basis and link with the online agenda service AgendaPal.



# **REQUEST FOR PROPOSALS (RFP)**

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

## **VIDEO RECORDING, PRODUCTION, AND DISTRIBUTION OF TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETINGS**

You are invited to submit your proposal for the services to complete the above project. Proposals are due in the office of the Executive Director of the Transportation Agency for Monterey County, 55 B Plaza Circle, Salinas, CA 93901-2901 by **12:00 noon on PST on Thursday, July 23, 2015.**

Copies of the RFP and the detailed information regarding the submission of the proposal are available at the TAMC offices and may be obtained upon request. This RFP is available at the TAMC website ([www.tamcmonterey.org](http://www.tamcmonterey.org)) in Adobe Acrobat (PDF) format. You may call Grant Leonard, Assistant Planner, at (831) 775-0903 to obtain a copy and for further information.

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

---

**DATE:** Thursday, June 25, 2015

**TO:** Interested Consultants

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

**SUBJECT:** Video Recording, Production, and Distribution  
of Transportation Agency for Monterey County Board Meetings

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**INVITATION**

You are invited to submit a Proposal for the referenced services together with a Fee Schedule that includes an estimate of costs per task to complete the project. Please include your estimate of other direct costs charged to this project. Please submit five (5) paper copies and one (1) digital copy of your Proposal.

Your Proposal is due in the office of the Transportation Agency for Monterey County (TAMC), **55 B Plaza Circle, Salinas, CA, 93901**, by **12:00 noon on Thursday, July 23, 2015**. Proposals received after the date and time specified above will not be considered.

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

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

Grant Leonard, Assistant Planner  
Transportation Agency for Monterey County  
55 B Plaza Circle, Salinas, CA 93901-2901  
831-775-0903 ~ grant@tamcmonterey.org

Email inquiries relating to this Request for Proposals should include "Video Recording of Board Meetings" in the subject header.

## **BACKGROUND**

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

TAMC's Board of Directors includes twenty-three members who consist of local officials from each of its twelve incorporated cities and five county supervisorial districts, and ex-officio members from six public agencies.

The mission of the Transportation Agency for Monterey County is to proactively fund and plan a transportation system that enhances mobility, safety, access, environmental quality and economic activities by investing in regional transportation projects for Monterey County residents, businesses and visitors.

## **PROJECT DESCRIPTION**

The Transportation Agency for Monterey County is looking for proposals from qualified consultants to complete Video Recording of Board Meetings in accordance with the proposed Scope of Work (Attachment A). This work will consist of video recording and editing Transportation Agency for Monterey County Board Meetings for broadcast on public access television and streaming on the TAMC webpage.

The Transportation Agency for Monterey County Board meetings are held at the Agricultural Center Conference Room, 1428 Abbott Street, Salinas, California. Ten board meetings are held a year on the fourth Wednesday of every month, except in July and November. The December board meeting is held on the first Wednesday of the month.

A final Scope of Work will be made a part of the professional services agreement between TAMC and the consultant. A copy of the template agreement anticipated to be used by TAMC is included in Attachment B. The applicable requirements for TAMC contracts utilizing State funding are listed in Attachment C. A single document will be prepared between the Consultant and TAMC consistent with the provisions of these attachments.

It is important that the consultant have the capability to work closely with the Transportation Agency staff. The consultant or consultant team must be prepared to undertake whatever liaison and meetings are required to satisfy this requirement.

## **SELECTION PROCESS**

The Transportation Agency will establish a committee to review the proposals. This review may be followed by an oral interview between a review committee and the firm(s) that responds best

to the RFP. Based on the recommendations of the review committee, Transportation Agency staff will meet with the most qualified consultant or consultant team and will attempt to negotiate a final Scope of Work and a Fee Schedule for the project. The final Scopes of Work will include a full description of each task, a description of deliverable products, and a schedule of the due dates for the deliverable products and other important milestones. Upon successful completion of negotiations the consultants or consultant teams will be recommended to the TAMC Board for final selection and contract approval.

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

Further, the Agency may, or may not, also negotiate contract terms with selected proposers prior to award, and expressly reserves the right to negotiate with several proposers simultaneously and, thereafter, to award a contract to the proposer offering the most favorable terms to the Agency. Proposals submitted, therefore, should contain the proposers' most favorable terms and conditions, because the selection and award may be made without further discussion with any proposer. The Agency will submit the proposal considered to be the most responsive and competitive to the Board of Directors for consideration and selection. The Agency reserves the right to accept or reject any and all submitted proposals, to waive minor irregularities, and to request additional information or revisions to offers, and to negotiate with any or all proposers at any stage of the evaluation.

Factors to be considered in selecting the consultant(s) are indicated below:

- |   |           |
|---|-----------|
| 1) Experience in the video recording, production, and distribution; | 40 points |
| 2) Previous experience with recording public agency meetings;       | 30 points |
| 3) References; and  | 15 points |
| 4) Cost.  | 15 points |

### **QUESTION & ANSWERS, REQUESTS FOR CLARIFICATION OR EXCEPTIONS, ADDENDA**

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

Any requests for clarification or exceptions to requirements in this Request for Proposals must be received by the Agency no later than **12 noon, Pacific Standard Time, on Thursday, July 23, 2015**, to guarantee response or consideration. Responses to questions concerning this Request for Proposals posed before this deadline will be posted on the Agency's website ([www.tamcmonterey.org](http://www.tamcmonterey.org)).

## **SUBMITTAL REQUIREMENTS/PROPOSAL FORMAT**

All interested firms are required to submit five (5) hard copies and one (1) digital copy of their Proposal to perform the requested consulting services. The Proposal must include the names and qualifications of all personnel to be employed on the project. The Proposal should provide a short description of the firm's experience with projects that relate to this Scope of Work. A list of relevant past clients should be included.

### **A. Project Team**

The Proposal shall clearly identify a Project Manager and include the names and qualifications of all personnel of the proposed team to be assigned to the contract and a chart representing the proposed organizational structure of the team. The Proposal shall demonstrate that the key personnel have the time available to work on the project. The Proposal shall include the estimated number of hours individual personnel will dedicate to the project.

### **B. Demonstrated Knowledge**

The Proposal shall include the assigned project team's demonstrated knowledge of, expertise and experience with providing similar services and completing similar types of contracts.

### **C. Work Plan**

The Proposal shall include the consultant's proposed approach to the development and implementation of the scope of work, broken out by tasks which demonstrate the consultant's knowledge and understanding of the project and the constraints and challenges associated with performing the tasks outlined in the scope of work.

### **D. Cost Proposal**

The Proposal must include a cost proposal. The total not-to-exceed budget for the project is **SPELL OUT BUDGET Dollars (\$#####)**. The Proposal must contain an overall cost for the project as well as cost by task. An estimate of hours by task is also required.

### **E. Proposed Schedule of Work and Deadlines**

The Proposal must include availability of the Project Team to conduct work within the anticipated timeframes.

### **F. References**

The Proposal shall include at least three (3) recent references from past clients for similar types of work.

All Proposals must be submitted to the office of Grant Leonard, Assistant Planner, Transportation Agency for Monterey County, 55 B Plaza Circle, Salinas, CA 93901-2901 **by 12:00 noon on Thursday, July 23, 2015.**

**PROPOSED SCHEDULE**

<b>Date/ Timeframe</b>	<b>Task</b>
June 25, 2015	Distribute RFP
July, 16, 2015	Deadline for requests for clarification or exceptions
July, 23, 2015	<b>Proposals due</b>
July 23-August 6, 2015	Review and rank proposals
August 10-14, 2015	Interviews (if necessary)
August 17-24, 2015	Select top ranked consultant, negotiate contract
September 23, 2015	Present consultant contract to TAMC Board for approval

**MISCELLANEOUS****A. Modification or Withdrawal of Submittals**

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

**B. Property Rights**

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

**C. Confidentiality**

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

**D. Amendments to Request for Qualifications**

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

**E. Non-Commitment of TAMC**

This Request for Proposals does not commit TAMC to award a contract, to pay any costs incurred in the preparation of a Proposal for this request, or to procure or contract for services.

All products used or developed in the execution of any contract resulting from this Request for Proposals will remain in the public domain at the completion of the contract.

**F. Conflict of Interest**

The prospective consultant shall disclose any financial, business or other relationship with TAMC that may have an impact upon the outcome of this contract or TAMC construction project. The prospective consultant shall also list current clients who may

have a financial interest in the outcome of this contract or TAMC projects that will follow. In particular, the prospective consultant shall disclose any financial interest or relationship with any construction company that might submit a bid on TAMC projects.

**G. Nondiscrimination**

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

**H. Final Selection and Protests**

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

Protestants shall submit a detailed written statement of protest to:

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

no later than five (5) days prior to the Board meeting to enable proper consideration by the Board.

**QUESTIONS**

If you need assistance or have any questions, please call Grant Leonard, Assistant Planner, at (831) 775-0903.

**Attachments:**

- A. Scope of Work
- B. Sample TAMC Standard Agreement for Professional Services
- C. Requirements for Contracts Using State Funds
- D. Sample of Cost Proposal

# ATTACHMENT A

## SCOPE OF WORK

### **Purpose:**

To video record, edit and arrange for broadcast on public access television Transportation Agency for Monterey County Board Meetings.

### **Timeline:**

October 1, 2015 – June 30, 2018

### **Tasks:**

- Contractor shall provide equipment and Operator Services for recording Transportation Agency Board Meetings that typically take place in the Nutter Conference Room of the Agricultural Commission Building.
  - Currently the TAMC Board meets once a month except during the months of July and November. Meetings are typically held on the fourth Wednesday of the month except for the December meeting, which occurs on the first Wednesday of the month. Meetings begin at 9:00 AM and typically last two to two and a half hours.
  - Contractor shall provide operators who are fully trained in the use of the system.
- Contractor shall use two or more three-chip digital cameras to video record meetings. The price proposal must include a cost estimate of recording with two cameras and three cameras.
- Contractor equipment shall connect with current audio equipment currently used for the Transportation Agency Board Meetings.
- Contractor shall operate sound equipment during the meeting.
- Arrange to televise program on local government channels once a week or more.

### **Products:**

- Contractor shall make the recorded meeting television ready by providing an opening and closing and editing in any electronic visual materials including but not limited to PowerPoint presentations and overhead projections.
- Contractor shall provide five (5) DVD copies of meetings capable of playing on any generic DVD player. DVD's shall be available for airing by the following Monday after a Board meeting. This timing is subject to negotiation, however bids shall reflect this time as a minimum requirement. DVD's shall include a label.
- Contractor shall provide a copy of the recorded meeting on a format ready for web-development (i.e. windows media, flash video, etc.).
  - Format selected by consultant should be capable of streaming on an on-demand basis and link with the online agenda service AgendaPal.





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Rita Goel, Director of Finance & Administration  
**Meeting Date:** June 24, 2015  
**Subject:** Agreement for Audit Repayment between Caltrans & TAMC

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### RECOMMENDED ACTION:

1. **AUTHORIZE** the Executive Director to sign the Reimbursement Agreement Between California Department of Transportation (Caltrans) and Transportation Agency for Monterey County for repayment of the Caltrans audit findings.
2. **APPROVE** the use of \$82,185.89 per year for 10 years for a total of \$821,858.90 from the Agency's undesignated reserve funds for this agreement.

### SUMMARY:

As part of a new federal initiative to increase oversight, in FY2011/12 Caltrans Audits and Investigations audited the costs claimed and reimbursed to the Transportation Agency for Monterey County for work performed under five agreements with Caltrans and one agreement with the Association of Monterey Bay Area Governments. The final audit report issued in January 2014 determined that certain costs claimed by the Agency were not adequately supported by the various agreements, State and Federal regulations, and other applicable legal authority. As part of the corrective actions agreed to, the Transportation Agency for Monterey County is required to reimburse Department of Transportation the state funds.

### FINANCIAL IMPACT:

Transportation Agency for Monterey County is required to reimburse \$821,858.90 in state funds, to be paid out to Department of Transportation over 10 years in annual installments of \$82,185.89 per year, without interest. These funds will be paid out of the Agency's undesignated reserve over the 10 year agreement period.

---

**DISCUSSION:**

As part of a new federal initiative to support increased oversight, Caltrans Audits, a separate entity from Caltrans District 5 and the planning, local assistance, or programming staff at headquarters, conducted an incurred cost audit on the Transportation Agency for Monterey County's contracts and purchases. This audit relates to Agency compliance with state and federal rules for procurement and billing. The audit reviewed contract expenses incurred between July 1, 2011 and December 31, 2011, and was later expanded to include expenses related to five contracts: the Salinas Rail Extension environmental review and design; the Carmel Hill Trail construction management; the Beach Range Road trail construction management; the Regional Surface Transportation Program (RSTP) – state funds provided to member agency projects; and, the State Overall Work Program (planning activities).

Caltrans raised concerns with several contract amendments to the Parsons Transportation Group contract for rail design and environmental work. TAMC justified these amendments as meeting sole source requirements based on the consultant's expertise and intimate knowledge of the project. In the audit, Caltrans did not support these sole source findings. These amendments relate to the bulk of the audit findings, and are resulting in a payback requirement of \$821,858.90. Federally-funded contracts for construction management of the Carmel Hill trail and the Beach Range Road trail were also found to have \$29,786 in disallowed expenditures. Therefore, the Transportation Agency has already repaid \$29,786 of federal funds from its undesignated reserve in January 2015.

Approval of this agreement will allow the Transportation Agency for Monterey County to reimburse Department of Transportation for the state funds.

Approved by:   
Debra L. Hale, Executive Director

Date Signed: 6/10/15

Consent Agenda

Reviewed by Counsel: Yes  
Admin/Finance Review: Yes

Web Attachment: Agreement

**REIMBURSEMENT AGREEMENT**  
**Between**  
**CALIFORNIA DEPARTMENT OF TRANSPORTATION AND**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**  
**Effective June 30, 2015**

This reimbursement agreement (“Agreement”) is made between the Transportation Agency for Monterey County (“TAMC”) and the STATE OF CALIFORNIA, acting by and through the Department of Transportation (“DEPARTMENT”). TAMC and the DEPARTMENT shall be collectively referred to herein as the “Parties.”

**RECITALS**

1. The DEPARTMENT – pursuant to its legal authority and responsibilities – conducted an audit entitled “Incurred Cost Audit, Transportation Agency for Monterey County” (Audit number P1580-0016, January 2014). The audit was conducted to determine if TAMC’s compliance with various agreements with the DEPARTMENT and other entities.

2. As the result of that audit, the DEPARTMENT determined, among other findings, that certain costs claimed by TAMC were not adequately supported by the various agreements, State and Federal regulations, and other applicable legal authority.

3. TAMC has accepted the findings of the audit and has submitted a proposed audit action plan to comply with the audit’s recommendations. DEPARTMENT has reviewed and accepted the audit action plan.

4. Pursuant to that audit action plan and subject only to the limitations herein, the Parties now desire to enter into this Agreement in order to allow TAMC to reimburse the DEPARTMENT a total of \$821,858.90 related to amendments to Parsons Transportation Group and Harris & Associates contracts related to the Rail to Salinas extension project work, all in accordance with the terms and conditions set forth below.

**OPERATIVE PROVISIONS**

NOW THEREFORE, in consideration of the covenants and agreements contained herein, the Parties agree as follows:

**1. Effective Date.**

This Agreement shall be effective as of June 30, 2015.

**2. Consideration.**

TAMC shall reimburse the DEPARTMENT a total of \$821,853.90 on the following terms:

- (a) TAMC shall pay, without interest, \$82,185.89 per year for 10 years;
- (b) Payment to be made by November 30 of each year;
- (c) Full payment of \$821,858.90 to be completed by November 30, 2024.

**3. Reservation of Rights.**

In the event TAMC fails to make any payment required by this Agreement, or in any way violates the provisions of this Agreement, the DEPARTMENT reserves the right to pursue reimbursement and all other legal rights it possesses in any appropriate forum.

**4. Successors.**

This Agreement shall be binding upon TAMC's past, present and future associates, affiliates, successors, heirs, assigns, agents, spouses, representatives, attorneys, and employees, and shall inure to the benefit of the DEPARTMENT and the DEPARTMENT's past, present and future associates, assigns, agents, directors, officers, managers, supervisors, employees, representatives, and attorneys.

**5. Fees and Costs.**

Each of the Parties is to bear all costs and attorney's fees, if any, which it has individually incurred in connection with the matters described in this Agreement and negotiations resulting in the settlement hereunder.

**6. Understanding of Agreement.**

TAMC warrants and represents that they have executed this Agreement without reliance upon any representation, inducement, advice, analysis, evaluation or promise made by the DEPARTMENT or any of the DEPARTMENT's agents, representatives, attorneys, or employees. Each party hereto represented by counsel has encouraged those other parties not represented by counsel to seek whatever legal or other advice and representation that they deem necessary to consent to the terms of this Agreement. All Parties warrant and represent that they have been given sufficient time to seek whatever

advice and counseling necessary to review and enter into this Agreement for the purpose of settling this matter. TAMC further acknowledges that counsel for the DEPARTMENT has not precluded them from seeking legal assistance concerning the effect and terms of this Agreement. The undersigned, and each of them, hereby affirm that they fully understand and appreciate the terms of this Agreement and their effect and sign this Agreement voluntarily of their own free will and accord.

**7. Entire Agreement.**

This Agreement reflects the entire Agreement of the Parties with respect to the subject matter hereof, which is the reimbursement of funds to the DEPARTMENT, and supersedes all prior or contemporaneous oral or written understandings, statements, representations, and promises. The terms of this Agreement are contractual and not merely recitals.

**8. Authority to Execute and Bind.**

Each of the Parties represents and warrants that each of the persons executing this Agreement on its behalf has full and complete legal authority to do so and thereby binds the party to this Agreement.

**9. Necessary Acts.**

The Parties agree to perform any further acts and execute and deliver any further documents that may reasonably be necessary to carry out the provisions of this Agreement.

**10. No Third-party Beneficiaries.**

This Agreement is solely between the parties hereto and there are no third-party beneficiaries hereto, intended or otherwise.

**11. Severability.**

In case any part, term, portion or provision of this Agreement is or shall be invalid, illegal or unenforceable, the remaining parts, terms, portions and provisions shall remain valid, enforceable, and in full force and effect.

**12. Amendment of Agreement.**

This Agreement may only be amended by written agreement, executed by all Parties, which expressly supersedes this Agreement.

**13. California Law.**

This Agreement shall be construed in accordance with the laws of the State of California, notwithstanding the operation of any conflict or choice of law statutes or decisional law to the contrary.

**14. Attorney's Fees.**

Should any action or proceeding be brought arising out of, relating to or seeking the interpretation or enforcement of the terms of this Agreement, each party shall bear its own attorney's fees and costs, including the costs of expert witnesses and consultants, and including the costs of any appeals and enforcement of judgment.

**15. Counterparts.**

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

TRANSPORTATION AGENCY FOR  
MONTEREY COUNTY

STATE OF CALIFORNIA,  
DEPARTMENT OF TRANSPORTATION

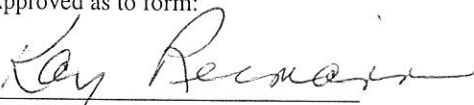
By: \_\_\_\_\_  
Debra L. Hale, Executive Director

By: \_\_\_\_\_  
Bruce Roberts, Division Chief  
Rail and Mass Transportation

Dated: \_\_\_\_\_, 2015

Dated: \_\_\_\_\_, 2015

Approved as to form:

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

Dated: 6/10/15

Approved as to form:

\_\_\_\_\_  
Department of Transportation Counsel

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





## Memorandum

**To:** Board of Directors  
**From:** Virginia Murillo, Assistant Transportation Planner  
**Meeting Date:** June 24, 2015  
**Subject:** Local Transportation Fund Allocations and Unmet Transit Needs

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### **RECOMMENDED ACTION:**

1. **ADOPT** Resolution 2015-11 finding that within Monterey County there are unmet transit needs, including unmet transit needs that are reasonable to meet; and
2. **ADOPT** Resolution 2015-12 allocating \$13,809,685 in Local Transportation Funds to Monterey-Salinas Transit for Fiscal Year 2015-16.

### **SUMMARY:**

The Transportation Agency annually seeks public input to identify unmet transit needs in Monterey County prior to allocating local funds for public transit. Staff has coordinated with Monterey-Salinas Transit to evaluate the comments received through January 31, 2015 and has determined that service to San Juan Grade Road and Russell Road in Salinas is an unmet transit need that is reasonable to meet.

### **FINANCIAL IMPACT:**

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

### **DISCUSSION:**

The Local Transportation Fund is generated through a quarter percent of the retail sales tax collected in Monterey County pursuant to the Transportation Development Act. The Agency annually apportions these funds to County jurisdictions by population for public transit and allocates the funds prior to beginning of the fiscal year on July 1.

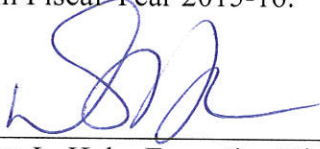
As MST members, Monterey County cities annually allocate their entire Local Transportation Fund apportionments to MST. The County of Monterey is currently obligated to allocate approximately 50% of its funds off the top to MST for public transit (representing the unincorporated population within  $\frac{3}{4}$  mile of MST routes) and RIDES services within one mile of existing MST routes. MST is also able to claim all available funds to support existing

operations and projected funding shortfalls, which will consume remaining funds apportioned to the County for the coming fiscal year.

Prior to allocating Local Transportation Funds, the Agency is required to provide for a public hearing and outreach to identify unmet transit needs regardless of funding being available. Comments on unmet transit needs are considered by MST in planning new service. Staff has reviewed comments submitted to the Agency and evaluated them according to the adopted Unmet Transit Needs Definition and criteria (**Attachment 1**) to determine if any unmet transit needs are “reasonable to meet.” In general, an unmet transit need is reasonable to meet if there is sufficient Local Transportation Funds available, and if the proposed service is projected to generate the required farebox recovery ratio of 15%, which was set by the Transportation Agency’s resolution 2004-19. The unmet transit need identified by staff as being reasonable to meet is service to San Juan Grade Road and Russell Road in Salinas. MST staff is currently reviewing this service as part of the changes planned for Line 49 in August.

A complete list of comments is included as a **Web Attachment** sent electronically with the board agenda. The comments listed in **Attachment 2** identified as unmet transit needs that are not reasonable to meet within the projected revenues of Local Transportation Funds are: service to Rancho Cielo in Salinas, more out of county medical trips at a lower cost, increased frequency on Line 18, service to Aromas, San Juan Bautista and Oak Hills, more frequent service to Gonzales and Soledad, service between Pinnacles National Park and Fort Hunter Liggett, and expansion of the South County on-call service area. The Agency also received a number of comments that did not meet the adopted unmet transit needs definition, and were associated with planning and operations issues. MST may take these comments into consideration as it continues to make improvements to existing and planned services. Staff will report back to the Mobility Advisory Committee in the fall on the status of these and other unmet needs identified last year that are summarized in **Attachment 2**.

Staff recommends that the Board adopt Resolution 2015-11 (**Attachment 3**), which finds that **within Monterey County, there are unmet transit needs, including unmet transit needs that are reasonable to meet**. Staff also requests that the Board adopt Resolution 2015-12 (**Attachment 4**) to allocate Local Transportation Funds to MST for public transit service in Monterey County in Fiscal Year 2015-16.

Approved by:   
Debra L. Hale, Executive Director

6/9/15  
Date signed:

Consent Agenda

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

- Attachments:
- 1. Unmet Transit Needs Definition and Evaluations
  - 2. Monterey County Unmet Transit Needs List
  - 3. Resolution 2015-11: Unmet Transit Needs
  - 4. Resolution 2015-12: Local Transportation Fund Allocations

Web Attachment: Unmet Transit Needs Comments



## Transportation Agency for Monterey County Unmet Needs Definitions

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

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

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

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

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

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

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

### CRITERIA FOR DETERMINING IF AN UNMET TRANSIT NEED IS REASONABLE TO MEET:

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

4. The proposed service shall be feasible to fund within the existing and projected limits of TDA funds available to the affected jurisdiction(s). YES\_\_\_ NO\_\_\_
5. An analysis has been made of the existing public transportation services and specialized transportation services, including privately and publicly provided services, and it has been determined that existing services do not meet this need. YES\_\_\_ NO\_\_\_
6. An analysis has been made of the potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of this request. YES\_\_\_ NO\_\_\_
7. Funding of this transportation request would not result in Local Transportation Funds (LTF) replacing federal and/or state revenues that presently fund this transportation request. YES\_\_\_ NO\_\_\_
8. The proposed service is projected to generate the farebox recovery ratio as required of the operator by the Transportation Development Act (TDA) in the urbanized areas of Monterey Peninsula and Salinas, 10% or more in the County unincorporated and South County Cities. YES\_\_\_ NO\_\_\_
9. Existing transit operators are capable of expanding their services; or establishment of a new service is logistically feasible without negatively impacting the current transit system. YES\_\_\_ NO\_\_\_

<b>Unmet Need</b>	<b>Year Identified</b>	<b>Number of Comments</b>	<b>Status</b>
Service to San Juan Grade Road and Russell Road in Salinas	2014	1	Identified as unmet need establishing new or expanding service. Under evaluation by MST. Service could be provided by adding a stop at San Juan Grade Road and Russell Road for Line 49 in Salinas.
Increased frequency on route 18	2014	4	Not reasonable to meet. Service will require an additional vehicle which cannot be provided at this time without reallocating resources from other areas.
Service to Aromas	2014	1	Not reasonable to meet. Ridership too low to justify service. The Independent Transportation Network offers seniors an alternative form of transportation that may meet this need.
More frequent service to Gonzales and Soledad	2014	6	Not reasonable to meet. Expansion is cost prohibitive at this time and would require resources being reallocated from other services/areas. There is no additional Local Transportation Funds available; federal grants fund service to South County.
More out of county medical trips that are cheaper	2014	1	Not reasonable to meet. Expansion is cost prohibitive at this time and would require resources being reallocated from other services/areas.
Service to Oak Hills	2014	4	Not Reasonable to meet. Ridership too low to justify expanded service. Need can be met through the MST Taxi Voucher program or applications for conditional RIDES service after 5:30pm.
Shuttle service between Pinnacles National Park and Fort Hunter Liggett	2014	1	Not reasonable to meet. This shuttle service is cost prohibitive, and would require resources being reallocated from other services/areas.
Service to Rancho Cielo	2014	26	Not reasonable to meet. Ridership too low to justify expanded service. Expansion is cost prohibitive at this time and would require resources being reallocated from other services/areas. Need may be met through a vanpool service.

**Transportation Agency for Monterey County  
Monterey County Unmet Transit Needs**

**Agenda Item: 3.2.1 Att. # 2**

<b>Unmet Need</b>	<b>Year Identified</b>	<b>Number of Comments</b>	<b>Status</b>
Service to San Juan Bautista	2015	1	Not reasonable to meet. Connections available to San Juan Bautista and San Francisco via MST Lines 55 and 81. Ridership too low to justify expanded service.
Expansion of South County on-call service	2015	1	Not reasonable to meet. Expansion is cost prohibitive at this time and would require resources being reallocated from other services/areas. Need may be met by carpool matching service available through the King City Union School District.

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

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

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

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

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

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

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

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

**AYES:**

**NOES:**

**ABSENT:**

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

**ATTEST:**

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

**RESOLUTION NO. 2015-12  
OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

***FISCAL YEAR 2015-16 LOCAL TRANSPORTATION FUND ALLOCATIONS TO PUBLIC  
TRANSIT OPERATORS***

**WHEREAS**, Fiscal Year 2015-16 Local Transportation Fund applications to support public transportation systems have been received by the Transportation Agency for Monterey County and are summarized as follows:

<b>Jurisdiction</b>	<b>Type of Service</b>	<b>Operating</b>	<b>Capital</b>	<b>Total</b>	<b>State Controller's Report Code</b>
Monterey-Salinas Transit	Fixed Route Transit Service and RIDES ADA paratransit	\$13,809,685	\$0	\$13,809,685	Art. 4 Transit 99260 (a) & 99260.7
<b>Total</b>		\$13,809,685	\$0	\$13,809,685	

**WHEREAS**, State Assembly Bill 644 established the Monterey-Salinas Transit District that includes the cities of Carmel-by-the-Sea, Del Rey Oaks, Marina, Monterey, Pacific Grove, Salinas, Seaside, Sand City, Gonzales, Soledad, Greenfield, and King City, as well as the unincorporated population within three quarters of a mile of the MST fixed transit routes in the unincorporated area effective July 1, 2010, and which will have first priority to claim the Local Transportation Funds apportioned to these jurisdictions for public transit; and

**WHEREAS**, the County of Monterey and Monterey-Salinas Transit have a Memorandum of Understanding that describes the operating plan to implement special transit services in various unincorporated County areas and how those services are to be coordinated with other public transportation providers in Monterey County;

**WHEREAS**, the public and special transit services of the County of Monterey are responding to a transportation need not otherwise being met within the community;

**WHEREAS**, Article 4, Section 99260 of the Public Utilities Code states that claims may be filed under this article with the transportation planning agency by operators for the purpose of supporting public transportation systems; and

**WHEREAS**, Article 8, Section 99400 of the Public Utilities Code states that claims may be filed under this article with the transportation planning agency by counties and cities for the purpose of payment to any entity which is under contract with a county or city for public transportation or for transportation services for any group, as determined by the transportation planning agency, requiring special transportation assistance; and

**WHEREAS**, Monterey-Salinas Transit is able to claim all available Local Transportation Funds in Monterey County to support public transit service pursuant to the finding adopted by the Transportation Agency for Monterey County on June 23, 2010.

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

- (a) The public and special transit system operated by Monterey-Salinas Transit is found to be in conformity with the Regional Transportation Plan; and
- (b) The public and special transit systems operated by Monterey-Salinas Transit are found to be in compliance with Transportation Development Act (TDA) Section 99268.4, and are recovering at least 10% of their operating costs in passenger fares; and
- (c) The Transportation Agency for Monterey County (TAMC) hereby directs the Executive Director to claim Local Transportation Funds as needed to support the public and special transit systems serving Monterey County. Payment of claims may not exceed the amounts authorized in this Resolution and the cash balance available in each jurisdiction's account and must be approved by the governing body of each jurisdiction being allocated Transportation Development Act funds.

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

**AYES:**

**NOES:**

**ABSENT:**

---

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

**ATTEST:**

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

## Transportation Agency for Monterey County

### Unmet Transit Needs 2014 - Comments received through January 31, 2015

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
<b>RIDES Comments</b>									
1	Christine Limesand (online comment)	Low-cost transit for seniors. Our county is really spread out and the transportation for the seniors needs to be county-wide, not just within cities. My mother lived in East Salinas, but many of her doctors were on the peninsula. All of the services in place only provided her with transportation within Salinas making her doctor's appointments very difficult to get to.	I work full-time and was not able to drive my mother to all of her doctor's appointments. She was too frail and forgetful to be able to ride the bus system. Fortunately, I found a retired neighbor who was able to help, but this aspect of her aging was very stressful on her.	County-wide.	There needs to be a bridge between the Salinas Valley and the Peninsula.	Doctor's appointments can vary. Sometimes my mother would have 2-3 appointments in one week and then none for a month.	Non-driving seniors. In my answers, I've left off the disabled and low-income, but I think there's a huge need for these populations as well.		
7	Anonymous (written comment)	taxi vouchers for seniors	less traffic	Monterey peninsula	Monterey peninsula	as available	seniors		
10	Anonymous (written comment)	Taxis and transportation that is more frequent and cheaper.	This would serve people that do not have transportation of their own.	From Soledad to Salinas.		8am from Monday to Sunday.	People from 20 to 60 years old.		
11	Anonymous (written comment)	Distribution of coupons for public transportation.	I would use it often if the bus was cheaper.	From Gonzales to Salinas.		Every hour.	People that are disabled, or low income people that use the bus frequently.		
12	Mercy Leyva (written comment)	We want rides buses for appointments to Salinas from Gonzales.		Shopping at Basic Foods.		In the morning.			
15	Emertino Ochoa (written comment)	We need a vanpool that will charge us less than MST, and will take us to our doctor's appointments in Stanford.	This service will help us save money.		From Gonzales to Salinas.	9am, and then every half hour.	Adults older than 60 years, disabled, low income less than \$20,000.		
20	Rosemary Robert (Mobility Advisory Committee hearing)	Taxi vouchers for seniors living in Portola Plaza in Monterey. Access between Marina and the Veteran's clinic in Ryan Ranch is difficult for seniors.							
22	Roberto Gracia (Mobility Advisory Committee hearing; TAMC hearing)	There needs to be more transit access for veterans. Wheelchair accessibility is also important as veterans age. There needs to be more service from Monterey County to San Jose and Palo Alto for medical transportation purposes.							



## Transportation Agency for Monterey County

### Unmet Transit Needs 2014 - Comments received through January 31, 2015

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
24	Nancy Barnett (Mobility Advisory Committee hearing)	The residents of Oak Hills in Prunedale need transit services. There are about 600 homes, and there is a significant elderly population. It is very dangerous to make a left turn on Highway 156.							
25	Margaret Keith CSUMB Student Disability Resources (Mobility Advisory Committee hearing)	Access to campus clinic bus stop is too far from the clinic. This stop requires more fixed route service frequency in order to better serve students and other community members using the campus clinic. When fixed route works better, this will also help students with mobility issues. It is too difficult to get a ride using the Marina on-call service, and there needs to be another bus during peak hours. There also needs to be additional service for the new Veteran's clinic, since the clinic will serve aging veteran population, active military members and their family.							
29	Dora Curtis (comment received via telephone)	There needs to be bus service on San Juan Grade Road and Russell Road in Salinas. MST used to provide service to the area but that is no longer the case, and there is still the need for transit service. People that live in the neighborhood have to walk a mile to the nearest bus stop.					The bus service would benefit the elderly and disabled population that live in the area.		
30	Maxwell Larry (written comment)	Transit service for mental illness appointments and shopping.	Also to stay out of trouble, so I can walk the streets and not get up from any mental illness.	I need to go to Metodi and my SSES and to my place of rest.		Morning, evening and night. Also for school or work.	Mental illness, and homeless and for other emergency needs.		
33	Rosa Aguilar (written comment)	Any type of transportation.	This would benefit us if we don't have a car. No cost taxis are needed for seniors 50 years of age or older.	All of Salinas, north, south, east and west.		The hours that the transportation service can do it, preferably 24 hours a day.	Vans especially for elderly and wheelchair users.		
34	Anna Logsdon (written comment)	We need a system for the homeless, so they can go to doctors and get jobs and keep jobs.	The more homeless that get jobs and are healthy, the better our community is.	All over Salinas.		Every day and weekends.	Homeless, all ages.		
39	Victoria Ramos (written comment)	When we have appointments in Stanford.		Gonzales to Stanford, Stanford to Gonzales.					

## Transportation Agency for Monterey County

### Unmet Transit Needs 2014 - Comments received through January 31, 2015

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
92	Margaret Keith + Laurie Crosby (online comment + letter)	1) <u>Taxi service</u> : safety in vehicles needs to be routinely checked by MST. Some taxis do not pick up/deliver CSUMB passengers at CSUMB locations perceived to be in Marina. 2) <u>MST's compliant process</u> : needs a clear and focused grievance process. 3) <u>Late night service</u> : Some classes and official CSUMB activities end later than 10pm. After 9:30pm there is no telephone service for RIDES clients, and this affects CSUMB students that rely on RIDES. 4) <u>Marina on-call</u> : A need exists for another Marina on-call vehicle, perhaps during peak hours only. 5) <u>GPS on Fort Ord/CSUMB campus</u> : RIDES drivers need more reliable GPS systems, not just a map with CSUMB building street and addresses. 6) <u>Transit infrastructure at CSUMB</u> : There are still bus stops that are inaccessible. 7) <u>Scheduling of pickups</u> : MST's RIDES program does not allow for immediate scheduling, and this affects students that have back to back courses that only have a 10 minute gap between classes. 8) <u>Accessibility of MST.org website to screen readers</u> : MST's website needs to be accessible to people with print impairments. [ <i>This is a summary of comments from a more detailed letter</i> ]							
<b>Fixed Route Comments</b>									
4	Anonymous (written comment)	The new transit services would not have the unnecessary lines, for example, the 12, 14, 94, etc. It would begin a little later and be less costly to riders, buses on some lines would be smaller. For everyone, \$1 each way, \$3.50 to San Jose, Big Sur and \$31 monthly bus pass for everyone. Please continue using the newer buses with the easy ramp instead of the stair lift. Thank you.	Service would be used for work, shopping, medical, touring, leisure.		Monterey to Salinas using current bus transit stations going to San Jose, Big Sur, King City.	Daily use up to 8 times per day.	All age groups, any disability, lower income certainly when the bus fare is lower and affordable, visitors and tourists, theater goers.		
13	Sara Weber (written comment)	More buses that serve areas where there is less fixed route services that will take us to job centers in Ryan Ranch and other industrial zones around the county.	People that travel daily will have more confidence in public transit.		Direct routes from Salinas to Prunedale and Santa Cruz to Monterey are needed.	7am to 6pm, with more service at the beginning and end of the work day.	All people that want to stop driving.		

**Transportation Agency for Monterey County**

**Unmet Transit Needs 2014 - Comments received through January 31, 2015**

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
19	Anonymous (written comment)	East Salinas needs the bus transportation to start again, from Food 4 Less to East Alisal and to the bus station.	There's people from that area of town that need to get around to other services and places in Salinas, and there's no easy access to transportation.		Bus station - Market - Sanborn - Boronda - Williams Rd - Alisal Street - Bus station	Several bus routes are needed in this area. At least offer some options to the people in this area.	All different types of people need this option. Including seniors living in Montecito Senior apartments, low-income housing, families and students at Alisal High School, people that go to Cesar Chavez library, and other disabled adults that need to move around.		
21	Anya Spear (Mobility Committee Advisory hearing)	CSUMB needs more frequent service on campus, or additional routes that can fill in for existing service gaps.							
24	Nancy Barnett (Mobility Advisory Committee hearing)	The residents of Oak Hills in Prunedale need transit services. There are about 600 homes, and there is a significant elderly population. It is very dangerous to make a left turn on Highway 156.							
27	Karen Jernigan (written comment)	There needs to be a shuttle service between Pinnacles National Park and Fort Hunter Liggett.	If we could resume rail service to King City, travelers to the Pinnacles National Park and Fort Hunter Liggett would benefit from the shuttle service.						King City has a concept design for the multi-modal transit center that would restore Amtrak train service to King City's station. The concept design has been prepared by RailPros that shows queuing for several shuttles.

**Transportation Agency for Monterey County**

**Unmet Transit Needs 2014 - Comments received through January 31, 2015**

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
28	Jorge Salazar (comment received via telephone and at Caltrans workshop)	Line 23 does not have enough service to Gonzales or Chualar, and does not provide sufficient service for residents when there are special events like the Salinas Festival of Lights. Line 23 does not provide enough service to Hartnell students when it operates as an express bus. When Line 23 operates as an express bus, it does not stop in Gonzales. Line 48 does not have a stop in East Salinas, since it skips from the airport to E. Laurel. Line 48 also does have a stop between Hartnell Extension and the hospital. Line 41: after 7:45 (we the (resident) passenger) of north side between the mall and the hospital are out! I propose a small bus from the transit center to the mall (right now 8:20, 9:20 just cover to the hospital)							
31	Jennifer Kato (written comment)	River Road public transportation seems scarce.	I've seen people in wheelchairs on River Road trying to get public	River Road by Kinship Center.			People with disabilities needing public transportation.		
32	Tony Acosta (written comment)	Moving around the city, and from Salinas to Santa Cruz.	Community will be able to move around with no problems.	East Salinas		Weekends and when season is off.	Latino communities.		
35	Angela Cancino (written comment)	Maybe have the MST stop nearer schools.	More students would attend school.	Include more stops.		Every 15 minutes.	Students.		
36	Silvia Lopez (written comment)	The buses are late often, and bus fares are a little expensive.	I don't really use transit services.	In Salinas.		For me it would be 24 hours a day, because sometimes there are people that need it.	I think all types of people would be able to use the services.		
37	Rigoberto Alones (written comment)	Accesible transit for all.	Because it would be easier to get from one place to another.	From north to south, east to west and 24 hours a day.		24 hours a day.	All people that can't own a vehicle.		
42	Mary Hagins (TAMC public hearing)	La Casa Health Center provides health care for disabled adults from low-income households, and the clients we serve have trouble getting transportation to the center. Clients also have trouble going to doctor's appointments because they cannot afford transit. We need more service from South County to Salinas, and more reliable RIDES services. Transit to medical appointments should be free.							

## Transportation Agency for Monterey County

### Unmet Transit Needs 2014 - Comments received through January 31, 2015

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
43	Nancy Ansunio (TAMC hearing)	We need transit services for children getting to the Castroville Library homework help center.							
59	Liliana Guzman (written comment)	More transportation in Prunedale.	It would benefit me because I would be able to do my personal errands.	Prunedale-Salinas	3 times a week		Consuelo Jimenez, 86 years old, diabetes doesn't have income.		
60	Olga Valdovinos (written comment)	I would like to have public transit to go to San Juan Bautista, San Jose and San Francisco.	I think these services will benefit the community because it would allow people to visit these cities with more frequency. These trips would make shopping, working and visiting the doctor more accessible.	A route going north, starting in North Salinas and ending in North Salinas.		1 trip to San Juan Bautista at 7am, San Jose at 6am, and San Francisco at 5am for those that need to work.	People that work in those cities, all ages, students, people that don't drive and need to go to the doctor or take trips there.		
66	Melissa Mata (online comment)	Extended and express bus schedules	Allow people to work longer hours especially those who who commute from the peninsula to/from salinas	Salinas to peninsula	salinas transit to Carmel	30 mins increments	younger population and those with disabilities		
75	Celia Gabriel (written comment)	For my family and I, I would like to have more buses.	Medical and errands. We don't have a car, so we have to take a bus.		The 42 passes by Natividad and stores on Alisal, and the 44 passes by Market.	I would like them to pass by every 10 minutes because we sometimes have to wait awhile.	The youth that use the bus to go to school, and have to go walking and there is a lot of risk in walking. Also all the disabled and their families.		
77	Nancy Iversen (comment at Caltrans workshop)	Train/trolley/transit good - BUT how are you getting to people - age 8 or 10 or 12? How are you connecting with teens? What are your goals for marketing? I see lots of goals. Deal with the real world. Marketing. Educating. Catch 'em early.							

**Transportation Agency for Monterey County**

**Unmet Transit Needs 2014 - Comments received through January 31, 2015**

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
85	Earl P. Seymour (written comment)	There are no MST buses on Central Ave in Salinas.	Medical appointments, shopping		Corner of Central Avenue, and Nacional Street in Salinas.	About 12 times per month.	About 82 living alone, without own transportation. Medical problems: diabetes, heart, limited mobility.		
86	Maria Ramirez (written comment)	For doctor's offices.	For people that cannot drive.	King City to Salinas.		from 8am to 5pm.			
87	Anonymous (written comment)	Need service in Spreckles.	Work, shopping, medical appointments and to buy groceries.		Spreckles and Highway 68.	Unknown.	All age groups.		
88	Ivan Sandoval (written comment)	New buses, MST 24/7 for people with no automotive.	Work, shopping, medical appointments. It would help out the community.	Salinas, San Jose		Often.			
89	Elizabeth Reyes (written comment)	We would like to have public transportation, but I would like to vans in each of the schools to serve families and elderly people that need to go to doctor's appointments.	It would benefit the community that includes parents and the elderly population and improve their quality of life.		From school to home, or from school to the healthcare clinics.	From 7am to 7pm, and every two hours.	Parents with school children, low income people, people with disabilities and elderly people.		
52	Daniel Isaiah Cota (online comment)	A bus that will pick me up from my house to school cause the 4:00 thing is not really working out.	It would show that more people would sign up for the ranch.	King City, California	King City, CA and Salinas, CA	Monday through Friday.	The people who live far from Salinas.		
64	Henry Simpson (online comment)	I would like to have the ability to have access to the MST bus system from my house in Oak Hills	It would allow myself and children to the same affordable, available and convenient bus system other residents on the peninsula.	Oak Hills off of 156	Start in Oak Hills and get to main existing distribution areas	Hourly	10, 14, 49, and 41 in my family and the other hundreds of people living here		

**Transportation Agency for Monterey County**

**Unmet Transit Needs 2014 - Comments received through January 31, 2015**

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
90	Peggy Smith (written comment)	The FBI check them out like the IHSS does, #755-3403. I want to do this for everyone because I love everyone. Maybe if someone is seriously ill and cannot afford an ambulance, or has a need to just talk to maybe a minister or counselor or a friendly unbiased person. Have a warm ben to go into. Ask for donations of any kind, but if you cannot afford it at the time, they can donate money later. I know it seems to be like an impossible for factor ideas. But when my bread business becomes well known and famous, this is one of my many dreams I have planned.	Buy a fleet of MST vans for people of any race, color, or creed, or being no matter their income, provide services of all types, church, worship, schools, hospitals, homeless shelters, transportation. 24/7 certified business drivers checked out thoroughly by MST.			24/7 using different shifts of certified drivers by MST/TAMC.	All kinds regardless of this station.		
91	Francisco Madrigal (written comment)	I like the current service, but would like service every half hour.	Saving time.	Same.		from 8am to 8pm.	Current service helps all people.		
93	Terry Shephard (written comment)	Shopping, medical appointments.	A bus stop closer to home (Adams Street and Navajo Drive, Salinas).		My place to doctor, shopping center and back.	Once or twice a month.	Two pinned hips, steel rod in the bone plate in right shin. 68 years old, income SSI.		
94	Lizbeth Mondragon (written comment, received after January 31, 2015)	I can't go to my house (Del Monte Ave + Towt Ave, Salinas). We need a bus stop to stop anywhere, not just on the bus stop.	I would use it for shopping, going to school and then going back home.			I would use it every day.	The elderly, the less fortunate and people with illnesses and disabilities.		
95	Maria Octavio (written comment, received after January 31, 2015)	I can't go to my house (John Street and South Sanborn, Salinas). We need a bus stop to stop anywhere, not just on the bus stop.	I would use this new service for shopping and medical appointments.		It will begin here in California and end anywhere. I don't know.	You will use it in important days or every day of the week.	Basically everyone will need the service. The kids, unfortunate.		
96	Albertina Rios (written comment, received after January 31, 2015)	I would like to my grandma house.	Because I would get home quicker.		They will begin where I am at first if it is the store.		I would need to use this public transportation when is necessary.		

**Transportation Agency for Monterey County**

**Unmet Transit Needs 2014 - Comments received through January 31, 2015**

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
97	Guadalupe Santiago (written comment, received after January 31, 2015)	I would want a bus to take me straight to my house (John Street and E. Alisal, Salinas).	Because I could get home quicker.		They would begin where I am, shopping (at the mall) and end at my house.	Whenever I'm not in my house, and I'm not with my parents and I don't have a transportation.	People that are in crutches, wheelchairs and old people.		
100	Citlally Valdez (written comment, received after January 31, 2015)	A bus stop that can stop anywhere.	Shopping, appointments, my house (California Street and E. San Luis Street, Salinas).		Too many important places like shopping and hospital centers.	When I don't have a ride.	Elderly, students, handicapped.		
101	Elizabeth Pinedo (written comment, received after January 31, 2015)	I can't go to the ASPCA directly from the bus station in Salinas.	This service would greatly benefit my community because people that would be willing to help animals would be more able to and then it will be a win win because people get attached with animals and will adopt them.		The potential trips would begin near a school so once school is out students can go and give love and attention to animals in need.	Everyday if I could.	The individuals willing to use it any person seeking to help those that have been abandoned don't need any requirements or certain perscriptions.		
102	Nahomy Pinedo (written comment, received after January 31, 2015)	I can't go to my school, while other students in my school can.	I would use it for community service after school and my house.		From my school to the Sun Street Center, but to eliminate empty seats the bus can transport people with different destinations.	After school, which is at 4pm until 6pm. Twice a week, and every day after school to my house when I don't have community service.	Students from my high school, and workers whom don't get to work yet.		



**Transportation Agency for Monterey County**

**Unmet Transit Needs 2014 - Comments received through January 31, 2015**

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
6	Frances McGrath Kovarik (online + written comment)	I would like to see a metro bus in Aromas to connect Aromas to Monterey , Santa Cruz and San Benito Counties since all three counties are here.	My husband can't drive due to health issues so I have to transport him everywhere. I'm sure there are other people in Aromas who need public or disabled transportation out for shopping, appointments, classes, etc.	Aromas along Carpenteria Road	from homes in Aromas to San Benito, Monterey, and Santa Cruz County destinations	Every day of the week during morning, afternoon and evening hours for both young and old people	Young people could use transportation to school, low income people could use it for appointments and groceries, and the disabled to get to therapy or doctor's appointments. Disabled bus service buses would be very helpful. Regular buses could help many citizens. Both of my adult children had to drive to Cabrillo College because there were no public buses in Aromas. I'm sure there are other younger and older people with similar stories.	A while ago kiosks were constructed along Carpenteria Road and buses ran to Aromas to connect with Salinas, Watsonville, etc. but it stopped. I would like it to be reinstated.	
2	Anonymous (online comments)	The 18 bus to come more than just every hour but every 30 minutes instead. And that there is more than just the 18 that goes to CSUMB from the Sand City Station .	Being a college student that takes the bus often. It would be nice not to have to wait a hour for a bus to come to the Sand City Station.	The new service is needed for the CSUMB campus and Sand City Station.	We would need a new bus to come from the Sand City Station to the CSUMB station.	Every 30 minutes.	College students.		
23	Bernard Green (Mobility Advisory Committee hearing)	There needs to be more transit service for residents of the upper Seaside who need to get to CSUMB. Military housing also needs more transit services.							
26	Joanna Iwada (Mobility Advisory Committee hearing)	Students that live in the east areas of campus have trouble getting to campus. If service hours were expanded after 10pm, then students would be able to participate in other activities, such as going to the gym.							

Transportation Agency for Monterey County

Unmet Transit Needs 2014 - Comments received through January 31, 2015

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
46	Arlene Haffa (online comment)	1. Line 18 should have more CSUMB campus stops. Currently most riders have to =walk 10 or more minutes to their destinations. Going toward the Dunes this would be an easy fix by following the path of Route 16 down Divarty past the library and through campus. While more tricky coming back it could be done. 2. All route maps should have dots or symbols showing stops- not just the timed stopped. Many people who ride the bus are otherwise mobile and finding stops is super difficult. 3. Route 12 in the evening after leaving the DOD should cut through the CSUMB campus on its way to the Dunes Shopping center. It is	1. At a single timepoint (say the bus that arrives near 8:20), on any given morning it would save a collective hour of the riders who are walking from the VA clinic or the Alumni and Visitors centers to the buildings near the library-- meanwhile the bus is driving in the same direction on a parallel street, but we cannot get off. 2. Adding a symbol to the maps to show stops, even if untimed, would help riders tremendously! 3. This minor change would add	1. CSUMB for riders from Monterey. With the split of route 16 our service has gone greatly downhill. It now takes twice as long to get here and we all must walk once we do. 2. Every map. 3. CSUMB....I have ridden line 12 and ridership is low. This could help increase that as well. 4. Everywhere a new bus shelter is	Described above in 1. and 3. No new routes, just minor changes. 1. Adds stops along the route almost exactly as it runs. 3. Slightly alters the route and adds stops to increase coverage rather than doubling back and driving over the same place.	I do not anticipate the times on the routes would change greatly. 1. I think by turning right on Divarty after leaving the CSUMB Alumni and Visitor Center the time would be reduced. However, if the bus could then come back through campus on the way home (perhaps on Intergarrison with	The 18 serves HS students going from Sand City to Seaside HS, CSUMB college students and staff, Veterans, and several riders work for HOPE services. I don't know the ridership on the other end. I think it now serves the low income apartments on 2nd Ave. 12 serves DOD workers, and the apartments on 2nd Avenue. With minor changes it could add the CSUMB population as well as the Monterey College of Law.		Thank for the bus service and so glad Prop Q passed. Although I complain I am a dedicated rider and just want it to be better so more people will ride. By and large the drivers are kind, courteous and the front line of many social services (vets, the disabled, the homeless, etc) and deserve commendations. A few come early and they are so much worse than late drivers! Especially when the bus only comes once per hour.
49	John Berteaux (online comment)	I have traveled from Pacific Grove to the CSUMB campus on the 1 and the 16 (now the 18) daily for the past two years. Presently there are two problems with this service. 1) The time of the #1 and the 18 do not match up. This has been an ongoing problem. In other words when I get to the Metro Center the 18 has left -- that is unless I catch the first bus in the morning. It would be nice if the schedules of the busses could be synced . 2) In the past the bus (meaning the 18) crossed the campus. I notice that the 16 to Marina crosses the campus and drops riders off at the library. Currently I (with a number of other riders) are forced to get off the bus at the Veterans Hospital and walk across campus. A simple fix for this would be to have the 18 stop at the Starbucks on its way to the Dunes. This is directly across the street from a stop that now exists. This would save a number of people a lot of time. A much better fix would be to have the 18 go to the library (just as the 16 now does) after it leave the Alumni Center.							
<b>Rancho Cielo Fixed Route</b>									
40	Susie Brusa (TAMC public hearing)	Rancho Cielo, located on Old Stage Rd. and Old Natividad Rd., is physically removed from Salinas and serves 150 students from all over the county. We can no longer afford our current transportation provider. We need accessible transit services for our students that come from all over the county. Having a bus stop at Rancho Cielo would serve our students, visitors and staff well.							
41	Chris Devers (TAMC public hearing)	We need accessible transit services from South County and the Peninsula to Rancho Cielo. It would serve our students well to have a bus stop at Rancho Cielo.							

**Transportation Agency for Monterey County**

**Unmet Transit Needs 2014 - Comments received through January 31, 2015**

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
44	Manny Aguilar (online comment)	We would like to see a bus route that includes the Rancho Cielo students. from Natividad RD to Old stage Rd. a much needed resource.	They benefit all of Salinas because the Program offers over 150 opportunities to keep these kids in school and better their lives.	Rancho Cielo Youth Campus	All the way down Natividad to Old Stage and back to Natividad	Every 2 hours, even every 3 would work	The RC program offers all of Monterey county south and Bay students would be able to take all of public transportation to the Ranch.		Once Again meet the need your investment will be met with a smile

**Transportation Agency for Monterey County**

**Unmet Transit Needs 2014 - Comments received through January 31, 2015**

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
45	Don Hoch (online comment)	I have the great opportunity to teach student at Rancho Cielo Youth Campus. I know the challenging circumstances that most of my students face and one is transportation to and from school. Especially the students who live outside the city of Salinas. Please consider the future of these youngsters when making a decision on adding a bus route to 710 Old Stage Rd. Salinas.	I have the great opportunity to teach student at Rancho Cielo Youth Campus. I know the challenging circumstances that most of my students face and one is transportation to and from school. Especially the students who live outside the city of Salinas. Please consider the future of these youngsters when making a decision on adding a bus route to 710 Old Stage Rd. Salinas.	Rancho Cielo Youth Campus 710 Old Stage Rd. Salinas, CA 93908	Salinas Transit Center Northridge Mall	Two morning runs that need to arrive to Rancho Cielo. One at 7:55 am, one at 8:55 am Two afternoon runs leaving from Rancho Cielo. One at 2:30pm, one at 3:30pm	Students needing these services are nearly all lower income status, between the ages of 15 and 24, and no physical disabilities at present time.		Rancho Cielo is a program that has selflessly provided a much needed, quality education program to "at risk" students. By helping them in their mission, you will be helping the greater community of Salinas and other Monterey County areas.

**Transportation Agency for Monterey County**

**Unmet Transit Needs 2014 - Comments received through January 31, 2015**

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
47	Denise Benoit (online comment)	Inter-county transportation to and from Rancho Cielo on Old Stage Road in Salinas.	It would provide the Rancho Cielo students with an opportunity to improve their lives so as to become contributing members of our society and keep them out of the jail and probation system.	County-wide to and from Rancho Cielo on Old Stage Road in Salinas.	County-wide to and from Rancho Cielo	At least twice daily-in the morning and late afternoon.	Low income young people, ages 16-24, mostly Latino (75%).		This is an extremely valuable program which to which I have regularly provided financial support because I believe in the opportunities offered to these young people to turn their lives around. They need a means to get to their classes and jobs at Rancho Cielo.
48	Mike Grattan (online comment)	Increased services from/to South County, North County, and the Monterey Peninsula for bus routes/stops.	Increase bus ridership by providing transportation for students at Rancho Cielo (I am a volunteer there). The existing ridership of approx. 150 students will increase as their new vocational program begins. Funds for ridership will expire on 12/31.	From and to Rancho Cielo on Old Stage Road in Salinas. Needs access from South County, North County, and Monterey Peninsula.	From and to Rancho Cielo on Old Stage Road in Salinas. Needs access from South County, North County, and Monterey Peninsula.	Approximately twice per day; pick ups in South County, North County, Monterey Peninsula in the morning to stop at Rancho Cielo and then return trip in the evening.	100% low income to very low income youth; 80% on probation; 75% Latino.		

**Transportation Agency for Monterey County**

**Unmet Transit Needs 2014 - Comments received through January 31, 2015**

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
50	Maritza Bautista (online comment)	Routes to Rancho Cielo. By creating a route that passes by Rancho Cielo would mean that more students and staff would be taking the bus. Students have the need now, the students want to come to the school; they just need transportation. Rancho Cielo is an academy that provides schooling and education got students who have not been successful in general education. RC (Rancho Cielo) provides a second opportunity to those youth who are at risk, wether it's because they have problems with the law, foster youth, or any student who just has problems learning. RC provides students with a high school education while giving them job training.	I volunteer at that school and there has been times I had car problems and couldn't get there. I also know the 150 students attending would benefit from such route.	A route that goes through Rancho Cielo, Old Stage Road.	A lot of the students that come to Rancho Cielo live in the east side of Salinas, so routes that go through Alisal St. Market st., Hebron Heights.	The trips could be most useful during the morning commute 7:30-8:30am. That way students and employees can make it on time to school or work. Also maybe have a bus going and coming every two hours	A lot of the students attending Rancho Cielo are from ages 16-24; majority of them can't drive. Either no licenses or allowed to. Many of then (about 60-80%) of the students have behavioral cases with the county office of behavior. I know that many of them have disorders but many times go undiagnosed. These students are also coming from poverty and where they lack access to resources to get ahead. In addition, it's important to know that poverty creates a larger problem to our society and to be able to alleviate these issues we need to make resources available to our students and people.		
53	Abby Cruz (online comment)	I would like to see a better transpotation for the rancho cielo school	It will keep us from being outta trouble with people we see	Salinas	Begin in King city and end in Salinas	5:00 to 10:00			

**Transportation Agency for Monterey County**

**Unmet Transit Needs 2014 - Comments received through January 31, 2015**

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
54	Kylie Kelly (online comment)	Bus stops and route schedules to serve participants of the Rancho Cielo program.	The benefits of the program are not just to the students but to the entire county, contributing more than \$5M per year to the local economy (eliminating the costs of incarceration, adding wages spent and taxes paid into the cities'/county's coffers). Once the Ted Taylor Vocational Center is built, Rancho Cielo will double their capacity on campus (and potential ridership). While there are programs available in South County, Rancho Cielo is unique and is the best option for some young people. Those young people need accessibility to Rancho Cielo. The Ranch property is part of the	To and from the Rancho Cielo campus from various points in the county. 20% of participants are from outside of Salinas.		At least twice in the day (am and pm)	Youth/young adults ages 16-24 facing social and financial challenges. Some of this population is in foster care due to abuse/neglect by their caregivers.		Rancho Cielo is an amazing program for people of the community (and the food they prepare is delicious!). This program needs to continue to support youth in Salinas as well as surrounding areas.

## Transportation Agency for Monterey County

### Unmet Transit Needs 2014 - Comments received through January 31, 2015

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
55	Solange Hansen (online comment)	Additional hours and service to youth program providers - especially Rancho Cielo so that youth from all over Monterey County can have access to the program benefits and services.	Educating youth and providing a safe environment with access via public transportation is important to me. Educating youth and providing meaningful programs and services serves our community. There are over 150 students and 25 staff members at Rancho Cielo that would benefit directly and Monterey County benefits as a whole when our young people are productive and educated.	Connecting service county wide with a direct bus stop from the transit center to Rancho Cielo is needed.	Connecting service county wide with a direct bus stop from the transit center to Rancho Cielo is needed.		The campus is open year-round, service is needed throughout the year. There are currently 150 students per day 20% of Rancho's students are from outside of Salinas, and a higher percentage could be attained if there were appropriate transportation available. Rancho Cielo currently serves the entire county through a couple of funding mechanisms, both of which expire Dec. 31, 2014. · MCOE picks up Silver Star students from South County, the Peninsula and North County · Culinary Academy, Youth Corps (AB 109), Construction Academy and Rancho Cielo Scholars are transported using a JARC grant that expires Dec. 31. It is not renewable. Rancho Cielo does not want to be a "Salinas-only" program. The benefits of our program are not just to the students but to the entire county, contributing more than \$5M per year to the local economy (eliminating the costs of incarceration, adding wages spent and taxes paid into the cities'/county's coffers). Once the Ted Taylor Vocational Center is built, they will double our capacity on campus (and potential ridership). While there are programs available in South County, Rancho Cielo is unique and is the best option for some young people. Those young people need accessibility to Rancho Cielo. The Ranch property is part of the mission of Rancho Cielo. Lovely and geographically removed from the neighborhoods where barriers block opportunity for many of our county's young people, Rancho Cielo is a safe haven for youth to learn and flourish. Demographics (relevant to this survey): 100% low income to very low income (Federal definitions) 80% on probation 75% Latino Ages: 16-24 Many have open cases with Monterey County Behavioral Health, which potentially places		Please resolve this issue by placing service and a bus stop at Rancho Cielo so that young people can have a reliable source for their transportation to and from school. The issue of obtaining a bus stop has gone on too long.
56	Denise Cook (online comment)	I would like to see county wide transportation available to access Rancho Cielo at the very top of Old Natividad Road.	This program provides underserved young people with the chance to learn a trade in culinary arts or construction and to get a high school diploma. It should be available to all youth ..not just Salinas. It keeps kids off the street by providing employment and academic skills	From south county and various county areas to Rancho Cielo and back. This route is currently served by a grant that ends December 31.	Not sure the exact routes but Rancho Cielo I am sure has them.	Monday through Friday and some special events	100% low income to very low income (Federal definitions) 80% on Probation 75% Latino Ages: 16-24 Many have open cases with Monterey County Behavioral Health, which might put them in a "disability" or "special needs" status. Program includes diploma education and vocational training, as well as enrichment, job readiness and job placement.		This program is so inspiring. It really needs community support!! It is helping youth find great employment skills and HS Diploma as well



## Transportation Agency for Monterey County

### Unmet Transit Needs 2014 - Comments received through January 31, 2015

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
57	Laura Nicola (online comment)	We need transportation outside of the Salinas area, so that at-risk youth can attend schools like the Rancho Cielo Youth Campus. 20% of their students come from outside Salinas, and will not have a way to pursue their education without such transportation.	Students at Rancho Cielo are interested in improving their lives and becoming productive citizens in their community. If they cannot get to school each morning, they cannot pursue their education and get vocational skills.	Outside the Salinas area, specifically South County.	We would like to have service as far south as King City, to bring students to schools in Salinas.	5 days a week, Monday through Friday.	Low-income families with at-risk high-school aged students. These students need transportation in order to earn their education and become productive citizens of the community.		
58	Tim Roberts (online comment)	A route schedule to support students who attend Rancho Cielo in Salinas and do not live in the Salinas area.	150 students a day travel to Rancho Cielo and are enrolled in education and vocational programs. 20 % of these students do not live in the Salinas area.	South County corridor	Salinas to King City and cities in between	Monday through Friday; The students start school in Salinas at Rancho Cielo as early as 8:00 a.m. and finish no later than 4 p.m. On Friday they finish by 1 p.m.	The students are between 16 and 24; male and female; 100% are low to very low income families; 80 % are on probation; 75% are Latino		Rancho Cielo not only benefits the individual student but it also benefits the County by contributing over \$5 million per year to the local economy by eliminating the costs of incarceration and adding wages spent and taxes paid into the cities and county.
61	Kari Yeater (online comment)	I would like to see regular bus stops and routes that students can take from North County (Prunedale and Castroville area) to Rancho Cielo in Salinas. Pick up times in the early AM (between 6:30-7:00 AM) and return time in the PM (between 3:00-4:00 PM	We have many families, especially youth, who need to access services and programs offered at the Rancho Cielo site in Salinas. These programs and services are not offered in the North Monterey County area. North Monterey County is often left out of public services due to the rural location but the community has great need.	The new service should be offered with pick up and drop off in the Prunedale area and Castroville area.	Locations would be determine but regional area. Possible pick up at the Prunedale Library and the Castroville Library and maybe two other regional locations.	Daily M, T, W, Th, F with AM pick ups between 6:30-7:00 AM and drop off between 3:30-4:00 PM	Youth and families, very low income based upon federal guidelines, some are "special needs" and are working toward diploma and vocational training and job readiness.		This has been an long-term, unmet need in the North Monterey County area from sometime. Not having access to programs and services prevents our community members and youth from leading productive lives and being able to contribute back.

## Transportation Agency for Monterey County

### Unmet Transit Needs 2014 - Comments received through January 31, 2015

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
62	Jennifer Updyke (online comment)	buses to and from Rancho Cielo Youth Campus to support the ongoing work they're doing for at-risk youth in Monterey County.	more kids in a good program that allow them a way out of a possibly bad future.	Rancho Cielo Youth Campus	North county, south county, peninsula pick ups to Rancho Cielo Youth Campus and back at end of day.	1x per morning, 1x per evening	100% low income students 75% latino ages 16-24		
63	Arlene Mead (online comment)	An additional bus stop and routes to Rancho Cielos in Salinas. We want to reach students outside of our immediate area.	It would enable high-risk youth (our students) to more easily reach our campus.	We are currently open to the whole county, but only 20% come from outside of Salinas - due partially to transportation issues.	From around the county to end at the Rancho Cielos Campus at 710 Old Stage Rd, Salinas	Monday - Friday with morning and afternoon routes	150 students per day There is no funding to transport students from outside the immediate Salinas area after Dec 31, 2014. 20% of our students are from outside of Salinas, and we would serve a higher percentage were appropriate transportation available. We currently serve the whole county through a couple of funding mechanisms, both of which expire Dec. 31, 2014.		It's extremely important for our students to have access to transportation to all of our school outreach programs. I am on the board of directors and would be happy to answer any questions about Rancho Cielo and the students transportation needs
68	Catherine Lee (online comment)	Rancho Cielo, Silver Star Students need a bus stop and route schedules appropriate for young people to have vital access to programs. Completion of the Ted Taylor Vocational Center will double the campus capacity and ridership.	Students able to access Rancho Cielo ultimately contribute to the local economy, pending wages and taxes into the cities' and County's coffers, while eliminating costs of incarceration. Bus access will promote diversity, because it will extend the geographic range of program participants.	Service to the entire County to serve a higher percentage of students and promote diversity.	Defer to Rancho Cielo Board and County re: coordination of schedules and stop[s]	Defer to Rancho Cielo Board and County re: coordination of schedules and stop[s]	Young men and women, and teens, at-risk, benefit from the programs at Rancho Cielo, to transition them into safe environments to promote life style changes and to make better choices for their futures. Many have open cases with Monterey County Behavioral Health.		The Rancho Cielo programs are vital to Monterey County, and the County should assist with transportation needs to increase the diversity and accessibility of these most beneficial programs for at risk youth.

**Transportation Agency for Monterey County**

**Unmet Transit Needs 2014 - Comments received through January 31, 2015**

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
69	Timothy P. Roberts (written comment)	Current and future students attending the Rancho Cielo Silver Star Day Program are in desperate need of reliable transportation in order to attend the amazing campus. I urge you to assist our youth, and therefore our entire community, by helping to provide students from the entire community with reliable transportation to Rancho Cielo.	This worthy program serves the troubled youth of our county to assist them in getting their education in collaboration with the Monterey County Office of Education, the Monterey County Probation Department, and is largely funded by the generous donations of the community.	The funding sources for transportation of the students outside of the City of Salinas will no longer be available after December 31, 2014. These students make up 20% of the 150 students that travel each day to Rancho Cielo. Most of these students will not be able to attend Rancho Cielo without the provided transportation.			All of these students are from low to very low incomes, 80% of these students are on probation through the Juvenile Division of the Monterey County Superior Court, 75% are Latino, and most are between the ages of 16 and 24. There is a direct correlation between staying in school and reducing recidivism. This program has a proven track record of turning around the lives of the youth of our community, and showing them that they can and will have successful and productive lives here in Monterey County.		
70	Kurt Buck (online comment)	Bus service to and from Rancho Cielo and the down town terminus. Rancho Cielo offers a unique and valuable service to those that can avail themselves of it. Several outside grant funded transportation options are evaporating at the end of the year, potentially limiting the expanding programs at the Ranch. I volunteer at the Culinary Institute but initially was a Fishing Mentor for kids that were transported to the Ranch after school for one day a week. The thrill of watching one of these children catch their first fish is undescrivable. The program ended when funds were no longer available for transportation. Sad. The current plethora of programs offered at Ranch Cielo are invaluable to the community at large but would be less impactful given the increased difficulty of access.		Rancho Cielo	Rancho Cielo/ down town	School hours	Mostly high school up to 24 yrs of age		

**Transportation Agency for Monterey County**

**Unmet Transit Needs 2014 - Comments received through January 31, 2015**

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
71	Terry Uchida (online comment)	Transportation and bus stops for students going to Rancho Cielo	help students reach their school. These students benefit from the programs offered by Rancho Cielo and keep the, out of trouble.	Throughout the county.	Mornings and after school hours		low income, behaviorally disabled Latino youth between the ages of 14 and 20		pleae help these students!
72	Brett Young (online comment)	I would like to see a bus route serving the northern and eastern areas of Salinas. I would particularly like to see a routes from the Alisal to Rancho Cielo Youth Campus and from the north main and santa Rita street areas to Rancho Cielo.	I am an educator. These services would ensure that my students' parents, older siblings and family members can access services needed to support their family--they could obtain job training and support services from rancho Cielo or travel to obtain employment or not education.	the service is needed at the corner of old stage road and old natividad road. Another route could go from old natividad and old stage to Russell road and rogge road.	the trips would begin at natividad and boronda or Russell road and north main and end at old natividad and old stage road.	the trips would need to be scheduled so that riders arrived by 9:00 am. Return trips should start at 4:00 p.m. And 12:30 pm on Fridays. On Fridays, a route would need to run to arrive by 2:00 pm. A last bus would need to leave at 9:30 pm.	low SES STUDENTS 16-24 years of age at risk.		
73	Michelle Hamby (online comment)	Ones that gives our young adults trying to change their ways of living and better their lives and the neighborhoods they live in. These are kids that are trying to make a difference at a critical time.	I could sleep better knowing that these young adults are doing the right thing.	From Marina, Ca to Rancho Ceilo	Marina transit station to Rancho Ceilo	During school hours 7:30am 4pm	My son is low income who pays his rent leaving him very broke. He is 20 years old with no license. He only makea \$60 -\$100 a month		I hope that my son has a chance to keep going to school.

## Transportation Agency for Monterey County

### Unmet Transit Needs 2014 - Comments received through January 31, 2015

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
74	Manuel Real (written comment)	Having a bus stop near Rancho Cielo, coupled with appropriate route schedules throughout the county would go a long way in meeting the transportation needs of these underserved students residing outside the City of Salinas. Rancho Cielo provides crucial educational, vocational, and behavioral health services to the youth of Monterey County. Through an extensive collaboration between the Probation Department, Monterey County Office of Education, and Rancho Cielo, we have been able to provide student transportation to and from the Ranch throughout the entire county. Unfortunately, the funding that has provided transportation for youth outside the city of Salinas will be lost as of December 31, 2014. Without reliable transportation, the majority of these students will be unable to attend the valuable programs at Rancho Cielo.							
83	Anonymous (written comment)	Rancho Cielo Youth Campus	There are a lot of minors in South County who would benefit from what this campus has to offer. I worked there and lived in Soledad. I wish they had public transportation.		They would begin in King City area and pass by go/stop at each town then exit on Spence Road to head to Rancho Cielo.	Monday through Friday.	Teens who want help and willing to commute for service and take advantage of this campus every income would benefit.		
84	Tonya Sampognaro (online comment)	Roundtrip transportation from the Carmel/Monterey Area to Rancho Cielo & Drummond Culinary Program in Salinas.	Kids in this program should be focusing on their 2nd chance to education not having to worry about how or if they will be able to make it to school as a result of no affordable or reasonable transportation. Kids who stay in school are more likely to graduate and move on to having jobs/careers and are less likely to end up on the streets.	Roundtrip transportation from the Carmel/Monterey Area to Rancho Cielo & Drummond Culinary Program in Salinas.	Pickup in the morning before school in the parking lot at Home Depot in Seaside. Drop off at Rancho Cielo. Then pickup after school and drop off at Home Depot	School starts at 9AM - Monday through Friday. School ends at 3:30PM Monday through Thursday. Friday's school ends at 12:30PM.	My daughter who is 16 and most likely will not possess a driver's license anytime soon. She has a learning disability. She's had an IEP since elementary through MCOE. She started attending Rancho Cielo in the fall of 2014. She was formerly housed in foster care for 9 months through Santa Lucia. I qualify for Medi-Cal so my income is in the top but lower range.		I had one of my other daughters in Rancho Cielo and at the time we received transportation services but now we don't. The worst thing for me is taking her out of Rancho Cielo because she ended up back in jail. I have faith in our system something will be worked out. I'm begging for your help.
<b>Rail &amp; Misc. Comments</b>									

**Transportation Agency for Monterey County**

**Unmet Transit Needs 2014 - Comments received through January 31, 2015**

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
3	Sara Hughes (online comment)	Light rail.	I hate riding the bus because the traffic makes any trip I take on it worse than if I drove myself. However if I could ride a train that didn't have to deal with traffic, it would be my preference and likely be the same for others as well.	Carmel, Monterey, Seaside, CSUMB, Marina, Moss Landing, Watsonville, Apot, Capitola, Santa Cruz.	Carmel - Santa Cruz	Every 30 minutes at each stop.	All the commuters that clog HWY between Watsonville and Marina and those leaving Monterey heading towards Watsonville at 5pm.		
5	Joshua Ezekiel (online comment)	I like bike trails which are physically separated from motor traffic.	They are safer and more pleasant.	Salinas. I would love one going through the farm in Carr Lake from the Adult School to the Hospital.	Salinas Adult School / Natividad Medical Center		Teacher, 50's biker		
65	Darlene Acosta (online comment)	Amtrak or train transit with local stops	It would limit pollution by being able to travel by train to San Francisco, and save time and traffic congestion in the Bay Area	King City to San Francisco	King City to Los Angeles or King City to San Francisco	Should be available at least once a day	Seniors, youth, people with disabilities. It would serve all of the Salinas Valley towns and cities--the whole population		It is so difficult to make trips due to traffic, not having a car and/or having to travel over 50 miles each way from King City to access rail services at all
67	Wendy Askew (online comment)	Sidewalks that connect my community.	If there were better safer sidewalks I would walk with the stroller more often instead of driving. I would walk to the store and to the library and to visit friends. It would be much healthier for me and my son.	in marina	in marina	With safe sidewalks, I could go whenever i wanted to.	parents, families, moms with strollers.		
8	Anonymous (written comment)	We need cheaper public transportation to Salinas.	I would use it often.			7am, and then hourly.	Low income seniors.		

## Transportation Agency for Monterey County

### Unmet Transit Needs 2014 - Comments received through January 31, 2015

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
9	Anonymous (written comment)	We need cheaper public transportation that runs more frequently.	Safe public transportation would help us get around.	It would be good to have in different parts of Gonzales, that way we aren't walking around busy main streets.		Beginning at 6am, and with ongoing frequent service throughout the day.	All types of people would be served, including disabled and seniors.		
14	Verenice Valdes (written comment)	Bus that will transport people out of the area, which can also give us coupons.	This service is needed.		From Salinas to Gonzales.	7am, and then every hour.	More buses for Hartnell students because the buses fill up and don't get to class on time.		
16	Cleotilde Ramirez (written comment)	We need buses that are more frequent, and coupons for the bus.	This service will help seniors.		King City to San Jose.	7am from Monday to Sunday.			
17	Alfredo Luna (written comment)	Small MST buses.	I wouldn't spend as much on bus fare.		Gonzales center to Salinas.	Morning service preferred.	I need transportation because I don't have it now.		
18	Peggy Howell (written comment)	I do not need bus transit as I can still drive. However, when the time comes when I no longer can drive then I will need transportation. The cost of transportation today is expensive. I do not know how the elderly on fixed income or those on minimum wage can afford it. I know my son has been walking as he is a minimum wage earner.							
38	Hugo Castro (written comment)	The metro (a train).	For exact time at each stop.	From Watsonville to San Francisco, and more north and south.			People that visit their families for trips.		
51	Anonymous (online comment)	Light rail.	Transportation	Everywhere	All over	Every day, every 15 minutes.	Everyone, all ages.		

**Transportation Agency for Monterey County**

**Unmet Transit Needs 2014 - Comments received through January 31, 2015**

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Eliminate Routes	Comments
76	Anonymous (written comment)	Public schools have difficulty paying for transportation to field trips. A more economical service is greatly needed.	Students would have more learning experiences.		Begin at the school site and the students would return to the school site.	Many classes would take advantage of this service.	Title VI and low socioeconomic students and schools.		
78	Harold Wolgamott (written comment)	None.	None needed, current service in Gonzales works well.						
79	Argelia Besenaiz (written comment)	Would like a bus like for going to appointments.	Also for going to shopping.						
80	Joanne Lawson (written comment)	Dentist, shopping, doctor appointment.	Shopping, doctor appointment.	From residence and back.		Every month.	Disabled, low-income.		
81	Maricela Serrato (written comment)	More buses in Salinas.	They need to get to where people need to go quicker.			At all hours.	All ages and incomes.		
82	Refugio Torres (written comment)		Good because there are a lot of people that need it.	Salinas.		9am	Elderly people.		
98	Anonymous (written comment, received after January 31, 2015)	I need to go through residential areas.	This would benefit by making it safer for people to arrive to their homes. I would use it to get dropped off closer to home.		By my house, and school or friend's house.	When needed.	Students, elders, adults, people trying to save money and protect the environment.		
99	Anonymous (written comment, received after January 31, 2015)		It would help us because we would not walk dangerous streets.		Maybe some would start and end in Salinas.	I would not really use public transportation.	High school students walking from school.		



**Transportation Agency for Monterey County**  
**Unmet Transit Needs 2014 - Comments received through January 31, 2015**

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
1	Christine Limesand (online comment)	Low-cost transit for seniors. Our county is really spread out and the transportation for the seniors needs to be county-wide, not just within cities. My mother lived in East Salinas, but many of her doctors were on the peninsula. All of the services in place only provided her with transportation within Salinas making her doctor's appointments very difficult to get to.	I work full-time and was not able to drive my mother to all of her doctor's appointments. She was too frail and forgetful to be able to ride the bus system. Fortunately, I found a retired neighbor who was able to help, but this aspect of her aging was very stressful on her.	County-wide.	There needs to be a bridge between the Salinas Valley and the Peninsula.	Doctor's appointments can vary. Sometimes my mother would have 2-3 appointments in one week and then none for a month.	Non-driving seniors. In my answers, I've left off the disabled and low-income, but I think there's a huge need for these populations as well.		This request is not an unmet transit need, as it does not meet criteria #3 of the unmet transit needs definition. MST offers reduced fares for seniors, and offers fixed route service between Salinas and the Monterey Peninsula. In addition, the Independent Transportation Network offers seniors an alternative form of transportation that may meet this need.
2	Anonymous (online comments)	The 18 bus to come more than just every hour but every 30 minutes instead. And that there is more than just the 18 that goes to CSUMB from the Sand City Station .	Being a college student that takes the bus often. It would be nice not to have to wait a hour for a bus to come to the Sand City Station.	The new service is needed for the CSUMB campus and Sand City Station.	We would need a new bus to come from the Sand City Station to the CSUMB station.	Every 30 minutes.	College students.		This request is an unmet transit need that is not reasonable to meet. Routes that serve CSU Monterey Bay are funded by the university, and TDA funding is insufficient to meet this demand.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
3	Sara Hughes (online comment)	Light rail.	I hate riding the bus because the traffic makes any trip I take on it worse than if I drove myself. However if I could ride a train that didn't have to deal with traffic, it would be my preference and likely be the same for others as well.	Carmel, Monterey, Seaside, CSUMB, Marina, Moss Landing, Watsonville, Apot, Capitola, Santa Cruz.	Carmel - Santa Cruz	Every 30 minutes at each stop.	All the commuters that clog HWY between Watsonville and Marina and those leaving Monterey heading towards Watsonville at 5pm.		This request is not an unmet transit need, since it does not meet criteria #3. MST currently provides service to Santa Cruz County. The Transportation Agency for Monterey County is working on an extension of the Capitol Corridor to Monterey County, which would provide a connection to Santa Cruz County via the Pajaro/Watsonville station. Rail service is expected to begin in 2018.
4	Anonymous (written comment)	The new transit services would not have the unnecessary lines, for example, the 12, 14, 94, etc. It would begin a little later and be less costly to riders, buses on some lines would be smaller. For everyone, \$1 each way, \$3.50 to San Jose, Big Sur and \$31 monthly bus pass for everyone. Please continue using the newer buses with the easy ramp instead of the stair lift. Thank you.	Service would be used for work, shopping, medical, touring, leisure.		Monterey to Salinas using current bus transit stations going to San Jose, Big Sur, King City.	Daily use up to 8 times per day.	All age groups, any disability, lower income certainly when the bus fare is lower and affordable, visitors and tourists, theater goers.		This request is not an unmet transit need, as it does not meet criteria #3 of the unmet transit needs definition. MST offers reduced fares for seniors and youth. MST must meet a minimum farebox recovery rate of 15%, and is therefore not able to reduce its fares.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
5	Joshua Ezekiel (online comment)	I like bike trails which are physically separated from motor traffic.	They are safer and more pleasant.	Salinas. I would love one going through the farm in Carr Lake from the Adult School to the Hospital.	Salinas Adult School / Natividad Medical Center		Teacher, 50's biker		This is not a transit request.
6	Frances McGrath Kovarik (online + written comment)	I would like to see a metro bus in Aromas to connect Aromas to Monterey , Santa Cruz and San Benito Counties since all three counties are here.	My husband can't drive due to health issues so I have to transport him everywhere. I'm sure there are other people in Aromas who need public or disabled transportation out for shopping, appointments, classes, etc.	Aromas along Carpenteria Road	from homes in Aromas to San Benito, Monterey, and Santa Cruz County destinations	Every day of the week during morning, afternoon and evening hours for both young and old people	Young people could use transportation to school, low income people could use it for appointments and groceries, and the disabled to get to therapy or doctor's appointments. Disabled bus service buses would be very helpful. Regular buses could help many citizens. Both of my adult children had to drive to Cabrillo College because there were no public buses in Aromas. I'm sure there are other younger and older people with similar stories.		This request is an unmet transit need that does not meet criteria #4 and #8. Ridership too low to justify service, and this would not generate the required farebox recovery ratio.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
7	Anonymous (written comment)	taxi vouchers for seniors	less traffic	Monterey peninsula	Monterey peninsula	as available	seniors		This request is not an unmet transit need, as it does not meet criteria #3 of the unmet transit needs definition. This request does not represent a trip demand.
8	Anonymous (written comment)	We need cheaper public transportation to Salinas.	I would use it often.			7am, and then hourly.	Low income seniors.		This request is not an unmet transit need, as it does not meet criteria #3 of the unmet transit needs definition. MST offers reduced fares for seniors. MST must meet a minimum farebox recovery rate of 15%, and is therefore not able to reduce its fares.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
9	Anonymous (written comment)	We need cheaper public transportation that runs more frequently.	Safe public transportation would help us get around.	It would be good to have in different parts of Gonzales, that way we aren't walking around busy main streets.		Beginning at 6am, and with ongoing frequent service throughout the day.	All types of people would be served, including disabled and seniors.		This request is an unmet transit need that is not reasonable to meet, as it does not meet criteria #4 of the unmet transit needs definition. MST must meet a minimum farebox recovery rate of 15%, and is therefore not able to reduce its fares. Additionally, increasing service to Gonzales is not possible given existing and projected TDA funding for fiscal year 2015-2016.
10	Anonymous (written comment)	Taxis and transportation that is more frequent and cheaper.	This would serve people that do not have transportation of their own.	From Soledad to Salinas.		8am from Monday to Sunday.	People from 20 to 60 years old.		See response #7.
11	Anonymous (written comment)	Distribution of coupons for public transportation.	I would use it often if the bus was cheaper.	From Gonzales to Salinas.		Every hour.	People that are disabled, or low income people that use the bus frequently.		See response #7.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
12	Mercy Leyva (written comment)	We want rides buses for appointments to Salinas from Gonzales.		Shopping at Basic Foods.		In the morning.			This request is not an unmet transit need, as it does not meet criteria #3 of the unmet transit needs definition. The MST RIDES area of service covers Salinas and Gonzalez.
13	Sara Weber (written comment)	More buses that serve areas where there is less fixed route services that will take us to job centers in Ryan Ranch and other industrial zones around the county.	People that travel daily will have more confidence in public transit.		Direct routes from Salinas to Prunedale and Santa Cruz to Monterey are needed.	7am to 6pm, with more service at the beginning and end of the work day.	All people that want to stop driving.		This request is not an unmet transit need, as it does not meet criteria #3. MST provides direct service from Salinas to Prunedale, and service to Santa Cruz and Monterey.
14	Verenice Valdes (written comment)	Bus that will transport people out of the area, which can also give us coupons. More buses for Hartnell students because the buses fill up and don't get to class on time.	This service is needed.		From Salinas to Gonzales.	7am, and then every hour.			This request is not an unmet transit need, as it does not meet criteria #3. MST currently provides hourly service from Gonzales to Salinas.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
15	Emertino Ochoa (written comment)	We need a vanpool that will charge us less than MST, and will take us to our doctor's appointments in Stanford.	This service will help us save money.		From Gonzales to Salinas.	9am, and then every half hour.	Adults older than 60 years, disabled, low income less than \$20,000.		This request is an unmet transit need that is not reasonable to meet, as it does not meet criteria #4 of the unmet transit needs definition. Expansion of out of county medical transportation services is cost prohibitive at this time and would require resources being reallocated from other services/areas.
16	Cleotilde Ramirez (written comment)	We need buses that are more frequent, and coupons for the bus.	This service will help seniors.		King City to San Jose.	7am from Monday to Sunday.			This request is not an unmet transit need, as it does not meet criteria #3. MST provides service from King City to Salinas, and from Salinas to San Jose.
17	Alfredo Luna (written comment)	Small MST buses.	I wouldn't spend as much on bus fare.		Gonzales center to Salinas.	Morning service preferred.	I need transportation because I don't have it now.		See response #14.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
18	Peggy Howell (written comment)	I do not need bus transit as I can still drive. However, when the time comes when I no longer can drive then I will need transportation. The cost of transportation today is expensive. I do not know how the elderly on fixed income or those on minimum wage can afford it. I know my son has been walking as he is a minimum wage earner.							See response #8.
19	Anonymous (written comment)	East Salinas needs the bus transportation to start again, from Food 4 Less to East Alisal and to the bus station.	There's people from that area of town that need to get around to other services and places in Salinas, and there's no easy access to transportation.		Bus station - Market - Sanborn - Boronda - Williams Rd - Alisal Street - Bus station	Several bus routes are needed in this area. At least offer some options to the people in this area.	All different types of people need this option. Including seniors living in Montecito Senior apartments, low-income housing, families and students at Alisal High School, people that go to Cesar Chavez library, and other disabled adults that need to move around.		This request is not an unmet transit need, as it does not meet criteria #3. MST provides service in East Salinas.
20	Rosemary Robert (Mobility Advisory Committee hearing)	Taxi vouchers for seniors living in Portola Plaza in Monterey. Access between Marina and the Veteran's clinic in Ryan Ranch is difficult for seniors.							See response #7.



	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
21	Anya Spear (Mobility Committee Advisory hearing)	CSUMB needs more frequent service on campus, or additional routes that can fill in for existing service gaps.							See response #2.
22	Roberto Gracia (Mobility Advisory Committee hearing; TAMC hearing)	There needs to be more transit access for veterans. Wheelchair accessibility is also important as veterans age. There needs to be more service from Monterey County to San Jose and Palo Alto for medical transportation purposes.							See response #15.
23	Bernard Green (Mobility Advisory Committee hearing)	There needs to be more transit service for residents of the upper Seaside who need to get to CSUMB. Military housing also needs more transit services.							See response #2.
24	Nancy Barnett (Mobility Advisory Committee hearing)	The residents of Oak Hills in Prunedale need transit services. There are about 600 homes, and there is a significant elderly population. It is very dangerous to make a left turn on Highway 156.							This request is an unmet transit need that is not reasonable to meet. Ridership is too low to justify expanded service. This need can be met through the MST Taxi Voucher program or applications for conditional RIDES service after 5:30pm.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
25	Margaret Keith CSUMB Student Disability Resources (Mobility Advisory Committee hearing)	Access to campus clinic bus stop is too far from the clinic. This stop requires more fixed route service frequency in order to better serve students and other community members using the campus clinic. When fixed route works better, this will also help students with mobility issues. It is too difficult to get a ride using the Marina on-call service, and there needs to be another bus during peak hours. There also needs to be additional service for the new Veteran's clinic, since the clinic will serve aging veteran population, active military members and their family.							See response #2. In addition, expanding Marina on-call service requires an additional vehicle. Expansion is cost prohibitive at this time and would require resources being reallocated from other services/areas.
26	Joanna Iwada (Mobility Advisory Committee hearing)	Students that live in the east areas of campus have trouble getting to campus. If service hours were expanded after 10pm, then students would be able to participate in other activities, such as going to the gym.							See response #2.
27	Karen Jernigan (written comment)	There needs to be a shuttle service between Pinnacles National Park and Fort Hunter Liggett.	If we could resume rail service to King City, travelers to the Pinnacles National Park and Fort Hunter Liggett would benefit from the shuttle service.					King City has a concept design for the multi-modal transit center that would restore Amtrak train service to King City's station. The concept design has been prepared by RailPros that shows queuing for several shuttles.	This request is an unmet transit need that is not reasonable to meet as it does not meet criteria #4. The Transportation Agency for Monterey County is working with the San Luis Obispo Council of Governments on the development of the Coast Daylight service, which would be operated by Amtrak, and would include a station in King City.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
28	Jorge Salazar (comment received via telephone)	Line 23 does not have enough service to Gonzales or Chualar, and does not provide sufficient service for residents when there are special events like the Salinas Festival of Lights. Line 23 does not provide enough service to Hartnell students when it operates as an express bus. When Line 23 operates as an express bus, it does not stop in Gonzales. Line 48 does not have a stop in East Salinas, since it skips from the airport to E. Laurel. Line 48 also does have a stop between Hartnell Extension and the hospital. Line 41: after 7:45 (we the (resident) passenger) of north side between the mall and the hospital are out. I propose a small bus from the transit center to the mall that would also cover to the hospital.							These comments are associated with planning & operations issues, and do not meet the unmet transit needs definition. However, they may be taken under consideration as MST seeks grant funding to expand service in South County.
29	Dora Curtis (comment received via telephone)	There needs to be bus service on San Juan Grade Road and Russell Road in Salinas. MST used to provide service to the area but that is no longer the case, and there is still the need for transit service. People that live in the neighborhood have to walk a mile to the nearest bus stop.					The bus service would benefit the elderly and disabled population that live in the area.		This request is an unmet transit need that is reasonable to meet, and is currently under evaluation by MST staff.
30	Maxwell Larry (written comment)	Transit service for mental illness appointments and shopping.	Also to stay out of trouble, so I can walk the streets and not get up from any mental illness.	I need to go to Metodi and my SSES and to my place of rest.		Morning, evening and night. Also for school or work.	Mental illness, and homeless and for other emergency needs.		This is not an unmet transit need, as it does not meet criteria #3. MST offers both fixed route and paratransit services.
31	Jennifer Kato (written comment)	River Road public transportation seems scarce.	I've seen people in wheelchairs on River Road trying to get public transportation.	River Road by Kinship Center.			People with disabilities needing public transportation.		See response #30.
32	Tony Acosta (written comment)	Moving around the city, and from Salinas to Santa Cruz.	Community will be able to move around with no problems.	East Salinas		Weekends and when season is off.	Latino communities.		See response #30.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
33	Rosa Aguilar (written comment)	Any type of transportation.	This would benefit us if we don't have a car. No cost taxis are needed for seniors 50 years of age or older.	All of Salinas, north, south, east and west.		The hours that the transportation service can do it, preferably 24 hours a day.	Vans especially for elderly and wheelchair users.		See response #30.
34	Anna Logsdon (written comment)	We need a system for the homeless, so they can go to doctors and get jobs and keep jobs.	The more homeless that get jobs and are healthy, the better our community is.	All over Salinas.		Every day and weekends.	Homeless, all ages.		See response #30.
35	Angela Cancino (written comment)	Maybe have the MST stop nearer schools.	More students would attend school.	Include more stops.		Every 15 minutes.	Students.		See response #30.
36	Silvia Lopez (written comment)	The buses are late often, and bus fares are a little expensive.	I don't really use transit services.	In Salinas.		For me it would be 24 hours a day, because sometimes there are people that need it.	I think all types of people would be able to use the services.		See response #30.
37	Rigoberto Alones (written comment)	Accesible transit for all.	Because it would be easier to get from one place to another.	From north to south, east to west and 24 hours a day.		24 hours a day.	All people that can't own a vehicle.		See response #30.
38	Hugo Castro (written comment)	The metro (a train).	For exact time at each stop.	From Watsonville to San Francisco, and more north and south.			People that visit their families for trips.		See response #30.
39	Victoria Ramos (written comment)	When we have appointments in Stanford.		Gonzales to Stanford, Stanford to Gonzales.					See response #15.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
40	Susie Brusa (TAMC public hearing)	Rancho Cielo, located on Old Stage Rd. and Old Natividad Rd., is physically removed from Salinas and serves 150 students from all over the county. We can no longer afford our current transportation provider. We need accessible transit services for our students that come from all over the county. Having a bus stop at Rancho Cielo would serve our students, visitors and staff well.							This request is an unmet transit need that is not reasonable to meet, as it does not meet criteria #4 of the unmet transit needs definition. Ridership is too low to justify expanded service, and this need may be met through a vanpool service.
41	Chris Devers (TAMC public hearing)	We need accessible transit services from South County and the Peninsula to Rancho Cielo. It would serve our students well to have a bus stop at Rancho Cielo.							See response #40.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
42	Mary Hagins (TAMC public hearing)	La Casa Health Center provides health care for disabled adults from low-income households, and the clients we serve have trouble getting transportation to the center. Clients also have trouble going to doctor's appointments because they cannot afford transit. We need more service from South County to Salinas, and more reliable RIDES services. Transit to medical appointments should be free.							This request is an unmet transit need that is not reasonable to meet, as it does not meet criteria #4 of the unmet transit needs definition. The proposed service is not feasible to fund within the existing and projected limits of TDA funds available to the affected jurisdiction(s).
43	Nancy Ansunio (TAMC hearing)	We need transit services for children getting to the Castroville Library homework help center.							MST Lines 27 and 28 have service stops within two blocks of the Castroville Library. Additional services within the City of Castroville are not feasible to fund within the existing and projected limits of TDA funds available to the affected jurisdiction.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
44	Manny Aguilar (online comment)	We would like to see a bus route that includes the Rancho Cielo students. from Natividad RD to Old stage Rd. a much needed resource.	They benefit all of Salinas because the Program offers over 150 opportunities to keep these kids in school and better their lives.	Rancho Cielo Youth Campus	All the way down Natividad to Old Stage and back to Natividad	Every 2 hours, even every 3 would work	The RC program offers all of Monterey county south and Bay students would be able to take all of public transportation to the Ranch.	Once Again meet the need your investment will be met with a smile	See response #40.
45	Don Hoch (online comment)	I have the great opportunity to teach student at Rancho Cielo Youth Campus. I know the challenging circumstances that most of my students face and one is transportation to and from school. Especially the students who live outside the city of Salinas. Please consider the future of these youngsters when making a decision on adding a bus route to 710 Old Stage Rd. Salinas.	I have the great opportunity to teach student at Rancho Cielo Youth Campus. I know the challenging circumstances that most of my students face and one is transportation to and from school. Especially the students who live outside the city of Salinas. Please consider the future of these youngsters when making a decision on adding a bus route to 710 Old Stage Rd. Salinas.	Rancho Cielo Youth Campus 710 Old Stage Rd. Salinas, CA 93908	Salinas Transit Center Northridge Mall	Two morning runs that need to arrive to Rancho Cielo. One at 7:55 am, one at 8:55 am Two afternoon runs leaving from Rancho Cielo. One at 2:30pm, one at 3:30pm	Students needing these services are nearly all lower income status, between the ages of 15 and 24, and no physical disabilities at present time.	Rancho Cielo is a program that has selflessly provided a much needed, quality education program to "at risk" students. By helping them in their mission, you will be helping the greater community of Salinas and other Monterey County areas.	See response #40.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
46	Arlene Haffa (online comment)	1. Line 18 should have more CSUMB campus stops. Currently most riders have to =walk 10 or more minutes to their destinations. Going toward the Dunes this would be an easy fix by following the path of Route 16 down Divarty past the library and through campus. While more tricky coming back it could be done. 2. All route maps should have dots or symbols showing stops- not just the timed stopped. Many people who ride the bus are otherwise mobile and finding stops is super difficult. 3. Route 12 in the evening after leaving the DOD should cut through the CSUMB campus on its way to the Dunes Shopping center. It is currently doing a worthless loop near that end of CSUMB (with no stops) retracing its route on Giggling. It could easily head down 8th to Intergarrison and then to 2nd. It could pick up people on 2nd	1. At a single timepoint (say the bus that arrives near 8:20), on any given morning it would save a collective hour of the riders who are walking from the VA clinic or the Alumni and Visitors centers to the buildings near the library-- meanwhile the bus is driving in the same direction on a parallel street, but we cannot get off. 2. Adding a symbol to the maps to show stops, even if untimed, would help riders tremendously! 3. This minor change would add an express route once per day from Campus to Monterey. 4. Polar bears would cheer as well as people waiting in the rain.	1. CSUMB for riders from Monterey. With the split of route 16 our service has gone greatly downhill. It now takes twice as long to get here and we all must walk once we do. 2. Every map. 3. CSUMB....I have ridden line 12 and ridership is low. This could help increase that as well. 4. Everywhere a new bus shelter is being designed.	Described above in 1. and 3. No new routes, just minor changes. 1. Adds stops along the route almost exactly as it runs. 3. Slightly alters the route and adds stops to increase coverage rather than doubling back and driving over the same place.	I do not anticipate the times on the routes would change greatly. 1. I think by turning right on Divarty after leaving the CSUMB Alumni and Visitor Center the time would be reduced. However, if the bus could then come back through campus on the way home (perhaps on Intergarrison with stops along it) that would make up the gain. 3. It appears to me that the suggested	The 18 serves HS students going from Sand City to Seaside HS, CSUMB college students and staff, Veterans, and several riders work for HOPE services. I don't know the ridership on the other end. I think it now serves the low income apartments on 2nd Ave. 12 serves DOD workers, and the apartments on 2nd Avenue. With minor changes it could add the CSUMB population as well as the Monterey College of Law.	Thank for the bus service and so glad Prop Q passed. Although I complain I am a dedicated rider and just want it to be better so more people will ride. By and large the drivers are kind, courteous and the front line of many social services (vets, the disabled, the homeless, etc) and deserve commendations. A few come early and they are so much worse than late drivers! Especially when the bus only comes once per hour.	These comments are associated with planning & operations issues, and do not meet the unmet transit needs definition. However, these comments may be taken under consideration as MST continues work in collaboration with CSUMB in developing its services.



	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
47	Denise Benoit (online comment)	Inter-county transportation to and from Rancho Cielo on Old Stage Road in Salinas.	It would provide the Rancho Cielo students with an opportunity to improve their lives so as to become contributing members of our society and keep them out of the jail and probation system.	County-wide to and from Rancho Cielo on Old Stage Road in Salinas.	County-wide to and from Rancho Cielo	At least twice daily-in the morning and late afternoon.	Low income young people, ages 16-24, mostly Latino (75%).	This is an extremely valuable program which to which I have regularly provided financial support because I believe in the opportunities offered to these young people to turn their lives around. They need a means to get to their classes and jobs at Rancho Cielo.	See response #40.
48	Mike Grattan (online comment)	Increased services from/to South County, North County, and the Monterey Peninsula for bus routes/stops.	Increase bus ridership by providing transportation for students at Rancho Cielo (I am a volunteer there). The existing ridership of approx. 150 students will increase as their new vocational program begins. Funds for ridership will expire on 12/31.	From and to Rancho Cielo on Old Stage Road in Salinas. Needs access from South County, North County, and Monterey Peninsula.	From and to Rancho Cielo on Old Stage Road in Salinas. Needs access from South County, North County, and Monterey Peninsula.	Approximately twice per day; pick ups in South County, North County, Monterey Peninsula in the morning to stop at Rancho Cielo and then return trip in the evening.	100% low income to very low income youth; 80% on probation; 75% Latino.		See response #40.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
49	John Berteaux (online comment)		I have traveled from Pacific Grove to the CSUMB campus on the 1 and the 16 (now the 18) daily for the past two years. Presently there are two problems with this service. 1) The time of the #1 and the 18 do not match up. This has been an ongoing problem. In other words when I get to the Metro Center the 18 has left -- that is unless I catch the first bus in the morning. It would be nice if the schedules of the busses could be synced . 2) In the past the bus (meaning the 18) crossed the campus. I notice that the 16 to Marina crosses the campus and drops riders off at the library. Currently I (with a number of other riders) are forced to get off the bus at the Veterans Hospital and walk across campus. A simple fix for this would be to have the 18 stop at the Starbucks on its way to the Dunes. This is directly across the street from a stop that now exists. This would save a number of people a lot of time. A much better fix would be to have the 18 go to the library (just as the 16 now does) after it leave the Alumni Center.						These comments are associated with planning & operations issues, and do not meet the unmet transit needs definition. However, these comments may be taken under consideration as MST continues work in collaboration with CSUMB in developing its services.
50	Maritza Bautista (online comment)	Routes to Rancho Cielo. By creating a route that passes by Rancho Cielo would mean that more students and staff would be taking the bus. Students have the need now, the students want to come to the school; they just need transportation. Rancho Cielo is an academy that provides schooling and education got students who have not been	I volunteer at that school and there has been times I had car problems and couldn't get there. I also know the 150 students attending would benefit from such route.	A route that goes through Rancho Cielo, Old Stage Road.	A lot of the students that come to Rancho Cielo live in the east side of Salinas, so routes that go through Alisal St. Market st., Hebron Heights.	The trips could be most useful during the morning commute 7:30-8:30am. That way students and employees can make it on time to school or work. Also	A lot of the students attending Rancho Cielo are from ages 16-24; majority of them can't drive. Either no licenses or allowed to. Many of then (about 60-80%) of the students have behavioral cases with the county office of behavior. I know that	See response #40.	
51	Anonymous (online comment)	Light rail.	Transportation	Everywhere	All over	Every day, every 15 minutes.	Everyone, all ages.		See response #2.
52	Daniel Isaiah Cota (online comment)	A bus that will pick me up from my house to school cause the 4:00 thing is not really working out.	It would show that more people would sign up for the ranch.	King City, California	King City, CA and Salinas, CA	Monday through Friday.	The people who live far from Salinas.		
53	Abby Cruz (online comment)	I would like to see a better transpotation for the rancho cielo school	It will keep us from being outta trouble with people we see	Salinas	Begin in King city and end in Salinas	5:00 to 10:00			See response #40.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
54	Kylie Kelly (online comment)	Bus stops and route schedules to serve participants of the Rancho Cielo program.	The benefits of the program are not just to the students but to the entire county, contributing more than \$5M per year to the local economy	To and from the Rancho Cielo campus from various points in the county. 20% of participants are from outside		At least twice in the day (am and pm)	Youth/young adults ages 16-24 facing social and financial challenges. Some of this population is in foster care due to abuse/neglect by their caregivers.	Rancho Cielo is an amazing program for people of the community (and the food they prepare is delicious!). This program needs to continue to support youth in Salinas as well as	See response #40.
55	Solange Hansen (online comment)	Additional hours and service to youth program providers - especially Rancho Cielo so that youth from all over Monterey County can have access to the	Educating youth and providing a safe environment with access via public transportation is important to me.	Connecting service county wide with a direct bus stop from the transit center to	Connecting service county wide with a direct bus stop from the transit	The campus is open year-round, service is needed throughout the year. There are		Please resolve this issue by placing service and a bus stop at Rancho Cielo so that young people can have a reliable source for their	See response #40.
56	Denise Cook (online comment)	I would like to see county wide transportation available to access Rancho Cielo at the very top of Old Natividad Road.	This program provides underserved young people with the chance to learn a trade in culinary arts or construction and to get a high school diploma. It should be available to all youth ..not just Salinas. It keeps kids off the street by providing employment and academic skills	From south county and various county areas to Rancho Cielo and back. This route is currently served by a grant that ends December 31.	Not sure the exact routes but Rancho Cielo I am sure has them.	Monday through Friday and some special events	100% low income to very low income (Federal definitions) 80% on Probation 75% Latino Ages: 16-24 Many have open cases with Monterey County Behavioral Health, which might put them in a "disability" or "special needs" status. Program includes diploma education and vocational training, as well as enrichment, job readiness and job placement.	This program is so inspiring. It really needs community support!! It is helping youth find great employment skills and HS Diploma as well	See response #40.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
57	Laura Nicola (online comment)	We need transportation outside of the Salinas area, so that at-risk youth can attend schools like the Rancho Cielo Youth Campus. 20% of their students come from outside Salinas, and will not have a way to pursue their education without such transportation.	Students at Rancho Cielo are interested in improving their lives and becoming productive citizens in their community. If they cannot get to school each morning, they cannot pursue their education and get vocational skills.	Outside the Salinas area, specifically South County.	We would like to have service as far south as King City, to bring students to schools in Salinas.	5 days a week, Monday through Friday.	Low-income families with at-risk high-school aged students. These students need transportation in order to earn their education and become productive citizens of the community.		See response #40.
58	Tim Roberts (online comment)	A route schedule to support students who attend Rancho Cielo in Salinas and do not live in the Salinas area.	150 students a day travel to Rancho Cielo and are enrolled in education and vocational programs. 20 % of these students do not live in the Salinas area.	South County corridor	Salinas to King City and cities in between	Monday through Friday; The students start school in Salinas at Rancho Cielo as early as 8:00 a.m. and finish no later than 4 p.m. On Friday they finish by 1 p.m.	The students are between 16 and 24; male and female; 100% are low to very low income families; 80 % are on probation; 75% are Latino	Rancho Cielo not only benefits the individual student but it also benefits the County by contributing over \$5 million per year to the local economy by eliminating the costs of incarceration and adding wages spent and taxes paid into the cities and county.	See response #40.
59	Liliana Guzman (written comment)	More transportation in Prunedale.	It would benefit me because I would be able to do my personal errands.	Prunedale-Salinas	3 times a week		Consuelo Jimenez, 86 years old, diabetes doesn't have income.		See response #2.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
60	Olga Valdovinos (written comment)	I would like to have public transit to go to San Juan Bautista, San Jose and San Francisco.	I think these services will benefit the community because it would allow people to visit these cities with more frequency. These trips would make shopping, working and visiting the doctor more accessible.	A route going north, starting in North Salinas and ending in North Salinas.		1 trip to San Juan Bautista at 7am, San Jose at 6am, and San Francisco at 5am for those that need to work.	People that work in those cities, all ages, students, people that don't drive and need to go to the doctor or take trips there.		Not reasonable to meet, since ridership is too low to generate the required farebox recovery ratio (criteria #8). Connections available to San Juan Bautista and San Francisco via MST Lines 55 and 81.
61	Kari Yeater (online comment)	I would like to see regular bus stops and routes that students can take from North County (Prunedale and Castroville area) to Rancho Cielo in Salinas. Pick up times in the early AM (between 6:30-7:00 AM) and return time in the PM (between 3:00-4:00 PM)	We have many families, especially youth, who need to access services and programs offered at the Rancho Cielo site in Salinas. These programs and services are not offered in the North Monterey County area. North Monterey County is often left out of public services due to the rural location but the community has great need.	The new service should be offered with pick up and drop off in the Prunedale area and Castroville area.	Locations would be determine but regional area. Possible pick up at the Prunedale Library and the Castroville Library and maybe two other regional locations.	Daily M, T, W, Th, F with AM pick ups between 6:30-7:00 AM and drop off between 3:30-4:00 PM	Youth and families, very low income based upon federal guidelines, some are "special needs" and are working toward diploma and vocational training and job readiness.	This has been an long-term, unmet need in the North Monterey County area from sometime. Not having access to programs and services prevents our community members and youth from leading productive lives and being able to contribute back.	See response #40.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
62	Jennifer Updyke (online comment)	buses to and from Rancho Cielo Youth Campus to support the ongoing work they're doing for at-risk youth in Monterey County.	more kids in a good program that allow them a way out of a possibly bad future.	Rancho Cielo Youth Campus	North county, south county, peninsula pick ups to Rancho Cielo Youth Campus and back at end of day.	1x per morning, 1x per evening	100% low income students 75% latino ages 16-24		See response #40.
63	Arlene Mead (online comment)	An additional bus stop and routes to Rancho Cielos in Salinas. We want to reach students outside of our immediate area.	It would enable high-risk youth (our students) to more easily reach our campus.	We are currently open to the whole county, but only 20% come from outside of Salinas - due partially to transportation issues.	From around the county to end at the Rancho Cielos Campus at 710 Old Stage Rd, Salinas	Monday - Friday with morning and afternoon routes	150 students per day There is no funding to transport students from outside the immediate Salinas area after Dec 31, 2014. 20% of our students are from outside of Salinas, and we would serve a higher percentage were appropriate transportation available. We currently serve the	It's extremely important for our students to have access to transportation to all of our school outreach programs. I am on the board of directors and would be happy to answer any questions about Rancho Cielo and the students transportation needs	See response #40.
64	Henry Simpson (online comment)	I would like to have the ability to have access to the MST bus system from my house in Oak Hills	It would allow myself and children to the same affordable, available and convenient bus system other residents on the peninsula.	Oak Hills off of 156	Start in Oak Hills and get to main existing distribution areas	Hourly	10, 14, 49, and 41 in my family and the other hundreds of people living here		See response #27.
65	Darlene Acosta (online comment)	Amtrak or train transit with local stops	It would limit pollution by being able to travel by train to San Francisco, and save time and traffic congestion in the Bay Area	King City to San Francisco	King City to Los Angles or King City to San Francisco	Should be available at least once a day	Seniors, youth, people with disabilities. It would serve all of the Salinas Valley towns and cities-- the whole population	It is so difficult to make trips due to traffic, not having a car and/or having to travel over 50 miles each way from King City to access rail services at all	See response #2.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
66	Melissa Mata (online comment)	Extended and express bus schedules	Allow people to work longer hours especially those who who commute from the peninsula to/from salinas	Salinas to peninsula	salinas transit to Carmel	30 mins increments	younger population and those with disabilities		This is not an unmet transit need. MST Line 20 currently provides this service in 30 minute increments.
67	Wendy Askew (online comment)	Sidewalks that connect my community.	If there were better safer sidewalks I would walk with the stroller more often instead of driving. I would walk to the store and to the library and to visit friends. It would be much healthier for me and my son.	in marina	in marina	With safe sidewalks, I could go whenever i wanted to.	parents, families, moms with strollers.		This is not an unmet transit need request.
68	Catherine Lee (online comment)	Rancho Cielo, Silver Star Students need a bus stop and route schedules appropriate for young people to have vital access to programs. Completion of the Ted Taylor Vocational Center will double the campus capacity and ridership.	Students able to access Rancho Cielo ultimately contribute to the local economy, pending wages and taxes into the cities' and County's coffers, while eliminating costs of incarceration. Bus access will promote diversity, because it will extend the geographic range of program participants.	Service to the entire County to serve a higher percentage of students and promote diversity.	Defer to Rancho Cielo Board and County re: coordination of schedules and stop[s]	Defer to Rancho Cielo Board and County re: coordination of schedules and stop[s]	Young men and women, and teens, at-risk, benefit from the programs at Rancho Cielo, to transition them into safe environments to promote life style changes and to make better choices for their futures. Many have open cases with Monterey County Behavioral Health.	The Rancho Cielo programs are vital to Monterey County, and the County should assist with transportation needs to increase the diversity and accessibility of these most beneficial programs for at risk youth.	See response #40.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
69	Timothy P. Roberts (written comment)	Current and future students attending the Rancho Cielo Silver Star Day Program are in desperate need of reliable transportation in order to attend the amazing campus. I urge you to assist our youth, and therefore our entire community, by helping to provide students from the entire community with reliable transportation to Rancho Cielo.	This worthy program serves the troubled youth of our county to assist them in getting their education in collaboration with the Monterey County Office of Education, the Monterey County Probation Department, and is largely funded by the generous donations of the community.	The funding sources for transportation of the students outside of the City of Salinas will no longer be available after December 31, 2014. These students make up 20% of the 150 students that travel each day to Rancho Cielo. Most of these students will not be able to attend Rancho Cielo without the provided transportation.			All of these students are from low to very low incomes, 80% of these students are on probation through the Juvenile Division of the Monterey County Superior Court, 75% are Latino, and most are between the ages of 16 and 24. There is a direct correlation between staying in school and reducing recidivism. This program has a proven track record of turning around the lives of the youth of our community, and showing them that they can and will have successful and productive lives here in Monterey County.		See response #40.



	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
70	Kurt Buck (online comment)	Bus service to and from Rancho Cielo and the down town terminus. Rancho Cielo offers a unique and valuable service to those that can avail themselves of it. Several outside grant funded transportation options are evaporating at the end of the year, potentially limiting the expanding programs at the Ranch. I volunteer at the Culinary Institute but initially was a Fishing Mentor for kids that were transported to the Ranch after school for one day a week. The thrill of watching one of these children catch their first fish is undescrivable. The program ended when funds were no longer available for transportation. Sad. The current plethora of programs offered at Ranch Cielo are invaluable to the community at large but would be less impactful given the increased difficulty of access.		Rancho Cielo	Racho Cielo/ down town	School hours	Mostly high school up to 24 yrs of age		See response #40.
71	Terry Uchida (online comment)	Transportation and bus stops for students going to Rancho Cielo	help students reach their school. These students benefit from the programs offered by Rancho Cielo and keep the, out of trouble.	Throughout the county.	Mornings and after school hours		low income, behaviorally disabled Latino youth between the ages of 14 and 20	pleaee help these students!	See response #40.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
72	Brett Young (online comment)	I would like to see a bus route serving the northern and eastern areas of Salinas. I would particularly like to see a routes from the Alisal to Rancho Cielo Youth Campus and from the north main and santa Rita street areas to Rancho Cielo.	I am an educator. These services would ensure that my students' parents, older siblings and family members can access services needed to support their family--they could obtain job training and support services from rancho Cielo or travel to obtain employment or not education.	the service is needed at the corner of old stage road and old natividad road. Another route could go from old natividad and old stage to Russell road and rogge road.	the trips would begin at natividad and boronda or Russell road and north main and end at old natividad and old stage road.	the trips would need to be scheduled so that riders arrived by 9:00 am. Return trips should start at 4:00 p.m. And 12:30 pm on Fridays. On Fridays, a route would need to run to arrive by 2:00 pm. A last bus would need to leave at 9:30 pm.	low SES STUDENTS 16-24 years of age at risk.		See response #40.
73	Michelle Hamby (online comment)	Ones that gives our young adults trying to change their ways of living and better their lives and the neighborhoods they live in. These are kids that are trying to make a difference at a critical time.	I could sleep better knowing that these young adults are doing the right thing.	From Marina, Ca to Rancho Ceilo	Marina transit station to Rancho Ceilo	During school hours 7:30am 4pm	My son is low income who pays his rent leaving him very broke. He is 20 years old with no license. He only makea \$60 -\$100 a month	I hope that my son has a chance to keep going to school.	See response #40.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
74	Manuel Real (written comment)		Having a bus stop near Rancho Cielo, coupled with appropriate route schedules throughout the county would go a long way in meeting the transportation needs of these underserved students residing outside the City of Salinas. Rancho Cielo provides crucial educational, vocational, and behavioral health services to the youth of Monterey County. Through an extensive collaboration between the Probation Department, Monterey County Office of Education, and Rancho Cielo, we have been able to provide student transportation to and from the Ranch throughout the entire county. Unfortunately, the funding that has provided transportation for youth outside the city of Salinas will be lost as of December 31, 2014. Without reliable transportation, the majority of these students will be unable to attend the valuable programs at Rancho Cielo.						See response #40.
75	Celia Gabriel (written comment)	For my family and I, I would like to more buses.	Medical and errands. We don't have a car, so we have to take a bus.		The 42 passes by Natividad and stores on Alisal, and the 44 passes by Market.	I would like them to pass by every 10 minutes because we sometimes have to wait awhile.	The youth that use the bus to go to school, and have to go walking and there is a lot of risk in walking. Also all the disabled and their families.		See response #30.
76	Anonymous (written comment)	Public schools have difficulty paying for transportation to field trips. A more economical service is greatly needed.	Students would have more learning experiences.		Begin at the school site and the students would return to the school site.	Many classes would take advantage of this service.	Title VI and low socioeconomic students and schools.		See response #30.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
77	Nancy Iversen (comment at Caltrans workshop)	Train/trolley/transit good - BUT how are you getting to people - age 8 or 10 or 12? How are you connecting with teens? What are your goals for marketing? I see lots of goals. Deal with the real world. Marketing. Educating. Catch 'em early.							See response #2. This request has to do with marketing, which is not an unmet transit need.
78	Harold Wolgamott (written comment)	None.	None needed, current service in Gonzales works well.						This is not an unmet transit need request.
79	Argelia Besenaiz (written comment)	Would like a bus like for going to appointments.	Also for going to shopping.						See response#30.
80	Joanne Lawson (written comment)	Dentist, shopping, doctor appointment.	Shopping, doctor appointment.	From residence and back.		Every month.	Disabled, low-income.		See response #30.
81	Maricela Serrato (written comment)	More buses in Salinas.	They need to get to where people need to go quicker.			At all hours.	All ages and incomes.		See response #30.
82	Refugio Torres (written comment)		Good because there are a lot of people that need it.	Salinas.		9am	Elderly people.		This request is not an unmet transit need.
83	Anonymous (written comment)	Rancho Cielo Youth Campus	There are a lot of minors in South County who would benefit from what this campus has to offer. I worked there and lived in Soledad. I wish they had public transportation.			They would begin in King City area and pass by go/stop at each town then exit on Spence Road to head to Rancho Cielo.	Monday through Friday.	Teens who want help and willing to commute for service and take advantage of this campus every income would benefit.	See response #40.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
84	Tonya Sampognaro (online comment)	Roundtrip transportation from the Carmel/Monterey Area to Rancho Cielo & Drummond Culinary Program in Salinas.	Kids in this program should be focusing on their 2nd chance to education not having to worry about how or if they will be able to make it to school as a result of	Roundtrip transportation from the Carmel/Monterey Area to Rancho Cielo & Drummond	Pickup in the morning before school in the parking lot at Home Depot in Seaside. Drop off at Rancho Cielo.	School starts at 9AM - Monday through Friday. School ends at 3:30PM Monday through Thursday.	My daughter who is 16 and most likely will not possess a driver's license anytime soon. She has a learning disability. She's had an IEP since elementary through	I had one of my other daughters in Rancho Cielo and at the time we received transportation services but now we don't. The worst thing for me is taking her out of Rancho	See response #40.
85	Earl P. Seymour (written comment)	There are no MST buses on Central Ave in Salinas.	Medical appointments, shopping		Corner of Central Avenue, and Nacional Street in Salinas.	About 12 times per month.	About 82 living alone, without own transportation. Medical problems: diabetes, heart, limited mobility.		See response #30.
86	Maria Ramirez (written comment)	For doctor's offices.	For people that cannot drive.	King City to Salinas.		from 8am to 5pm.			See response #30.
87	Anonymous (written comment)	Need service in Spreckles.	Work, shopping, medical appointments and to buy groceries.		Spreckles and Highway 68.	Unknown.	All age groups.		This request is an unmet transit need that is not reasonable to meet, as it does not meet criteria #4. Service to Spreckles is cost-prohibitive at this time.
88	Ivan Sandoval (written comment)	New buses, MST 24/7 for people with no automotive.	Work, shopping, medical appointments. It would help out the community.	Salinas, San Jose		Often.			This request is an unmet transit needs that is not reasonable to meet, as it does not meet criteria #4. 24/7 transit service is not reasonable to meet given the existing TDA funding limitations.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
89	Elizabeth Reyes (written comment)	We would like to have public transportation, but I would like to vans in each of the schools to serve families and elderly people that need to go to doctor's appointments.	It would benefit the community that includes parents and the elderly population and improve their quality of life.		From school to home, or from school to the healthcare clinics.	From 7am to 7pm, and every two hours.	Parents with school children, low income people, people with disabilities and elderly people.		See response #79.
90	Peggy Smith (written comment)	The FBI check them out like the IHSS does, #755-3403. I want to do this for everyone because I love everyone. Maybe if someone is seriously ill and cannot afford an ambulance, or has a need to just talk to maybe a minister or counselor or a friendly unbiased person. Have a warm ben to go into. Ask for donations of any kind, but if you cannot afford it at the time, they can donate money later. I know it seems to be like an impossible for factor ideas. But when my bread business becomes well known and famous, this is one of my many dreams I have planned.	Buy a fleet of MST vans for people of any race, color, or creed, or being no matter their income, provide services of all types, church, worship, schools, hospitals, homeless shelters, transportation. 24/7 certified business drivers checked out thoroughly by MST.			24/7 using different shifts of certified drivers by MST/TAMC.	All kinds regardless of this station.		See response #30.
91	Francisco Madrigal (written comment)	I like the current service, but would like service every half hour.	Saving time.	Same.		from 8am to 8pm.	Current service helps all people.		See response #30.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
92	Margaret Keith + Laurie Crosby (online comment + letter)		1) <u>Taxi service</u> : safety in vehicles needs to be routinely checked by MST. Some taxis do not pick up/deliver CSUMB passengers at CSUMB locations perceived to be in Marina. 2) <u>MST's compliant process</u> : needs a clear and focused grievance process. 3) <u>Late night service</u> : Some classes and official CSUMB activities end later than 10pm. After 9:30pm there is no telephone service for RIDES clients, and this affects CSUMB students that rely on RIDES. 4) <u>Marina on-call</u> : A need exists for another Marina on-call vehicle, perhaps during peak hours only. 5) <u>GPS on Fort Ord/CSUMB campus</u> : RIDES drivers need more reliable GPS systems, not just a map with CSUMB building street and addresses. 6) <u>Transit infrastructure at CSUMB</u> : There are still bus stops that are inaccessible. 7) <u>Scheduling of pickups</u> : MST's RIDES program does not allow for immediate scheduling, and this affects students that have back to back courses that only have a 10 minute gap between classes. 8) <u>Accessibility of MST.org website to screen readers</u> : MST's website needs to be accessible to people with print impairments. <i>[This is a summary of comments from a more detailed letter]</i>						These comments are associated with planning & operations issues, and do not meet the unmet transit needs definition. However, these comments may be taken under consideration as MST continues work in collaboration with CSUMB in developing its services.
93	Terry Shephard (written comment)	Shopping, medical appointments.	A bus stop closer to home (Adams Street and Navajo Drive, Salinas).		My place to doctor, shopping center and back.	Once or twice a month.	Two pinned hips, steel rod in the bone plate in right shin. 68 years old, income SSI.		See response #30.
94	Lizbeth Mondragon (written comment, received after January 31, 2015)	I can't go to my house (Del Monte Ave + Towt Ave, Salinas). We need a bus stop to stop anywhere, not just on the bus stop.	I would use it for shopping, going to school and then going back home.			I would use it every day.	The elderly, the less fortunate and people with illnesses and disabilities.		See response #30.
95	Maria Octavio (written comment, received after January 31, 2015)	I can't go to my house (John Street and South Sanborn, Salinas). We need a bus stop to stop anywhere, not just on the bus stop.	I would use this new service for shopping and medical appointments.		It will begin here in California and end anywhere. I don't know.	You will use it in important days or every day of the week.	Basically everyone will need the service. The kids, unfortunate.		See response #30.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
96	Albertina Rios (written comment, received after January 31, 2015)	I would like to my grandma house.	Beacause I would get home quicker.		They will begin where I am at first if it is the store.		I would need to use this public transportation when is necessary.		See response #30.
97	Guadalupe Santiago (written comment, received after January 31, 2015)	I would want a bus to take me straight to my house (John Street and E. Alisal, Salinas).	Because I could get home quicker.		They would begin where I am, shopping (at the mall) and end at my house.	Whenever I'm not in my house, and I'm not with my parents and I don't have a transportation.	People that are in crutches, wheelchairs and old people.		See response #30.
98	Anonymous (written comment, received after January 31, 2015)	I need to go through residential areas.	This would benefit by making it safer for people to arrive to their homes. I would use it to get dropped off closer to home.		By my house, and school or friend's house.	When needed.	Students, elders, adults, people trying to save money and protect the environment.		See response #30.
99	Anonymous (written comment, received after January 31, 2015)		It would help us because we would not walk dangerous streets.		Maybe some would start and end in Salinas.	I would not really use public transportation.	High school students walking from school.		See response #30.
100	Citlally Valdez (written comment, received after January 31, 2015)	A bus stop that can stop anywhere.	Shopping, appointments, my house (California Street and E. San Luis Street, Salinas).		Too many important places like shopping and hospital centers.	When I don't have a ride.	Elderly, students, handicapped.		See response #30.



	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
101	Elizabeth Pinedo (written comment, received after January 31, 2015)	I can't go to the ASPCA directly from the bus station in Salinas.	This service would greatly benefit my community because people that would be willing to help animals would be more able to and then it will be a win win because people get attached with animals and will adopt them.		The potential trips would begin near a school so once school is out students can go and give love and attention to animals in need.	Everyday if I could.	The individuals willing to use it any person seeking to help those that have been abandoned don't need any requirements or certain perscriptions.		MST Line 56 has a service stop on Hwy 68 at Laguna Seca, which is directly across from the ASPCA.
102	Nahomy Pinedo (written comment, received after January 31, 2015)	I can't go to my school, while other students in my school can.	I would use it for community service after school and my house.		From my school to the Sun Street Center, but to eliminate empty seats the bus can transport people with different destinations.	After school, which is at 4pm until 6pm. Twice a week, and every day after school to my house when I don't have community service.	Students from my high school, and workers whom don't get to work yet.		See response #30.

	Name (Source)	Type	Benefit	Location	Begin/End	Frequency	Population Served	Comments	Response
103	Michelle Barty-Billeci (online comment received after January 31, 2015)	Transportation service to all of Pine Canyon Road (including Deer Creek Estates). Especially service from Chalone Peaks Middle School	Children in our community would have safe, reliable transportation to and from school. A lot of parents commute to work and cannot provide student transportation after school.	Pine Canyon Road, King City, CA (Deer Creek Estates)	Chalone Peaks Middle School to Deer Creek Estates on Pine Canyon Road.	Monday through Friday (excluding school holidays and summer break)	Middle School Children with an age range of 11-13 years old.	This is very important as children in our community have no transportation through the school district and it is affecting my child's ability to attend school.	This request is an unmet transit need that is not reasonable to meet at this time, as it does not meet criteria #4 of the unmet transit needs definition. Expansion of the South County on-call service area is cost prohibitive at this time and would require resources being reallocated from other services/areas. This need may be met by carpool matching service available through the King City Union School District.

## Transportation Agency Unmet Needs Definition

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

	<b>Comment</b>	<b>1</b> - The request has been identified as a deficiency at a public hearing, or at a meeting of the Social Services Transportation Advisory Council.	<b>2</b> - Community support expressed through the public hearing process.	<b>3</b> - Request represents a trip demand and proposed transit services do not duplicate transit services currently provided either publicly or privately.
1	Low-cost transit for seniors. Our county is really spread out and the transportation for the seniors needs to be county-wide, not just within cities. My mother lived in East Salinas, but many of her doctors were on the peninsula. All of the services in place only provided her with transportation within Salinas making her doctor's appointments very difficult to get to.	Yes	Yes	No. This request is not an unmet transit need, as MST offers reduced fares for seniors. Fixed routes [] connect Salinas to the Monterey Peninsula. In addition, MST's Consolidated Transportation Services Agency and MST's Mobility Advisory Committee work to improve public transportation access for seniors.
2	The 18 bus to come more than just every hour but every 30 minutes instead. And that there is more than just the 18 that goes to CSUMB from the Sand City Station .	Yes	Yes	No.

3	<p>Light rail. Carmel, Monterey, Seaside, CSUMB, Marina, Moss Landing, Watsonville, Apot, Capitola, Santa Cruz. I hate riding the bus because the traffic makes any trip I take on it worse than if I drove myself. However if I could ride a train that didn't have to deal with traffic, it would be my preference and likely be the same for others as well.</p>	Yes	Yes	<p>No. This request is not an unmet transit need, since it does not meet criteria #3. MST currently provides service to Santa Cruz County via route []. The Transportation Agency for Monterey County is working on an extension of the Capitol Corridor to Monterey County, which would provide a connection to Santa Cruz County via the Pajaro/Watsonville station. Rail service is expected to begin in 2018.</p>
4	<p>The new transit services would not have the unnecessary lines, for example, the 12, 14, 94, etc. It would begin a little later and be less costly to riders, buses on some lines would be smaller. For everyone, \$1 each way, \$3.50 to San Jose, Big Sur and \$31 monthly bus pass for everyone. Please continue using the newer buses with the easy ramp instead of the stair lift. Thank you.</p>	Yes	Yes	<p>No. This request is not an unmet transit need. MST offers reduced fares for seniors and youth. MST must meet a minimum farebox recovery rate of 15%, and is therefore not able to reduce its fares.</p>
5	<p>I like bike trails which are physically separated from motor traffic.</p>	No. This request is not a transit request.	N/A	N/A

6	I would like to see a metro bus in Aromas along Carpenteria Road to connect Aromas to Monterey , Santa Cruz and San Benito Counties since all three counties are here. My husband can't drive due to health issues so I have to transport him everywhere. I'm sure there are other people in Aromas who need public or disabled transportation out for shopping, appointments, classes, etc.	Yes	Yes	Yes
7	taxi vouchers for seniors	Yes	Yes	No. This request does not represent a trip demand. The taxi voucher program provides seniors with another mobility option. In addition, the taxi voucher program is funded by [], and cannot be funded within the existing and projected limits of TDA funds.
8	We need cheaper public transportation to Salinas.	Yes	Yes	No. MST must meet a minimum farebox recovery rate of 15%, and is therefore not able to reduce its fares.

9	We need cheaper public transportation that runs more frequently. It would be good to have in different parts of Gonzales, that way we aren't walking around busy main streets. Beginning at 6am, and with ongoing frequent service throughout the day.	Yes	Yes	Yes
10	Taxis and transportation that is more frequent and cheaper. From Soledad to Salinas.	Yes	Yes	Yes
11	Distribution of coupons for public transportation.	Anonymous (written comment)		I would use it often if the bus was cheaper.
12	We want rides buses for appointments to Salinas from Gonzales.	Yes	Yes	No. The MST RIDES service area covers Gonzales and Salinas.
13	More buses that serve areas where there is less fixed route services that will take us to job centers in Ryan Ranch and other industrial zones around the county. People that travel daily will have more confidence in public transit. Direct routes from Salinas to Prunedale and Santa Cruz to Monterey are needed. 7am to 6pm, with more service at the beginning and end of the work day.	Yes	Yes	No. MST route [] offer direct service from Salinas to Prunedale. In addition, MST's route [] offers service to Santa Cruz.

14	Bus that will transport people out of the area, which can also give us coupons. From Salinas to Gonzales. 7am, and then every hour. More buses for Hartnell students because the buses fill up.	Yes	Yes	No. Line 23 has hourly service from Salinas to Gonzales.
15	We need a vanpool that will charge us less than MST, and will take us to our doctor's appointments in Stanford.	Yes	Yes	Yes
16	We need buses that are more frequent, and coupons for the bus. King City to San Jose.	Yes	Yes	No. Service is currently available from King City to San Jose, with MST's line 23 and line 55.
17	Small MST buses. Gonzales to Salinas.			
18	I do not need bus transit as I can still drive. However, when the time comes when I no longer can drive then I will need transportation. The cost of transportation today is expensive. I do not know how the elderly on fixed income or those on minimum wage can afford it. I know my son has been walking as he is a minimum wage earner.	Yes	Yes	No. See response #8

19	East Salinas needs the bus transportation to start again, from Food 4 Less to East Alisal and to the bus station. Several bus routes are needed in this area. At least offer some options to the people in this area. All different types of people need this option. Including seniors living in Montecito Senior apartments, low-income housing, families and students at Alisal High School, people that go to Cesar Chavez library, and other disabled adults that need to move around.	Yes	Yes	No.
20	Taxi vouchers for seniors living in Portola Plaza in Monterey. Access between Marina and the Veteran's clinic in Ryan Ranch is difficult for seniors.	Yes	Yes	No. See response #7.
21	CSUMB needs more frequent service on campus, or additional routes that can fill in for existing service gaps.	Yes	Yes	No. See response #2.



22	There needs to be more transit access for veterans. Wheelchair accessibility is also important as veterans age. There needs to be more service from Monterey County to San Jose and Palo Alto for medical transportation purposes.	Yes	Yes	Yes
23	There needs to be more transit service for residents of the upper Seaside who need to get to CSUMB. Military housing also needs more transit services.	Yes	Yes	No. See response #2.
24	The residents of Oak Hills in Prunedale need transit services. There are about 600 homes, and there is a significant elderly population. It is very dangerous to make a left turn on Highway 156.	Yes	Yes	Yes

25	<p>Access to campus clinic bus stop is too far from the clinic. This stop requires more fixed route service frequency in order to better serve students and other community members using the campus clinic. When fixed route works better, this will also help students with mobility issues. It is too difficult to get a ride using the Marina on-call service, and there needs to be another bus during peak hours. There also needs to be additional service for the new Veteran's clinic, since the clinic will serve aging veteran population, active military members and their family.</p>	Yes	Yes	Yes
26	<p>Students that live in the east areas of campus have trouble getting to campus. If service hours were expanded after 10pm, then students would be able to participate in other activities, such as going to the gym.</p>	Yes	Yes	Yes

27	There needs to be a shuttle service between Pinnacles National Park and Fort Hunter Liggett. If we could resume rail service to King City, travelers to the Pinnacles National Park and Fort Hunter Liggett would benefit from the shuttle service.	Yes	Yes	
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28	<p>Line 23 does not have enough service to Gonzales or Chualar, and does not provide sufficient service for residents when there are special events like the Salinas Festival of Lights. Line 23 does not provide enough service to Hartnell students when it operates as an express bus. When Line 23 operates as an express bus, it does not stop in Gonzales. Line 48 does not have a stop in East Salinas, since it skips from the airport to E. Laurel. Line 48 also does have a stop between Hartnell Extension and the hospital. Line 41: after 7:45 (we the (resident) passenger) of north side between the mall and the hospital are out! I propose a small bus from the transit center to the mall (right now 8:20, 9:20 just cover to the hospital)</p>	<p>Jorge Salazar (comment received via telephone and at Caltrans workshop)</p>		
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29	There needs to be bus service on San Juan Grade Road and Russell Road in Salinas. MST used to provide service to the area but that is no longer the case, and there is still the need for transit service. People that live in the neighborhood have to walk a mile to the nearest bus stop.	Dora Curtis (comment received via telephone)		
30	Transit service for mental illness appointments and shopping.	Maxwell Larry (written comment)		Also to stay out of trouble, so I can walk the streets and not get up from any mental illness.
31	River Road public transportation seems scarce.	Jennifer Kato (written comment)		I've seen people in wheelchairs on River Road trying to get public transportation.
32	Moving around the city, and from Salinas to Santa Cruz.	Tony Acosta (written comment)		Community will be able to move around with no problems.
33	Any type of transportation.	Rosa Aguilar (written comment)		This would benefit us if we don't have a car. No cost taxis are needed for seniors 50 years of age of older.
34	We need a system for the homeless, so they can go to doctors and get jobs and keep jobs.	Anna Logsdon (written comment)		The more homeless that get jobs and are healthy, the better our community is.
35	Maybe have the MST stop nearer schools.	Angela Cancino (written comment)		More students would attend school.
36	The buses are late often, and bus fares are a little expensive.	Silvia Lopez (written comment)		I don't really use transit services.

37	Accesible transit for all.	Rigoberto Alones (written comment)		Because it would be easier to get from one place to another.
38	The metro (a train).	Hugo Castro (written comment)		For exact time at each stop.
39	When we have appointments in Stanford.	Victoria Ramos (written comment)		
40	Rancho Cielo, located on Old Stage Rd. and Old Natividad Rd., is physically removed from Salinas and serves 150 students from all over the county. We can no longer afford our current transportation provider. We need accessible transit services for our students that come from all over the county. Having a bus stop at Rancho Cielo would serve our students, visitors and staff well.			
41	We need accessible transit services from South County and the Peninsula to Rancho Cielo. It would serve our students well to have a bus stop at Rancho Cielo.	Chris Devers (TAMC public hearing)		

42	La Casa Health Center provides health care for disabled adults from low-income households, and the clients we serve have trouble getting transportation to the center. Clients also have trouble going to doctor's appointments because they cannot afford transit. We need more service from South County to Salinas, and more reliable RIDES services. Transit to medical appointments should be free.	Mary Hagins (TAMC public hearing)		
43	We need transit services for children getting to the Castroville Library homework help center.	Nancy Ansunio (TAMC hearing)		
44	We would like to see a bus route that includes the Rancho Cielo students. from Natividad RD to Old stage Rd. a much needed resource.	Manny Aguilar (online comment)		They benefit all of Salinas because the Program offers over 150 opportunities to keep these kids in school and better their lives.

45	I have the great opportunity to teach student at Rancho Cielo Youth Campus. I know the challenging circumstances that most of my students face and one is transportation to and from school. Especially the students who live outside the city of Salinas. Please consider the future of these youngsters when making a decision on adding a bus route to 710 Old Stage Rd. Salinas.	Don Hoch (online comment)		I have the great opportunity to teach student at Rancho Cielo Youth Campus. I know the challenging circumstances that most of my students face and one is transportation to and from school. Especially the students who live outside the city of Salinas. Please consider the future of these youngsters when making a decision on adding a bus route to 710 Old Stage Rd. Salinas.
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46	<p>1. Line 18 should have more CSUMB campus stops. Currently most riders have to =walk 10 or more minutes to their destinations. Going toward the Dunes this would be an easy fix by following the path of Route 16 down Divarty past the library and through campus. While more tricky coming back it could be done. 2. All route maps should have dots or symbols showing stops- not just the timed stopped. Many people who ride the bus are otherwise mobile and finding stops is super difficult. 3. Route 12 in the evening after leaving the DOD should cut through the CSUMB campus on its way to the Dunes Shopping center. It is currently doing a worthless loop near that end of CSUMB (with no stops) retracing its route on Giggling. It could easily head down 8th to Intergarrison and then to 2nd. It could pick up people on 2nd across the street from the low</p>	Arlene Haffa (online comment)		<p>1. At a single timepoint (say the bus that arrives near 8:20), on any given morning it would save a collective hour of the riders who are walking from the VA clinic or the Alumni and Visitors centers to the buildings near the library-- meanwhile the bus is driving in the same direction on a parallel street, but we cannot get off. 2. Adding a symbol to the maps to show stops, even if untimed, would help riders tremendously! 3. This minor change would add an express route once per day from Campus to Monterey. 4. Polar bears would cheer as well as people waiting in the rain.</p>
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47	Inter-county transportation to and from Rancho Cielo on Old Stage Road in Salinas.	Denise Benoit (online comment)		It would provide the Rancho Cielo students with an opportunity to improve their lives so as to become contributing members of our society and keep them out of the jail and probation system.
48	Increased services from/to South County, North County, and the Monterey Peninsula for bus routes/stops.	Mike Grattan (online comment)		Increase bus ridership by providing transportation for students at Rancho Cielo (I am a volunteer there). The existing ridership of approx. 150 students will increase as their new vocational program begins. Funds for ridership will expire on 12/31.

49	<p>I have traveled from Pacific Grove to the CSUMB campus on the 1 and the 16 (now the 18) daily for the past two years. Presently there are two problems with this service. 1) The time of the #1 and the 18 do not match up. This has been an ongoing problem. In other words when I get to the Metro Center the 18 has left -- that is unless I catch the first bus in the morning. It would be nice if the schedules of the busses could be synced . 2) In the past the bus (meaning the 18) crossed the campus. I notice that the 16 to Marina crosses the campus and drops riders off at the library. Currently I (with a number of other riders) are forced to get off the bus at the Veterans Hospital and walk across campus. A simple fix for this would be to have the 18 stop at the Starbucks on its way to the Dunes. This is directly across the street from a stop that now exists. This would save a</p>	John Berteaux (online comment)		
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50	Routes to Rancho Cielo. By creating a route that passes by Rancho Cielo would mean that more students and staff would be taking the bus. Students have the need now, the students want to come to the school; they just need transportation. Rancho Cielo is an academy that provides schooling and education got students who have not been successful in general education. RC (Rancho Cielo) provides a second opportunity to those youth who are at risk, wether it's because they have problems with the law, foster youth, or any student who just has problems learning. RC provides students with a high school education while giving them job training.	Maritza Bautista (online comment)		I volunteer at that school and there has been times I had car problems and couldn't get there. I also know the 150 students attending would benefit from such route.
51	Light rail.	Anonymous (online comment)		Transportation
52	A bus that will pick me up from my house to school cause the 4:00 thing is not really working out.	Daniel Isaiah Cota (online comment)		It would show that more people would sign up for the ranch.
53	I would like to see a better transpotation for the rancho cielo school	Abby Cruz (online comment)		It will keep us from being outta trouble with people we see

54	Bus stops and route schedules to serve participants of the Rancho Cielo program.	Kylie Kelly (online comment)		<p>The benefits of the program are not just to the students but to the entire county, contributing more than \$5M per year to the local economy (eliminating the costs of incarceration, adding wages spent and taxes paid into the cities'/county's coffers). Once the Ted Taylor Vocational Center is built, Rancho Cielo will double their capacity on campus (and potential ridership). While there are programs available in South County, Rancho Cielo is unique and is the best option for some young people. Those young people need accessibility to Rancho Cielo. The Ranch property is part of the mission of Rancho Cielo. Lovely and geographically removed from the neighborhoods where barriers block opportunity for many of our young people, Rancho Cielo is a safe haven for youth to learn and flourish.</p>
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55	Additional hours and service to youth program providers - especially Rancho Cielo so that youth from all over Monterey County can have access to the program benefits and services.	Solange Hansen (online comment)		Educating youth and providing a safe environment with access via public transportation is important to me. Educating youth and providing meaningful programs and services serves our community. There are over 150 students and 25 staff members at Rancho Cielo that would benefit directly and Monterey County benefits as a whole when our young people are productive and educated.
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56	I would like to see county wide transportation available to access Rancho Cielo at the very top of Old Natividad Road.	Denise Cook (online comment)		This program provides underserved young people with the chance to learn a trade in culinary arts or construction and to get a high school diploma. It should be available to all youth ..not just Salinas. It keeps kids off the street by providing employment and academic skills
57	We need transportation outside of the Salinas area, so that at-risk youth can attend schools like the Rancho Cielo Youth Campus. 20% of their students come from outside Salinas, and will not have a way to pursue their education without such transportation.	Laura Nicola (online comment)		Students at Rancho Cielo are interested in improving their lives and becoming productive citizens in their community. If they cannot get to school each morning, they cannot pursue their education and get vocational skills.
58	A route schedule to support students who attend Rancho Cielo in Salinas and do not live in the Salinas area.	Tim Roberts (online comment)		150 students a day travel to Rancho Cielo and are enrolled in education and vocational programs. 20 % of these students do not live in the Salinas area.

59	More transportation in Prunedale.	Liliana Guzman (written comment)		It would benefit me because I would be able to do my personal errands.
60	I would like to have public transit to go to San Juan Bautista, San Jose and San Francisco.	Olga Valdovinos (written comment)		I think these services will benefit the community because it would allow people to visit these cities with more frequency. These trips would make shopping, working and visiting the doctor more accessible.
61	I would like to see regular bus stops and routes that students can take from North County (Prunedale and Castroville area) to Rancho Cielo in Salinas. Pick up times in the early AM (between 6:30-7:00 AM) and return time in the PM (between 3:00-4:00 PM	Kari Yeater (online comment)		We have many families, especially youth, who need to access services and programs offered at the Rancho Cielo site in Salinas. These programs and services are not offered in the North Monterey County area. North Monterey County is often left out of public services due to the rural location but the community has great need.
62	buses to and from Rancho Cielo Youth Campus to support the ongoing work they're doing for at-risk youth in Monterey County.	Jennifer Updyke (online comment)		more kids in a good program that allow them a way out of a possibly bad future.



63	An additional bus stop and routes to Rancho Cielos in Salinas. We want to reach students outside of our immediate area.	Arlene Mead (online comment)		It would enable high-risk youth (our students) to more easily reach our campus.
64	I would like to have the ability to have access to the MST bus system from my house in Oak Hills	Henry Simpson (online comment)		It would allow myself and children to the same affordable, available and convenient bus system other residents on the peninsula.
65	Amtrak or train transit with local stops	Darlene Acosta (online comment)		It would limit pollution by being able to travel by train to San Francisco, and save time and traffic congestion in the Bay Area
66	Extended and express bus schedules	Melissa Mata (online comment)		Allow people to work longer hours especially those who who commute from the peninsula to/from salinas

67	Sidewalks that connect my community.	Wendy Askew (online comment)		If there were better safer sidewalks I would walk with the stroller more often instead of driving. I would walk to the store and to the library and to visit friends. It would be much healthier for me and my son.
68	Rancho Cielo, Silver Star Students need a bus stop and route schedules appropriate for young people to have vital access to programs. Completion of the Ted Taylor Vocational Center will double the campus capacity and ridership.	Catherine Lee (online comment)		Students able to access Rancho Cielo ultimately contribute to the local economy, pending wages and taxes into the cities' and County's coffers, while eliminating costs of incarceration. Bus access will promote diversity, because it will extend the geographic range of program participants.

69	Current and future students attending the Rancho Cielo Silver Star Day Program are in desperate need of reliable transportation in order to attend the amazing campus. I urge you to assist our youth, and therefore our entire community, by helping to provide students from the entire community with reliable transportation to Rancho Cielo.	Timothy P. Roberts (written comment)		This worthy program serves the troubled youth of our county to assist them in getting their education in collaboration with the Monterey County Office of Education, the Monterey County Probation Department, and is largely funded by the generous donations of the community.
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70	<p>Bus service to and from Rancho Cielo and the down town terminus. Rancho Cielo offers a unique and valuable service to those that can avail themselves of it. Several outside grant funded transportation options are evaporating at the end of the year, potentially limiting the expanding programs at the Ranch. I volunteer at the Culinary Institute but initially was a Fishing Mentor for kids that were transported to the Ranch after school for one day a week. The thrill of watching one of these children catch their first fish is undescrivable. The program ended when funds were no longer available for transportation. Sad. The current plethora of programs offered at Ranch Cielo are invaluable to the community at large but would be less impactful given the increased difficulty of access.</p>	Kurt Buck (online comment)		
71	<p>Transportation and bus stops for students going to Rancho Cielo</p>	Terry Uchida (online comment)		<p>help students reach their school. These students benefit from the programs offered by Rancho Cielo and keep the, out of trouble.</p>

72	I would like to see a bus route serving the northern and eastern areas of Salinas. I would particularly like to see a routes from the Alisal to Rancho Cielo Youth Campus and from the north main and santa Rita street areas to Rancho Cielo.	Brett Young (online comment)		I am an educator. These services would ensure that my students' parents, older siblings and family members can access services needed to support their family-- they could obtain job training and support services from rancho Cielo or travel to obtain employment or not education.
73	Ones that gives our young adults trying to change their ways of living and better their lives and the neighborhoods they live in. These are kids that are trying to make a difference at a critical time.	Michelle Hamby (online comment)		I could sleep better knowing that these young adults are doing the right thing.

74	<p>Having a bus stop near Rancho Cielo, coupled with appropriate route schedules throughout the county would go a long way in meeting the transportation needs of these underserved students residing outside the City of Salinas. Rancho Cielo provides crucial educational, vocational, and behavioral health services to the youth of Monterey County. Through an extensive collaboration between the Probation Department, Monterey County Office of Education, and Rancho Cielo, we have been able to provide student transportation to and from the Ranch throughout the entire county. Unfortunately, the funding that has provided transportation for youth outside the city of Salinas will be lost as of December 31, 2014. Without reliable transportation, the majority of these students will be unable to attend the valuable programs at Rancho Cielo.</p>	Manuel Real (written comment)		
75	<p>For my family and I, I would like to have more buses.</p>	Celia Gabriel (written comment)		<p>Medical and errands. We don't have a car, so we have to take a bus.</p>

76	Public schools have difficulty paying for transportation to field trips. A more economical service is greatly needed.	Anonymous (written comment)		Students would have more learning experiences.
77	Train/trolley/transit good - BUT how are you getting to people - age 8 or 10 or 12? How are you connecting with teens? What are your goals for marketing? I see lots of goals. Deal with the real world. Marketing. Educating. Catch 'em early.	Nancy Iversen (comment at Caltrans workshop)		
78	None.	Harold Wolgamott (written comment)		None needed, current service in Gonzales works well.
79	Would like a bus like for going to appointments.	Argelia Besenaiz (written comment)		Also for going to shopping.
80	Dentist, shopping, doctor appointment.	Joanne Lawson (written comment)		Shopping, doctor appointment.
81	More buses in Salinas.	Maricela Serrato (written comment)		They need to get to where people need to go quicker.
82		Refugio Torres (written comment)		Good because there are a lot of people that need it.
83	Rancho Cielo Youth Campus	Anonymous (written comment)		There are a lot of minors in South County who would benefit from what this campus has to offer. I worked there and lived in Soledad. I wish they had public transportation.

84	Roundtrip transportation from the Carmel/Monterey Area to Rancho Cielo & Drummond Culinary Program in Salinas.	Tonya Sampognaro (online comment)		Kids in this program should be focusing on their 2nd chance to education not having to worry about how or if they will be able to make it to school as a result of no affordable or reasonable transportation. Kids who stay in school are more like to graduate and move on to having jobs/careers and are less likely to end up on the streets.
85	There are no MST buses on Central Ave in Salinas.	Earl P. Seymour (written comment)		Medical appointments, shopping
86	For doctor's offices.	Maria Ramirez (written comment)		For people that cannot drive.
87	Need service in Spreckles.	Anonymous (written comment)		Work, shopping, medical appointments and to buy groceries.
88	New buses, MST 24/7 for people with no automotive.	Ivan Sandoval (written comment)		Work, shopping, medical appointments. It would help out the community.
89	We would like to have public transportation, but I would like to vans in each of the schools to serve families and elderly people that need to go to doctor's appointments.	Elizabeth Reyes (written comment)		It would benefit the community that includes parents and the elderly population and improve their quality of life.



90	<p>The FBI check them out like the IHSS does, #755-3403. I want to do this for everyone because I love everyone. Maybe if someone is seriously ill and cannot afford an ambulance, or has a need to just talk to maybe a minister or counselor or a friendly unbiased person. Have a warm ben to go into. Ask for donations of any kind, but if you cannot afford it at the time, they can donate money later. I know it seems to be like an impossible for factor ideas. But when my bread business becomes well known and famous, this is one of my many dreams I have planned.</p>	Peggy Smith (written comment)		<p>Buy a fleet of MST vans for people of any race, color, or creed, or being no matter their income, provide services of all types, church, worship, schools, hospitals, homeless shelters, transportation. 24/7 certified business drivers checked out thoroughly by MST.</p>
91	<p>I like the current service, but would like service every half hour.</p>	Francisco Madrigal (written comment)		<p>Saving time.</p>

92	<p>1) <u>Taxi service</u>: safety in vehicles needs to be routinely checked by MST. Some taxis do not pick up/deliver CSUMB passengers at CSUMB locations perceived to be in Marina. 2) <u>MST's compliant process</u>: needs a clear and focused grievance process. 3) <u>Late night service</u>: Some classes and official CSUMB activities end later than 10pm. After 9:30pm there is no telephone service for RIDES clients, and this affects CSUMB students that rely on RIDES. 4) <u>Marina on-call</u>: A need exists for another Marina on-call vehicle, perhaps during peak hours only. 5) <u>GPS on Fort Ord/CSUMB campus</u>: RIDES drivers need more reliable GPS systems, not just a map with CSUMB building street and addresses. 6) <u>Transit infrastructure at CSUMB</u>: There are still bus stops that are inaccessible. 7) <u>Scheduling of pickups</u>: MST's RIDES program does not allow for immediate scheduling, and this</p>	Margaret Keith + Laurie Crosby (online comment + letter)		
93	Shopping, medical appointments.	Terry Shephard (written comment)		A bus stop closer to home (Adams Street and Navajo Drive, Salinas).

94	I can't go to my house (Del Monte Ave + Towt Ave, Salinas). We need a bus stop to stop anywhere, not just on the bus stop.	Lizabeth Mondragon (written comment, received after January 31, 2015)		I would use it for shopping, going to school and then going back home.
95	I can't go to my house (John Street and South Sanborn, Salinas). We need a bus stop to stop anywhere, not just on the bus stop.	Maria Octavio (written comment, received after January 31, 2015)		I would use this new service for shopping and medical appointments.
96	I would like to my grandma house.	Albertina Rios (written comment, received after January 31, 2015)		Beacause I would get home quicker.
97	I would want a bus to take me straight to my house (John Street and E. Alisal, Salinas).	Guadalupe Santiago (written comment, received after January 31, 2015)		Because I could get home quicker.
98	I need to go through residential areas.	Anonymous (written comment, received after January 31, 2015)		This would benefit by making it safer for people to arrive to their homes. I would use it to get dropped off closer to home.
99		Anonymous (written comment, received after January 31, 2015)		It would help us because we would not walk dangerous streets.
100	A bus stop that can stop anywhere.	Citlally Valdez (written comment, received after January 31, 2015)		Shopping, appointments, my house (California Street and E. San Luis Street, Salinas).

101	I can't go to the ASPCA directly from the bus station in Salinas.	Elizabeth Pinedo (written comment, received after January 31, 2015)		This service would greatly benefit my community because people that would be willing to help animals would be more able to and then it will be a win win because people get attached with animals and will adopt them.
102	I can't go to my school, while other students in my school can.	Nahomy Pinedo (written comment, received after January 31, 2015)		I would use it for community service after school and my house.

through 3. An unmet transit need is "reasonable to meet" if it meets criteria numbered 4 through 9.

<p><b>4</b> - The proposed service shall be feasible to fund within the existing and projected limits of TDA funds available to the affected jurisdiction(s).</p>	<p><b>5</b> - An analysis has been made of the existing public transportation services and specialized transportation services, including privately and publicly provided services, and it has been determined that existing services do not meet this need.</p>	<p><b>6</b> - An analysis has been made of the potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of this request</p>	<p><b>7</b> - Funding of this transportation request would not result in Local Transportation Funds (LTF) replacing federal and/or state revenues that presently fund this transportation request.</p>
N/A	N/A	N/A	N/A
<p>No. Routes that serve CSU Monterey Bay are funded by the university, and TDA funding is insufficient to meet this demand.</p>	<p>MST routes</p>		

N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A

<p>No. This request is an unmet transit need that does not meet criteria #4. The proposed service would cost [\$XXX,XXX], which is not feasible with the projected limits of TDA funds available for fiscal year 2015-2016.</p>	<p>Yes, the Independent Transportation Network offers services that would meet this need.</p>		
<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>
<p>No.</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>

No. Increasing service to Gonzales is not possible given existing and projected TDA funding for fiscal year 2015-2016.			
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From Gonzales to Salinas.		Every hour.	People that are disabled, or low income people that use the bus frequently.
N/A	N/A	N/A	N/A



Out of county medical trips are currently funded using [source], and an expansion of these services is not feasible to fund within the existing and projected limits of TDA funds available.			
N/A	N/A	N/A	N/A


No. See response #15.			

<p>No. See response #2. In addition, expanding Marina on-call service requires an additional vehicle. Cost estimate for operating the second vehicle is \$187,000/year. Expansion is cost prohibitive at this time and would require resources being reallocated from other services/areas.</p>			
<p>No. See response #2.</p>			

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			The bus service would benefit the elderly and disabled population that live in the area.
I need to go to Metodi and my SSES and to my place of rest.		Morning, evening and night. Also for school or work.	Mental illness, and homeless and for other emergency needs.
River Road by Kinship Center.			People with disabilities needing public transportation.
East Salinas		Weekends and when season is off.	Latino communities.
All of Salinas, north, south, east and west.		The hours that the transportation service can do it, preferably 24 hours a day.	Vans especially for elderly and wheelchair users.
All over Salinas.		Every day and weekends.	Homeless, all ages.
Include more stops.		Every 15 minutes.	Students.
In Salinas.		For me it would be 24 hours a day, because sometimes there are people that need it.	I think all types of people would be able to use the services.

From north to south, east to west and 24 hours a day.		24 hours a day.	All people that can't own a vehicle.
From Watsonville to San Francisco, and more north and south.			People that visit their families for trips.
Gonzales to Stanford, Stanford to Gonzales.			



Rancho Cielo Youth Campus	All the way down Natividad to Old Stage and back to Natividad	Every 2 hours, even every 3 would work	The RC program offers all of Monterey county south and Bay students would be able to take all of public transportation to the Ranch.

<p>Rancho Cielo Youth Campus 710 Old Stage Rd. Salinas, CA 93908</p>	<p>Salinas Transit Center Northridge Mall</p>	<p>Two morning runs that need to arrive to Rancho Cielo. One at 7:55 am, one at 8:55 am Two afternoon runs leaving from Rancho Cielo. One at 2:30pm, one at 3:30pm</p>	<p>Students needing these services are nearly all lower income status, between the ages of 15 and 24, and no physical disabilities at present time.</p>
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<p>1. CSUMB for riders from Monterey. With the split of route 16 our service has gone greatly downhill. It now takes twice as long to get here and we all must walk once we do. 2. Every map. 3. CSUMB....I have ridden line 12 and ridership is low. This could help increase that as well. 4. Everywhere a new bus shelter is being designed.</p>	<p>Described above in 1. and 3. No new routes, just minor changes. 1. Adds stops along the route almost exactly as it runs. 3. Slightly alters the route and adds stops to increase coverage rather than doubling back and driving over the same place.</p>	<p>I do not anticipate the times on the routes would change greatly. 1. I think by turning right on Divarty after leaving the CSUMB Alumni and Visitor Center the time would be reduced. However, if the bus could then come back through campus on the way home (perhaps on Intergarrison with stops along it) that would make up the gain. 3. It appears to me that the suggested change would not alter the timing greatly, and may actually add in more spare time.</p>	<p>The 18 serves HS students going from Sand City to Seaside HS, CSUMB college students and staff, Veterans, and several riders work for HOPE services. I don't know the ridership on the other end. I think it now serves the low income apartments on 2nd Ave. 12 serves DOD workers, and the apartments on 2nd Avenue. With minor changes it could add the CSUMB population as well as the Monterey College of Law.</p>
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<p>County-wide to and from Rancho Cielo on Old Stage Road in Salinas.</p>	<p>County-wide to and from Rancho Cielo</p>	<p>At least twice daily-in the morning and late afternoon.</p>	<p>Low income young people, ages 16-24, mostly Latino (75%).</p>
<p>From and to Rancho Cielo on Old Stage Road in Salinas. Needs access from South County, North County, and Monterey Peninsula.</p>	<p>From and to Rancho Cielo on Old Stage Road in Salinas. Needs access from South County, North County, and Monterey Peninsula.</p>	<p>Approximately twice per day; pick ups in South County, North County, Monterey Peninsula in the morning to stop at Rancho Cielo and then return trip in the evening.</p>	<p>100% low income to very low income youth; 80% on probation; 75% Latino.</p>

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<p>A route that goes through Rancho Cielo, Old Stage Road.</p>	<p>A lot of the students that come to Rancho Cielo live in the east side of Salinas, so routes that go through Alisal St. Market st., Hebron Heights.</p>	<p>The trips could be most useful during the morning commute 7:30-8:30am. That way students and employees can make it on time to school or work. Also maybe have a bus going and coming every two hours</p>	<p>A lot of the students attending Rancho Cielo are from ages 16-24; majority of them can't drive. Either no licenses or allowed to. Many of then (about 60-80%) of the students have behavioral cases with the county office of behavior. I know that many of them have disorders but many times go undiagnosed. These students are also coming from poverty and where they lack access to resources to get ahead. In addition, it's important to know that poverty creates a larger problem to our society and to be able to alleviate these issues we need to make resources available to our students and people.</p>
<p>Everywhere</p>	<p>All over</p>	<p>Every day, every 15 minutes.</p>	<p>Everyone, all ages.</p>
<p>King City, California</p>	<p>King City, CA and Salinas, CA</p>	<p>Monday through Friday.</p>	<p>The people who live far from Salinas.</p>
<p>Salinas</p>	<p>Begin in King city and end in Salinas</p>	<p>5:00 to 10:00</p>	

<p>To and from the Rancho Cielo campus from various points in the county. 20% of participants are from outside of Salinas.</p>		<p>At least twice in the day (am and pm)</p>	<p>Youth/young adults ages 16-24 facing social and financial challenges. Some of this population is in foster care due to abuse/neglect by their caregivers.</p>
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<p>Connecting service county wide with a direct bus stop from the transit center to Rancho Cielo is needed.</p>	<p>Connecting service county wide with a direct bus stop from the transit center to Rancho Cielo is needed.</p>	<p>The campus is open year-round, service is needed throughout the year. There are currently 150 students per day 20% of Rancho's students are from outside of Salinas, and a higher percentage could be attained if there were appropriate transportation available. Rancho Cielo currently serves the entire county through a couple of funding mechanisms, both of which expire Dec. 31, 2014. · MCOE picks up Silver Star students from South County, the Peninsula and North County · Culinary Academy, Youth Corps (AB 109), Construction Academy and Rancho Cielo Scholars are transported using a JARC grant that expires Dec. 31. It is not renewable. Rancho Cielo does not want to be a “Salinas-only” program. The benefits of our program are not just to the students but to the entire county, contributing more than \$5M per year to the local economy</p>	
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<p>From south county and various county areas to Rancho Cielo and back. This route is currently served by a grant that ends December 31.</p>	<p>Not sure the exact routes but Rancho Cielo I am sure has them.</p>	<p>Monday through Friday and some special events</p>	<p>100% low income to very low income (Federal definitions) 80% on Probation 75% Latino Ages: 16-24 Many have open cases with Monterey County Behavioral Health, which might put them in a "disability" or "special needs" status. Program includes diploma education and vocational training, as well as enrichment, job readiness and job placement.</p>
<p>Outside the Salinas area, specifically South County.</p>	<p>We would like to have service as far south as King City, to bring students to schools in Salinas.</p>	<p>5 days a week, Monday through Friday.</p>	<p>Low-income families with at-risk high-school aged students. These students need transportation in order to earn their education and become productive citizens of the community.</p>
<p>South County corridor</p>	<p>Salinas to King City and cities in between</p>	<p>Monday through Friday; The students start school in Salinas at Rancho Cielo as early as 8:00 a.m. and finish no later than 4 p.m. On Friday they finish by 1 p.m.</p>	<p>The students are between 16 and 24; male and female; 100% are low to very low income families; 80 % are on probation; 75% are Latino</p>

Prunedale-Salinas	3 times a week		Consuelo Jimenez, 86 years old, diabetes doesn't have income.
A route going north, starting in North Salinas and ending in North Salinas.		1 trip to San Juan Bautista at 7am, San Jose at 6am, and San Francisco at 5am for those that need to work.	People that work in those cities, all ages, students, people that don't drive and need to go to the doctor or take trips there.
The new service should be offered with pick up and drop off in the Prunedale area and Castroville area.	Locations would be determine but regional area. Possible pick up at the Prunedale Library and the Castroville Library and maybe two other regional locations.	Daily M, T, W, Th, F with AM pick ups between 6:30-7:00 AM and drop off between 3:30-4:00 PM	Youth and families, very low income based upon federal guidelines, some are "special needs" and are working toward diploma and vocational training and job readiness.
Rancho Cielo Youth Campus	North county, south county, peninsula pick ups to Rancho Cielo Youth Campus and back at end of day.	1x per morning, 1x per evening	100% low income students 75% latino ages 16-24

<p>We are currently open to the whole county, but only 20% come from outside of Salinas - due partially to transportation issues.</p>	<p>From around the county to end at the Rancho Cielos Campus at 710 Old Stage Rd, Salinas</p>	<p>Monday - Friday with morning and afternoon routes</p>	<p>150 students per day There is no funding to transport students from outside the immediate Salinas area after Dec 31, 2014. 20% of our students are from outside of Salinas, and we would serve a higher percentage were appropriate transportation available. We currently serve the whole county through a couple of funding mechanisms, both of which expire Dec. 31, 2014.</p>
<p>Oak Hills off of 156</p>	<p>Start in Oak Hills and get to main existing distribution areas</p>	<p>Hourly</p>	<p>10, 14, 49, and 41 in my family and the other hundreds of people living here</p>
<p>King City to San Francisco</p>	<p>King City to Los Angles or King City to San Francisco</p>	<p>Should be available at least once a day</p>	<p>Seniors, youth, people with disabilities. It would serve all of the Salinas Valley towns and cities--the whole population</p>
<p>Salinas to penninsula</p>	<p>salinas transit to Carmel</p>	<p>30 mins increments</p>	<p>younger population and those with disabilities</p>

in marina	in marina	With safe sidewalks, I could go whenever i wanted to.	parents, families, moms with strollers.
Service to the entire County to serve a higher percentage of students and promote diversity.	Defer to Rancho Cielo Board and County re: coordination of schedules and stop[s]	Defer to Rancho Cielo Board and County re: coordination of schedules and stop[s]	Young men and women, and teens, at-risk, benefit from the programs at Rancho Cielo, to transition them into safe environments to promote life style changes and to make better choices for their futures. Many have open cases with Monterey County Behavioral Health.

<p>The funding sources for transportation of the students outside of the City of Salinas will no longer be available after December 31, 2014. These students make up 20% of the 150 students that travel each day to Rancho Cielo. Most of these students will not be able to attend Rancho Cielo without the provided transportation.</p>			<p>All of these students are from low to very low incomes, 80% of these students are on probation through the Juvenile Division of the Monterey County Superior Court, 75% are Latino, and most are between the ages of 16 and 24. There is a direct correlation between staying in school and reducing recidivism. This program has a proven track record of turning around the lives of the youth of our community, and showing them that they can and will have successful and productive lives here in Monterey County.</p>
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Rancho Cielo	Racho Cielo/ down town	School hours	Mostly high school up to 24 yrs of age
Throughout the county.	Mornings and after school hours		low income, behaviorally disabled Latino youth between the ages of 14 and 20

<p>the service is needed at the corner of old stage road and old natividad road. Another route could go from old natividad and old stage to Russell road and rogge road.</p>	<p>the trips would begin at natividad and boronda or Russell road and north main and end at old natividad and old stage road.</p>	<p>the trips would need to be scheduled so that riders arrived by 9:00 am. Return trips should start at 4:00 p.m. And 12:30 pm on Fridays. On Fridays, a route would need to run to arrive by 2:00 pm. A last bus would need to leave at 9:30 pm.</p>	<p>low SES STUDENTS 16-24 years of age at risk.</p>
<p>From Marina,Ca to Rancho Ceilo</p>	<p>Marina transit station to Rancho Ceilo</p>	<p>During school hours 7:30am 4pm</p>	<p>My son is low income who pays his rent leaving him very broke. He is 20 years old with no license. He only makea \$60 -\$100 a month</p>

	The 42 passes by Natividad and stores on Alisal, and the 44 passes by Market.	I would like them to pass by every 10 minutes because we sometimes have to wait awhile.	The youth that use the bus to go to school, and have to go walking and there is a lot of risk in walking. Also all the disabled and their families.



	Begin at the school site and the students would return to the school site.	Many classes would take advantage of this service.	Title VI and low socioeconomic students and schools.
From residence and back.		Every month.	Disabled, low-income.
		At all hours.	All ages and incomes.
Salinas.		9am	Elderly people.
	They would begin in King City area and pass by go/stop at each town then exit on Spence Road to head to Rancho Cielo.	Monday through Friday.	Teens who want help and willing to commute for service and take advantage of this campus every income would benefit.

Roundtrip transportation from the Carmel/Monterey Area to Rancho Cielo & Drummond Culinary Program in Salinas.	Pickup in the morning before school in the parking lot at Home Depot in Seaside. Drop off at Rancho Cielo. Then pickup after school and drop off at Home Depot	School starts at 9AM - Monday through Friday. School ends at 3:30PM Monday through Thursday. Friday's school ends at 12:30PM.	My daughter who is 16 and most likely will not possess a driver's license anytime soon. She has a learning disability. She's had an IEP since elementary through MCOE. She started attending Rancho Cielo in the fall of 2014. She was formerly housed in foster care for 9 months through Santa Lucia. I qualify for Medi-Cal so my income is in the top but lower range.
	Corner of Central Avenue, and Nacional Street in Salinas.	About 12 times per month.	About 82 living alone, without own transportation. Medical problems: diabetes, heart, limited mobility.
King City to Salinas.		from 8am to 5pm.	
	Spreckles and Highway 68.	Unknown.	All age groups.
Salinas, San Jose		Often.	
	From school to home, or from school to the healthcare clinics.	From 7am to 7pm, and every two hours.	Parents with school children, low income people, people with disabilities and elderly people.

		24/7 using different shifts of certified drivers by MST/TAMC.	All kinds regardless of this station.
Same.		from 8am to 8pm.	Current service helps all people.

	My place to doctor, shopping center and back.	Once or twice a month.	Two pinned hips, steel rod in the bone plate in right shin. 68 years old, income SSI.

		I would use it every day.	The elderly, the less fortunate and people with illnesses and disabilities.
	It will begin here in California and end anywhere. I don't know.	You will use it in important days or every day of the week.	Basically everyone will need the service. The kids, unfortunate.
	They will begin where I am at first if it is the store.		I would need to use this public transportation when is necessary.
	They would begin where I am, shopping (at the mall) and end at my house.	Whenever I'm not in my house, and I'm not with my parents and I don't have a transportation.	People that are in crutches, wheelchairs and old people.
	By my house, and school or friend's house.	When needed.	Students, elders, adults, people trying to save money and protect the environment.
	Maybe some would start and end in Salinas.	I would not really use public transportation.	High school students walking from school.
	Too many important places like shopping and hospital centers.	When I don't have a ride.	Elderly, students, handicapped.

	The potential trips would begin near a school so once school is out students can go and give love and attention to animals in need.	Everyday if I could.	The individuals willing to use it any person seeking to help those that have been abandoned don't need any requirements or certain perscriptions.
	From my school to the Sun Street Center, but to eliminate empty seats the bus can transport people with different destinations.	After school, which is at 4pm until 6pm. Twice a week, and every day after school to my house when I don't have community service.	Students from my high school, and workers whom don't get to work yet.

<p><b>8</b> - The proposed service is projected to generate the farebox recovery ratio as required of the operator by the Transportation Development Act (TDA) in the urbanized areas of Monterey Peninsula and Salinas, 10% or more in the County unincorporated and South County Cities.</p>	<p><b>9</b> - Existing transit operators are capable of expanding their services; or establishment of a new service is logistically feasible without negatively impacting the current transit system.</p>
<p>N/A</p>	<p>N/A</p>

N/A	N/A
N/A	N/A



N/A	N/A
N/A	N/A

MST must meet a minimum farebox recovery rate of 15%, and is therefore not able to reduce its fares.	
N/A	N/A

N/A	N/A




<p>King City has a concept design for the multi-modal transit center that would restore Amtrak train service to King City's station. The concept design has been prepared by RailPros that shows queuing for several shuttles.</p>	
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Once Again meet the need your investment will be met with a smile	

Rancho Cielo is a program that has selflessly provided a much needed, quality education program to "at risk" students. By helping them in their mission, you will be helping the greater community of Salinas and other Monterey County areas.

Thank for the bus service and so glad Prop Q passed. Although I complain I am a dedicated rider and just want it to be better so more people will ride. By and large the drivers are kind, courteous and the front line of many social services (vets, the disabled, the homeless, etc) and deserve commendations. A few come early and they are so much worse than late drivers! Especially when the bus only comes once per hour.

<p>This is an extremely valuable program which to which I have regularly provided financial support because I believe in the opportunities offered to these young people to turn their lives around. They need a means to get to their classes and jobs at Rancho Cielo.</p>	

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Rancho Cielo is an amazing program for people of the community (and the food they prepare is delicious!). This program needs to continue to support youth in Salinas as well as surrounding areas.

Please resolve this issue by placing service and a bus stop at Rancho Cielo so that young people can have a reliable source for their transportation to and from school. The issue of obtaining a bus stop has gone on too long.

<p>This program is so inspiring. It really needs community support!! It is helping youth find great employment skills and HS Diploma as well</p>	
<p>Rancho Cielo not only benefits the individual student but it also benefits the County by contributing over \$5 million per year to the local economy by eliminating the costs of incarceration and adding wages spent and taxes paid into the cities and county.</p>	

<p>This has been an long-term, unmet need in the North Monterey County area from sometime. Not having access to programs and services prevents our community members and youth from leading productive lives and being able to contribute back.</p>	

<p>It's extremely important for our students to have access to transportation to all of our school outreach programs. I am on the board of directors and would be happy to answer any questions about Rancho Cielo and the students transportation needs</p>	
<p>It is so difficult to make trips due to traffic, not having a car and/or having to travel over 50 miles each way from King City to access rail services at all</p>	

<p>The Rancho Cielo programs are vital to Monterey County, and the County should assist with transportation needs to increase the diversity and accessibility of these most beneficial programs for at risk youth.</p>	

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pleeee help these students!	



I hope that my son has a chance to keep going to school.	




<p>I had one of my other daughters in Rancho Cielo and at the time we received transportation services but now we don't. The worst thing for me is taking her out of Rancho Cielo because she ended up back in jail. I have faith in our system something will be worked out. I'm begging for your help.</p>	








<u>Unmet transit needs - Feasible services if they meet criteria #4-9</u>	4 - The proposed service shall be feasible to fund within the existing and projected limits of TDA funds available to the affected jurisdiction(s).	5 - An analysis has been made of the existing public transportation services and specialized transportation services, including privately and publicly provided services, and it has been determined that existing services do not meet this need.	6 - An analysis has been made of the potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of this request	7 - Funding of this transportation request would not result in Local Transportation Funds (LTF) replacing federal and/or state revenues that presently fund this transportation request.	8 - The proposed service is projected to generate the farebox recovery ratio as required of the operator by the Transportation Development Act (TDA) in the urbanized areas of Monterey Peninsula and Salinas, 10% or more in the County unincorporated and South County Cities.	9 - Existing transit operators are capable of expanding their services; or establishment of a new service is logistically feasible without negatively impacting the current transit system.
Increased frequency on route 18? <a href="#">(comment #2)</a>	No					
Service to Aromas? <a href="#">(comment #6)</a>					No	No
More frequent service to Gonzales, Soledad? <a href="#">(comment #9/10)</a>	No. FTA 5311(f) funds this service.					
More out of county medical service trips that are cheaper? <a href="#">(comment #15)</a>	No				No	
Increased fixed route service for CSUMB? <a href="#">(comment #23)</a>	No					
Service to Oak Hills? <a href="#">(comment #24)</a>					No	
CSUMB service expansion after 10pm? <a href="#">(comment #26)</a>	NOT an unmet transit need. MST currently provides service past 10pm.					
Shuttle service between Pinnacles National Park and Fort Hunter Liggett? <a href="#">(Comment #27)</a>	No					
Service to San Juan Grade Road and Russell Road in Salinas? <a href="#">Comment #29)</a>	Yes, by adjustments to Line 29 and 49.	Yes	Yes	Yes	Yes	Yes
Service to Rancho Cielo? <a href="#">(comment #40)</a>						
Service to San Juan Bautista? <a href="#">(comment #60)</a>	No					
Service in Spreckles? <a href="#">(comment #87)</a>	No. In the past there has been no community support for transit service in the Spreckles area.				No.	
Expansion of South County on-call service area? <a href="#">(comment #103)</a>	No		Carpool available through school district.		No	

<u>Unclear if unmet transit needs (must meet criteria #1-3)</u>	1 - The request has been identified as a deficiency at a public hearing, or at a meeting of the Social Services Transportation Advisory Council.	2 - Community support expressed through the public hearing process.	3 - Request represents a trip demand and proposed transit services do not duplicate transit services currently provided either publicly or privately.
More frequent service can be an unmet transit need? <a href="#">(comment #2)</a>			
More buses to Ryan Ranch? <a href="#">(comment #12)</a>			
Is the taxi voucher program funded by LTF or STA money? <a href="#">(comment #7)</a>			
Lower fares not possible? <a href="#">(comment #8)</a>			
Adding stops within a route (e.g. <a href="#">comment #46</a> - adding more stops for line 18 at CSUMB) - operational or unmet need?			
Increased service on line 23? <a href="#">(comment #28)</a>			



# Memorandum

**To:** Board of Directors

**From:** Ariana Green, Transportation Planner

**Meeting Date:** June 24, 2015

**Subject:** **Bicycle and Pedestrian Facilities Advisory Committee Appointments**

## RECOMMENDED ACTION:

**APPROVE** appointments of Dennis L. Johnson representing the Carmel-by-the-Sea and Brian Cook alternate representing California State University Monterey Bay to the Bicycle and Pedestrian Facilities Advisory Committee.

## SUMMARY:

The Board appoints members of the public to the Committee on an as-needed basis to advise staff on bicycle and pedestrian transportation issues and make recommendations to the Board.

## FINANCIAL IMPACT:


This item has no financial impact on the Transportation Agency budget.

## DISCUSSION:

Staff received an application from Dennis L. Johnson to serve on the Bicycle and Pedestrian Facilities Advisory Committee representing the Carmel-by-the-Sea. Mr. Johnson has served on the Committee representing County Supervisorial District 2 for the past seven years. Although he continues to work in District 2 teaching music to North Monterey County youth, he is excited at the prospect to turn his focus to the bicycle and pedestrian issues in his place of residence, Carmel-by-the-Sea. Mr. Johnson has been nominated for appointment to fill this vacancy by Mayor Jason Burnett (see Attachments).

Brian Cook is an Assistant Professor of Kinesiology at the California State University Monterey Bay. His teaching and research revolve around improving health through regular physical activity including the encouragement of active commuting and policy to develop more walkable communities. Mr. Cook has been nominated by the California State University Monterey Bay to represent the University as an alternate on the Bicycle and Pedestrian Facilities Advisory Committee (see Attachments).

Committee vacancies remain for Monterey County District 3, and the cities Sand City, Greenfield, Gonzales, King City and Soledad. Staff requests that Board members in these areas recruit interested individuals and refer them to staff for more information.

Approved by:   
Debra L. Hale, Executive Director

Date signed: 6/5/15

Consent Agenda

Counsel Review: N/A

Web Attachments:

1. Application for Appointment– Dennis L. Johnson
2. Application for Appointment– Brian Cook

Attachments:

1. Nomination Letter – Dennis L. Johnson
2. Nomination Letter – Brian Cook

June 3, 2015

Ariana Green  
Transportation Planner  
Transportation Agency for Monterey County  
55 B. Plaza Circle  
Salinas, CA 93901  
Via email to: [ariana@tamcmonterey.org](mailto:ariana@tamcmonterey.org)

**SUBJECT: Appointment of Dennis Johnson to represent Carmel-by-the-Sea on the TAMC Bike and Pedestrian Facilities Advisory Committee**

Dear Ms. Green:

Carmel-by-the-Sea nominates Dennis (D.L.) Johnson to represent Carmel-by-the-Sea on the TAMC Bike and Pedestrian Facilities Advisory Committee. Please find his application enclosed for your review.

Mr. Johnson is an active advocate for bicycling/walking in the area and would make a fine addition to the TAMC Bike and Pedestrian Facilities Advisory Committee.

Sincerely,



Jason K Burnett  
Mayor  
Carmel-by-the-Sea



Campus Planning and Development  
Mountain Hall, Suite A  
100 Campus Center  
Seaside, CA 93955-8001  
831-582-3709  
Fax 831-582-4436

June 3, 2015

Ariana Green  
Transportation Planner  
Transportation Agency for Monterey County  
55 B. Plaza Circle  
Salinas, CA 93901  
Via email to: [ariana@tamcmonterey.org](mailto:ariana@tamcmonterey.org)

**SUBJECT: Appointment of Brian Cook to represent CSU Monterey Bay on the  
TAMC Bike and Pedestrian Facilities Advisory Committee**

Dear Ms. Green:

CSU Monterey Bay nominates Brian Cook to represent CSU Monterey Bay as an alternate on the TAMC Bike and Pedestrian Facilities Advisory Committee. Please find his application enclosed for your review.

Mr. Cook is an active advocate for bicycling/walking in the area and would make a fine addition to the TAMC Bike and Pedestrian Facilities Advisory Committee.

Sincerely,

Anya Spear  
Associate Director of Campus Planning  
CSU Monterey Bay

**Application for Appointment  
Transportation Agency for Monterey County  
Bicycle and Pedestrian Facilities Advisory Committee**

Name of Applicant		
JOHNSON	DENNIS (D.L)	L.
(last)	(first)	(mi)
Residence Street Address		
P.O BOX Z      Physical Address (Monterey St. 3NW 2 <sup>nd</sup> )		
City:		Zip:
CARMEL BY-THE-SEA		93921
Telephone: Home		Work:
831 229-9320		831 633-5221
Are you a full-time paid officer or employee of local, state or federal government?		
No <input type="checkbox"/> X Yes <input type="checkbox"/> If yes employer _____ position _____		
Education:		
BA		
Present Occupation:		
DIRECTOR OF BANDS—EMERITUS NORTH MONTEREY COUNTY HIGH SCHOOL		
Please describe why you are interested in serving on this committee:		
<p>I HAVE SERVED AND REPRESENTED SUPERVISOR DISTRICT 2 ON THIS COMMITTEE FOR THE PAST SEVEN YEARS. ABOUT FOUR YEARS AGO MY WIFE AND I MOVED TO CARMEL BY-THE-SEA. I WAS ALLOWED TO CONTINUE ON REPRESENTING DISTRICT 2 BY LOU CALCAGNO BECAUSE I CONTINUED TO WORK IN THE DISTRICT.</p> <p>E HAVE NOTICED CARMEL HAS NOT BEEN REPRESENTED FOR SEVERAL YEARS ON THIS COMMITTEE, AND I WOULD BE WILLING TO SERVE FOR MY HOME TOWN. I HAVE WRITTEN LETTERS TO ALL THE CARMEL CITY COUNCIL AND THE MAYOR TO OFFER TO CONTINUE ON THE COUNCIL TO REPRESENT THE CARMEL AREA. IF THE COUNCIL WOULD LIKE TO MEET WITH ME I AM FULLY WILLING TO DO SO.</p>		
Please describe other community activities that you have been involved in :		
<p><b>Mr. D.L. Johnson, Director of Bands-Emeritus, at North Monterey County High School</b>, is a graduate of Sierra High School, Reedley College, and California State University, Fresno. In his 40 years in music education his performing groups have received high ratings, trophies and awards. His groups have done 18 major tours to Canada (four times), Colorado (twice), Oregon, Washington, Hawaii, Washington D.C. (twice), and China (four times), Italy, and throughout California. Mr. Johnson has supported music education through leadership in and out of school.</p>		
<b>ACHIEVEMENTS AND AWARDS:</b>		
<p>Recipient, <b>May 2014 Quarterfinalist, "National Music Educator of the Year" The Grammy Foundation/Recording Arts Foundation "The Grammy's"</b></p> <p>Recipient, <b>2013 "50 Directors Who Make A Difference," (California) National Award, (D.L. Johnson)</b></p>		



**Recipient, "2007 Man Of The Year" Award**, LULAC, The League of United Latin American Communities

**Educators Award** for the **2006 "Champion Of The Arts"**, from The Arts Council of Monterey County  
**2006 "Directors Award," Heritage Festivals**

**"Outstanding Music Educators Award"** presented by the California Association for Music Education-  
CMEA Central Coast Section:

**FRONT PAGE** interview **"Up Close"** music teacher for the **September 1999 issue of SB&O Magazine** [School Band & Orchestra].

**Past-President of CMEA, The California Association for Music Education, & State Convention Host** in 1998 & 2000. He served as **President of CMEA 1/ 1998-2000: CAAE-California Association for Arts Education 1996-2000, CAC-California Arts Council 1998-2000, NARAS-National Academy of Recording Arts and Sciences "The Grammy's" Education Rep 1997-2000, LACAE-Legislative Action Coalition for Arts Education, 1982-1997**

**PRESENTLY, MENC—The National Association for Music Education National Networking Mentor (Band)**(national online chat room to answer questions concerning teaching high school and middle school band throughout the country).

**1996 "Condor of the Year"** award from the faculty and, staff, and students of North Monterey County High School for excellence in education

On January 20, 1997 the North Monterey County High School Band under the direction of D.L. Johnson, were the **sole representative for the State of California in the 53rd Presidential Inauguration Parade in Washington, D.C. for President Bill Clinton;**

In March of 2001, 2005, 2009 and 2013, Mr. Johnson's bands (150 students) were the special guests of the **Hebei Provincial Government of the Peoples Republic of China** with a project call **"PEACE THROUGH MUSIC."** On both concert exchange tours they participated in eight special **"Friendship Concerts"** between the two nations. No other high school band program, up to that time, had ever been invited and attempt a project of this nature. In April of 2007 the project was continued with 9 more performances in **Florence, Lucca, Rome, and Ladispoli, Italy.** Ladispoli, Italy holds the other Artichoke Festival and draws a quarter million people to its festival. Castroville and Ladispoli are sister cities. All three projects were a complete success.

**PRESENTLY, Consultant and Guide** for high school bands traveling into **The Peoples Republic of China for World Strides and Asia Holiday Travel.**

The NMCHS Marching Band also performed at the **WWII Memorial Dedication Parade** on May 31, 2004, in Washington, D.C.

**TAMC B&P Advisory Committee, Transportation Agency for Monterey County**

**PRESENTLY, Writer and Lecturer for SB&O Magazine** including recent nationally published articles on: **"China the Worlds Greatest Concert Hall", "Show Me The Money"** (grant writing), **"Are We Having Fun Yet!"**(band competition issues), **"Mixing Music and Politics"**(politics w/school and community), **"The Best and Worst Job in Public Education", "Succeeding as a One-Man Show", "Is Your Band Famous? Mine is!"**(Marketing Your Band Program), and most recent articles, **"No Child Left Behind--Except Band Kids"** (Why Johnny Didn't Join Band. A view from the other side.), and, **Tired of Music Festival Tours? Try an Exchange Tour,** and many more. Mr. Johnson's next article are called **"What Happens When Things Go Wrong", "Has The Mission Changed," and "So Your On The Road," "In California: Education Is Not Equal."** Mr. Johnson has traveled all over the country as a **Music Education Lecturer** at various conventions, banquets, universities, etc. on topics related to his writing.

#### **WRITTEN COMMENDATIONS RECEIVED:**

**President Bill Clinton, Congressman, White House Chief of Staff, and now US Defense Secretary Leon Panetta, Congressman Sam Farr (twice), U.S. Senator Diane Feinstein, State Senators Henry Mello and Bruce McPherson, and Assemblymen Peter Frusetta, Fred Keeley, and Rusty Arelas.** D.L.'s most recent commendations came from Governor and Vice Governor of Hebei Province, Peoples Republic of China, and John Mahlman--MENC Executive Director and Ardene Shafer Asst. Executive Director for Member Programs and Publications. Mr. Johnson's most recent commendation came from the Board of Supervisors of Monterey County.

**PROCLAMATIONS RECEIVED:**

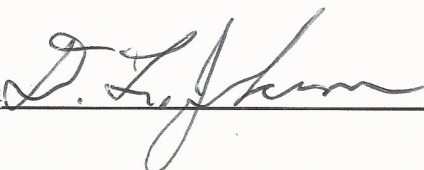
**U.S. HOUSE OF REPRESENTATIVES, Sponsored by Congressman Sam Farr, 1998**  
**CALIFORNIA STATE SENATE, Sponsored by State Senator Bruce McPherson, 1998**  
**CALIFORNIA STATE ASSEMBLY, Sponsored by State Assemblyman, Fred Keeley, 2000**  
**MONTEREY COUNTY SUPERVISORS. 1997, 2005, 2007, 2009**

**D.L. Johnson** is presently doing **clinics and session** around the state and country, on **Grant Writing For Music Teachers**. Mr. Johnson' ideas on the subject have been published in several music educator magazines. D.L.'s views on music education(BAND) have also been printed in several magazines. Mr. Johnsons successful efforts in grant writing has landed the North Monterey County High School Band program over a 3/4 million dollars in the last 15 years alone. He has and is presently serving as a lobbyist and advocate for music education in both Sacramento and Washington, D.C.

**OTHER AREAS:**

Vice-President and President, Fresno-Madera Music Educators Association; Vice-President and President, Central Coast Section, CMEA; County Rep. and Medals Chairman, Central Section, CMEA; Director/Coordinator/Writer, Half-time Activities, at the City-County All-Star Football Game(750 student participants), Fresno State University, Fresno, CA (six years)1978-1984; Honor Band Coordinator (four years) , CCS-CMEA; Honor Jazz Band Coordinator(four years), CCS-CMEA; CCS Jazz Festival Coordinator(five years); CCS Large Group Music Festival Coordinator(six years), CCS-CMEA;music;

Please sign



Date

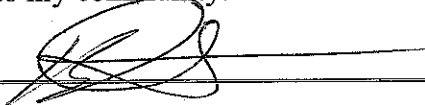
6/3/15



**Application for Appointment  
Transportation Agency for Monterey County  
Bicycle and Pedestrian Facilities Advisory Committee**

Name of Applicant: Cook	Brian	J
(last)	(first)	(mi)
Residence Street Address: 551 Warrelman Ct		
City: Marina	Zip: 93933	
Telephone: Home 352-359-6384	Work: 831-582-5455	
Are you a full-time paid officer or employee of local, state or federal government? No ___ Yes <input checked="" type="checkbox"/> If yes employer <u>CSUMB</u> position <u>Asst Professor</u>		
Education: B.A. Psychology, University of Rhode Island (2001); M.A. Applied Anatomy, Physiology, & Kinesiology, Specialty in Sport & Exercise Psychology, University of Florida (2006); Ph.D. Health & Human Performance, University of Florida (2010)		
Present Occupation: Assistant Professor of Kinesiology, California State University Monterey Bay		
Please describe why you are interested in serving on this committee: My education and professional background is in applied kinesiology and health/exercise psychology with an emphasis on using physical activity to enhance quality of life. Simply stated, helping people become and stay active is a passion of mine. My teaching and research in general focuses on physical activity and health aspects such as examining methods of motivating active commuting, increased leisure time activity, enjoyment of physical activity, the effect of physical activity on health, socioeconomic & ethnic differences in health and physical activity, and integrating physical activity and health initiatives into public policy. Specifically, several of the courses I teach at CSUMB include units on active commuting, walkable neighborhoods, environmental reevaluation & planning, and health behavior change. Community service is a major focus at CSUMB, for faculty and students alike. Thus, in addition to bringing my expertise to the Committee, I also have access to students that may become involved in community-based initiatives. In addition to my teaching, I have coauthored a chapter for the American College of Sports Medicine (ACSM) on how to motive physical activity. I am also a member of the Society of Behavioral Medicine (SBM) and maintain professional connections through SBM with international leaders in several fields related to increasing walking, bike use, and physical activity in general. In summary, I have worked on motivating active living on a population basis for over 15 years. I look forward to continuing to share my expertise in active living to improve the health of all members of my community. The Bicycle and Pedestrian Facilities Advisory Committee represents a wonderful opportunity for me to continue to positively impact the health and well-being of my community.		

Please describe other community activities that you have been involved in: I am new to Monterey County and California in general (moved here in August 2014) and am currently seeking ways to become involved in a way that my expertise can benefit the lives and health of individuals throughout the community. Despite being here for a relatively short period of time, I have been an invited speaker for several community organizations in Monterey County. These talks have primarily focused on topics such as how to adopt and maintain health behaviors and successful aging. I am currently seeking opportunities to further integrate into my community.

Please sign 

Date 1/9/15



## Memorandum

**To:** Board of Directors  
**From:** Virginia Murillo, Assistant Transportation Planner  
**Meeting Date:** June 24, 2015  
**Subject:** Monterey-Salinas Transit Bus Grant Application

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### **RECOMMENDED ACTION:**

**ADOPT** Resolution 2015-14 authorizing federal funding for Monterey-Salinas Transit under the Federal Transit Administration Section 5339 Bus Replacement Program through the California Department of Transportation.

### **SUMMARY:**

The Federal Transit Administration Section 5339 Bus and Bus Facilities Program provides capital assistance to replace, rehabilitate and purchase buses and bus-related equipment. The Transportation Agency is required to prepare and authorize the program of projects for Monterey-Salinas Transit's grant application, which will fund three new buses.

### **FINANCIAL IMPACT:**

There is no impact to the Transportation Agency associated with this action.


This action will allow Monterey-Salinas Transit to secure up to \$646,055 in federal bus grant funding for three new buses. The Association of Monterey Bay Area Governments has included this project in the Metropolitan Transportation Improvement Program for the Monterey Bay Area, which makes the project eligible to receive federal funding.

### **DISCUSSION:**

Caltrans administers the Federal Transit Administration Section (FTA) 5339 Bus and Bus Facilities Program, which provides capital assistance to replace, rehabilitate and purchase buses and bus-related equipment. Monterey-Salinas Transit is proposing to apply for FTA Section 5339 program funding to replace three of its buses. MST will use a combination of federal, toll credits and State funding for the required 15% local match.

	<b>Replacement Bus #1</b>	<b>Replacement Bus #2</b>	<b>New Medium Bus</b>
<b>FTA 5339</b>	\$255,000	\$255,000	\$136,055
<b>Local Share</b>	\$345,000	\$345,000	\$24,010
<b>Toll Credits</b>	\$75,000	\$75,000	
<b>Total</b>	<b>\$675,000</b>	<b>\$675,000</b>	<b>\$160,065</b>

The Transportation Agency is required to prepare the Program of Projects and authorize the application. The required authorizing resolution for the grant application is included as an attachment.

Approved by:   
Debra L. Hale, Executive Director

6/11/15  
Date signed

Consent Agenda

Counsel Review: N/A  
Finance Review: N/A

Attachment:

Resolution 2015-14: Federal Transit Administration Section 5339 Authorization

Web Attachment:

Federal Transit Administration Section 5339 Program of Projects

**RESOLUTION NO. 2015-14  
OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

**AUTHORIZING FEDERAL FUNDING UNDER THE FEDERAL TRANSIT  
ADMINISTRATION SECTION 5339 PROGRAM (49 U.S.C. SECTION 5339) WITH  
THE CALIFORNIA DEPARTMENT OF TRANSPORTATION**

**WHEREAS**, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital and operating assistance projects for non-urbanized public transportation systems under Section 5339 Bus and Bus Facilities Program of the Federal Transit Act; and

**WHEREAS**, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5339 Bus and Bus Facilities Program grants for public transportation projects; and

**WHEREAS**, Monterey-Salinas Transit (MST) desires to apply for said financial assistance, to fund three new buses; and

**WHEREAS**, MST is the Consolidated Transportation Services Agency for Monterey County and has, to the maximum extent feasible, coordinated with other transportation providers and users in the region including social service agencies capable of purchasing service, and

**WHEREAS**, Transportation Improvement Program has been amended to include continued funding for the three new buses; and

**WHEREAS**, MST has committed to provide some combination of state, local, or private funding sources for the required local share.

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

1. The Transportation Agency for Monterey County does hereby authorize the programming of Federal Transit Administration Section 5339 Bus and Bus Facilities Program funds to Monterey-Salinas Transit.
2. That Debra L. Hale, Executive Director is authorized to provide additional information as the Department may require in connection with the Program of Projects for the Section 5339 projects.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 24<sup>th</sup> day of June, 2014 by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

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

**ATTEST:**

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



**CALIFORNIA DEPARTMENT OF TRANSPORTATION  
DIVISION OF RAIL AND MASS TRANSPORTATION (DRMT)**

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**FEDERAL TRANSIT ADMINISTRATION (FTA)  
SECTION 5339 REGIONAL PROGRAM OF PROJECTS (POP)  
(BUS AND BUS FACILITIES)**

**FEDERAL FISCAL YEAR 2014**



**Applications and all supporting documents are due to the DRMT by May 29, 2015.**

*Regional Program of Projects (POP) receives final approval from Department of Transportation's Division of Rail and Mass Transportation (DRMT). The FTA Section 5339 Program Coordinator will notify the subrecipient of approval of programming in this cycle.*

Small Urbanized Area (SUZA):	District:	County:
Salinas, CA	5	Monterey
Original Submission Date:	Revision Number:	Revision Submission Date:
June 11, 2015	N/A	N/A

**FEDERAL FISCAL YEAR 2014**  
**Section 5339 Program of Projects (POP)**

- Vehicle Acquisition     Vehicle-Related Equipment/Facilities     Other Bus and Facility Related Project  
**(Check all that apply based on proposed projects below)**

*Note: Please read instructions page before completing POP. Included is a table of funding split categories.*

**(A) Available Funding for Small Urbanized Area:**

Carryover:	(+)	\$0	_____
<i>Estimated</i> Apportionment [FFY 2014]:	(+)	\$422,408	_____
<b>(A) TOTAL FUNDS AVAILABLE:</b>	=	\$422,408	_____

***Funding Summary***

		<i>Federal Share</i>
<b>(A) Total Funds Available:</b>	(+)	\$422,408
<b>(B) Total [Programmed]:</b>	(-)	\$422,408
<b>Balance:</b>	(=)	\$0

Contact Person/Title:	Virginia Murillo, Assistant Transportation Planner
Phone Number:	831-775-4415





Small Urbanized Area (SUZA):	District:	County:
Seaside-Monterey, CA	5	Monterey
Original Submission Date:	Revision Number:	Revision Submission Date:
June 11, 2015	N/A	N/A

**FEDERAL FISCAL YEAR 2014**  
**Section 5339 Program of Projects (POP)**

Vehicle Acquisition     Vehicle-Related Equipment/Facilities     Other Bus and Facility Related Project  
**(Check all that apply based on proposed projects below)**

*Note: Please read instructions page before completing POP. Included is a table of funding split categories.*

**(A) Available Funding for Small Urbanized Area:**

	Carryover: (+)	\$0
<i>Estimated</i> Apportionment [FFY 2014]:	(+)	\$223,647
<b>(A) TOTAL FUNDS AVAILABLE:</b>	=	\$223,647

***Funding Summary***

		<i>Federal Share</i>
<b>(A) Total Funds Available:</b>	(+)	\$223,647
<b>(B) Total [Programmed]:</b>	(-)	\$223,647
<b>Balance:</b>	(=)	\$0

Contact Person/Title:	Virginia Murillo, Assistant Transportation Planner
Phone Number:	831-775-4415



## INSTRUCTIONS

### PART 1 – Capital

- **Each Small Urbanized Area (SUZA) must have a separate POP.** If a project is drawing 5339 funding from multiple SUA allocations, then the specific amounts of the Federal Share/Local Share/Toll credits from each SUA must be specified in each POP.
- Section 5339 provides capital funding for projects to **replace, rehabilitate, and purchase buses** as well as certain types of facilities and equipment. During the initial call for Section 5339 projects for FY 2014, the California Department of Transportation **will not be** accepting applications to construct **bus facilities**, such as bus maintenance and storage facilities.
- **All** vehicles procured with Section 5339 program funds must be ADA accessible regardless of service type (fixed route or demand-response service).
- **Funding split categories:**

Eligible Projects	Federal Share	Local Match
Acquiring vehicles for purposes of complying with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) or the Clean Air Act. For example: Acquisition of buses for fleet and service expansion, acquisition of replacement vehicles, and bus rebuilds.	85 percent	15 percent
Acquiring vehicle-related equipment or facilities required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) or vehicle related equipment or facilities (including clean fuel or alternative fuel vehicle-related equipment or facilities (non- construction) for purposes of complying with or maintaining compliance with the Clean Air Act. For example: passenger shelters and bus stop signs.	90 percent	10 percent
Other Bus and Bus Facilities Related Projects. For example: mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment.	80 percent	20 percent

- Capital projects must contain a full description of project: A Preliminary Environmental Survey (PES) is required for Capital projects other than vehicle procurement.(i.e. facility or shelter - include specifics, planning studies, preventative maintenance). The PES does not satisfy the requirements for environmental review and approval. When the agency prepares the documentation for a categorical exclusion, the Environmental Justice Analysis must be included.
- Procurement Contract Requirement – all documents used for procuring capital projects must contain federal clauses required under FTA Circular 4220.1E and approved by DRMT prior to bid release.
- **Statewide Transportation Improvement Program (STIP)** –  
*All* federal funds to be used for transit projects must be included in a federally approved STIP. A Transportation Planning Agency (TPA) must ensure that Section 5339 projects are included in the Department of Transportation’s (Department) Statewide Transportation Federal Improvement Program (FSTIP), which is jointly approved by the Federal Highway Administration (FHWA) and FTA.  
 A copy of the federally approved STIP Page must be attached for all projects to be programmed through the Section 5339 program. The project description and associated dollar amounts must be consistent with the federally approved STIP information.  
 For further guidance see the Department’s Division of Transportation Programming website:  
<http://www.dot.ca.gov/hq/transprog/fedpgm.htm>

## **PART II. Vehicle Replacement**

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

**FEDERAL FISCAL YEAR 2014: All projects** - a complete 5339 application is required at the time a POP is submitted. POP and application should be submitted to the **Caltrans HQ Liaison** by **May 29, 2015**. Part II of the application (Regional Certifications and Assurances) must be complete (i.e. signature, specific project programming information). Submit completed applications to: [5339apps@dot.ca.gov](mailto:5339apps@dot.ca.gov). For complete Application instructions please see the FFY 2014 FTA Section 5339 Guidelines.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Michael Zeller, Senior Transportation Planner  
**Meeting Date:** June 24, 2015  
**Subject:** Fort Ord Reuse Authority Fee Reallocation Update

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### **RECOMMENDED ACTION:**

1. **APPROVE** Request for Proposals for the 2016 Fort Ord Reuse Authority Fee Reallocation 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;
3. **APPROVE** the agreement between the Transportation Agency and the Fort Ord Reuse Authority, which obligates the Authority to fund the project; and
4. **AUTHORIZE** the Executive Director to sign the agreement.
5. **AUTHORIZE** the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency's net cost, subject to approval by Agency counsel

### **SUMMARY:**

The Fort Ord Reuse Authority has requested a coordinated work effort with the Transportation Agency for the purposes of reviewing, analyzing, and adjusting the fiscal and physical transportation network obligations defined in the Base Reuse Plan as part of a 2016 Fee Reallocation Study Update.

### **FINANCIAL IMPACT:**

The FORA Fee Reallocation Study Update is estimated to cost \$127,000, of which \$52,000 will be Agency staff time to manage the project and \$75,000 will be consultant costs. The proposed agreement obligates FORA to reimburse the Agency for all expenses.

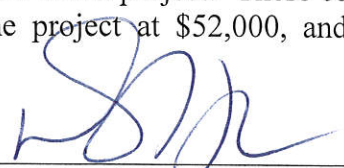
### **DISCUSSION:**

The 2014 FORA Capital Improvement Program Review – Phase III report acknowledges the need to revisit the 2005 FORA Fee Reallocation Study to assess the validity of FORA-listed transportation obligations required by the Fort Ord Base Reuse Plan. The reasons for the review and reassessment of FORA's obligations as determined in the 2005 FORA Fee Reallocation Study are as follows:



1. The current FORA transportation cost estimates included in the Capital Improvement Program were developed as part of the 2005 FORA Fee Reallocation Study, prepared by the Transportation Agency for Monterey County, and have not been updated since that time. Given substantial uncertainty regarding FORA construction and transportation system funding obligations, and given reductions in fees that have occurred since the 2005 study, the Capital Improvement Program Review – Phase III report recommends that future updates of the Capital Improvement Program should consider refined transportation cost estimates coordinated with the update of the 2005 FORA Fee Reallocation Study.
2. FORA transportation obligations as defined under the 2005 FORA Fee Reallocation Study may be no longer consistent with priority transportation projects as defined within TAMC’s current Regional Transportation Plan (RTP).
3. With the planned sunset of the Fort Ord Reuse Authority in 2020, a process needs to be established to transfer the post-FORA Capital Improvement Program obligations to other jurisdictions or agencies. An update to the 2005 FORA Fee Reallocation Study provides an opportunity to identify the extent of post-FORA Capital Improvement Program obligations and provide policy options to the relevant agencies to manage the collection of fees to retire the obligations.
4. Current specific planning by the land use jurisdictions making up the former Fort Ord property may prompt modifications to the “on-site” transportation network, including shifted roadway locations and geometric alignment shifts. These modifications have the potential to affect the capacity of the “on-site” roadway network as proposed in the Base Reuse Plan. The cumulative impacts of these modifications need to be analyzed to assure that the required capacity of the “on-site” network can support development proposed in the BRP.

These issues have prompted FORA to request a coordinated work effort with the Transportation Agency for the purposes of reviewing, analyzing, and adjusting the fiscal and physical transportation network obligations defined in the Base Reuse Plan as appropriate. As part of this combined effort, the Transportation Agency would assume project management of the Fort Ord Reuse Authority Fee Reallocation Update and release a Request for Proposals to select a vendor to conduct the technical modeling and engineering work. The Fort Ord Reuse Authority would be responsible to reimburse the Agency up to \$127,000 for the cost of the project. These costs would be split between the Agency’s staff time to manage the project at \$52,000, and the consultant costs set at a not-to-exceed amount of \$75,000.

Approved by:   
Debra L. Hale, Executive Director

6/9/15  
Date signed: \_\_\_\_\_

Consent Agenda

Counsel Approval: Yes  
Admin/Finance Approval: Yes

- Attachment:      1) Agreement between the Transportation Agency and FORA  
                          2) Request for Proposals Draft Scope of Work

**AGREEMENT BETWEEN  
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY AND  
THE FORT ORD REUSE AUTHORITY  
FOR THE 2016 FORA FEE REALLOCATION STUDY UPDATE**

{Board approval date}

This Agreement between the Transportation Agency for Monterey County, hereinafter called "TAMC," and the Fort Ord Reuse Authority, hereinafter called "FORA," a joint powers agency, 920 2nd Ave. Suite A, Marina, CA 93933 is for the purpose of updating the 2005 FORA Fee Reallocation Study. This Agreement governs activities proposed under the Scope of Work, Budget, and Schedule described in Attachments 1, 2, and 3 respectively.

WHEREAS, The *2014 FORA Capital Improvement Program (CIP) Review – Phase III* report acknowledges the need to revisit the *2005 FORA Fee Reallocation Study* to assess the validity of FORA-listed transportation obligations required by the *Fort Ord Base Reuse Plan (BRP)*; and

WHEREAS, FORA has requested assistance from TAMC for the purposes of coordinating work with stakeholders and others, and for reviewing, analyzing, and adjusting the fiscal and physical transportation network obligations defined in the BRP as appropriate; and

WHEREAS, as part of this process TAMC has identified tasks, described in the Scope of Work included as Attachment 1, to be performed; and

WHEREAS, FORA has reviewed and agreed to compensate TAMC for the costs to implement the Scope of Work, as described in the Budget included as Attachment 2; and

WHEREAS, FORA and TAMC have jointly developed a proposed Schedule, described in Attachment 3, for these activities.

THEREFORE, in order to effectuate and implement the *2016 FORA Fee Reallocation Study Update* project, TAMC and FORA hereby agree as follows:

1. Scope of the Agreement.
  - A. TAMC and FORA enter into this Agreement to create a *2016 FORA Fee Reallocation Study Update*, hereinafter called "Project".
  - B. FORA shall pay TAMC to administer the Scope of Work.
  - C. FORA shall also participate in the Project as a stakeholder and as Lead Agency.
  - D. TAMC shall perform the tasks identified in the Scope of Work identified as TAMC's responsibility and shall generally coordinate and administer the Project.



2. FORA Obligations. FORA hereby agrees to:

- A. Assist TAMC staff in administering and reviewing the Project as a stakeholder and as Lead Agency.
- B. Assist TAMC staff in the selection of a technical consultant (hereinafter, "Consultant") to perform modeling, project cost updates, and such technical analysis as identified in the Scope of Work (Attachment 1).
- C. Work with TAMC to prepare and submit a Final Report for the Project for consideration by the FORA Board.
- D. Pay the sum of One Hundred Twenty-Seven Thousand Dollars (\$127,000) for Project costs, as set forth in the Budget (Attachment 2). FORA shall pay invoices provided by TAMC within thirty (30) days of presentation, unless FORA provides written notice of any disputed item on an invoice within fifteen (15) days. FORA shall work with TAMC to resolve any invoice disputes promptly.

3. TAMC Obligations. TAMC hereby agrees to:

- A. Perform tasks in accordance with the Scope of Work (Attachment 1), Budget (Attachment 2), and Schedule (Attachment 3), which are identified as TAMC's responsibilities. Included with such tasks, TAMC, in consultation with FORA staff, shall select a Consultant and shall enter into appropriate agreements with the Consultant.
- B. Submit all supporting expense documentation to FORA for reimbursement requests. TAMC shall work with FORA to resolve any invoice disputes promptly.
- C. Provide general oversight and administration of the Project and Consultant to create the Project, as described in Attachment 1.
- D. Work with FORA to prepare and submit a Final Report for the Project.

4. Terms of Agreement.

- A. The term of this Agreement shall begin upon the approval hereof by TAMC and FORA, whichever approval occurs last, and shall remain in force until December 31 2016, unless extended by mutual consent of both parties.
- B. Either party hereto may terminate this Agreement at any time for convenience by giving 120 days written notice to the other party. If FORA provides notice of termination for convenience, TAMC shall cease its efforts immediately and assign any existing agreement with a Consultant to FORA, which FORA hereby agrees to assume such agreement. TAMC shall provide an invoice for outstanding amounts

due and owing within 30 days of receipt of such notice. If TAMC provides notice of termination for convenience, TAMC shall work with FORA over the following 30 days to provide for an orderly transition of work back to FORA, including the assignment of any existing agreement with a Consultant, which FORA hereby agrees to assume.

- C. Either party hereto may terminate this Agreement immediately for cause by giving written notice to the other party. Cause shall include, but no be limited to, a material breach of the Terms and Conditions of this Agreement by the other party for which the other party was provided at least 30 days' prior notice and an opportunity to cure but failed to do so. Upon termination of this Agreement, the rights and obligations of the parties which by their nature survive termination of the services covered by this Agreement, including payment for services rendered, shall remain in full force and effect after termination.
  - D. If the Budget as described in Attachment 2 appears to be insufficient to complete the Statement of Work before the expiration of this Agreement, TAMC and FORA will work cooperatively to determine appropriate steps necessary to accomplish the purpose of this Agreement and creation of the Project.
5. Hold Harmless Agreement from TAMC to FORA.

In the performance of this Agreement, TAMC shall indemnify, keep and save harmless FORA, its officers, designated agents, and employees against all suits or claims that may be based on any injury to persons or property that may occur, or that may be alleged to have occurred, in the course of the performance of this Agreement by TAMC, arising out of a grossly negligent or intentional act or omission of TAMC or its officers, employees, or designated agents and TAMC shall, at its own expense, pay all reasonable attorneys' fees and all costs and other expenses arising therefrom or incurred in connection therewith. If any judgment shall be rendered against FORA or any or its officers, designated agents, or employees in any such action, TAMC shall at its own expense, satisfy and discharge the same.

6. Hold Harmless Agreement from FORA to TAMC.

In the performance of this Agreement, FORA shall indemnify, keep and save harmless TAMC, its officers, designated agents, and employees against all suits or claims that may be based on any injury to persons or property that may occur, or that may be alleged to have occurred, in the course of the performance of this Agreement by FORA, arising out of a negligent or intentional act or omission of FORA or its officers, employees, or agents and FORA shall, at its own expense, pay all reasonable attorneys' fees and all costs other expenses arising therefrom or incurred in connection therewith. If any judgment shall be rendered against TAMC or any or its officers, designated agents, or

employees in any such action, FORA shall at its own expense, satisfy and discharge the same.

7. Audit and Records.

Each party to this Agreement shall maintain books, accounts, records and data related to this Agreement in accordance with such federal and/or state requirements as may be required due to funding sources for payments pursuant to this Agreement, and shall maintain those books, accounts, records and data for not less than three (3) years after expiration or termination of this Agreement. For the duration of the Agreement, and for a period of three (3) years thereafter, either party's representatives and representatives of the California Department of Transportation, the Auditor General of the State of California shall have the right to examine these books, accounts, records, data, and other information relevant to this Agreement for the purpose of auditing and verifying statements, invoices, bills, and revenues pursuant to this Agreement.

8. Notice.

Any notice to be given to the parties hereunder shall be addressed as follows (until notice of a different address is given to the parties):

A. TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Debra L. Hale, Executive Director, 55B Plaza Circle Salinas, California 93901

B. FORT ORD REUSE AUTHORITY

Michael Houlemard, Executive Officer, 20 2nd Ave. Suite A, Marina, CA 93933

9. Amendments and Modifications.

No modification or amendment of this Agreement shall be valid unless it is set forth in writing and executed by the parties hereto.

10. Governing Laws.

This Agreement shall be construed and enforced according to the laws of the State of California, and the parties hereby agree that the County of Monterey shall be the proper venue for any dispute arising hereunder.

11. Construction of Agreement.

The parties agree that each party has fully participated in the review and revision of this Agreement and that any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not apply in the interpretation of this Agreement or any exhibit or amendment. To that end, it is understood and agreed that this Agreement has been arrived at through negotiation, and that neither party is to be deemed the party which

prepared this Agreement within the meaning of Civil Code Section 1654. Section and paragraph headings appearing herein are for convenience only and shall not be used to interpret the terms of this Agreement.

12. Waiver.

Any waiver of any term or condition hereof must be in writing. No such waiver shall be construed as a waiver of any other term or condition herein.

13. Successors and Assigns.

This Agreement and all rights, privileges, duties and obligations hereunder, to the extent assignable or delegable, shall be binding upon and inure to the benefit of the parties and their respective successors, permitted assigns and heirs.

14. Time is of the Essence.

The parties mutually acknowledge and agree that time is of the essence with respect to every provision hereof in which time is an element. No extension of time for performance of any obligation or act shall be deemed an extension of time for performance of any other obligation or act, nor shall any such extension create a precedent for any further or future extension.

15. Entire Agreement.

This document, including all exhibits hereto, constitutes the entire agreement between the parties, and supersedes any and all prior written or oral negotiations and representations between the parties concerning all matters relating to the subject of this Agreement.

16. Exhibits. The following Attachments are hereto incorporated by reference:

- A. Attachment 1 – Scope of Work
- B. Attachment 2 - Budget
- C. Attachment 3 – Schedule

IN WITNESS WHEREOF, TAMC and FORA execute this agreement as follows:

TAMC

FORA

By \_\_\_\_\_

By \_\_\_\_\_

Debra L. Hale  
Executive Director

Michael Houlemard  
Executive Officer

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

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

Approved as to form:

Approved as to from:

TAMC Counsel

FORA Counsel

By \_\_\_\_\_

By \_\_\_\_\_

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

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

FORA Fee Program Transportation Component Update

**SCOPE OF WORK**

**INTRODUCTION:**

**PURPOSE OF THE COORDINATED WORK PROGRAM**

The *2014 FORA Capital Improvement Program (CIP) Review – Phase III* report acknowledges the need to revisit the *2005 FORA Fee Reallocation Study* to assess the validity of FORA-listed transportation obligations required by the Fort Ord Base Reuse Plan (BRP). The reasons for the review and reassessment of FORA’s obligations as determined in the *2005 FORA Fee Reallocation Study* are as follows:

1. The current FORA transportation cost estimates included in the CIP were developed as part of the *2005 FORA Fee Reallocation Study*, prepared by the Transportation Agency for Monterey County, and have not been updated since that time. Given substantial uncertainty regarding FORA construction and transportation system funding obligations, and given reductions in fees that have occurred since the 2005 study, the CIP Review – Phase III report recommends that future updates of the CIP should consider refined transportation cost estimates coordinated with the update of the *2005 FORA Fee Reallocation Study*.
2. FORA transportation obligations as defined under the *2005 FORA Fee Reallocation Study* may be no longer consistent with priority transportation projects as defined within TAMC’s current Regional Transportation Plan (RTP).
3. With the planned sunset of the Fort Ord Reuse Authority in 2020, a process needs to be established to transfer the post-FORA CIP obligations to other jurisdictions or agencies. An update to the *2005 FORA Fee Reallocation Study* provides an opportunity to identify the extent of post-FORA CIP obligations and provide policy options to the relevant agencies to manage the collection of fees to retire the obligations.
4. Current specific planning by the land use jurisdictions making up the former Fort Ord property may prompt modifications to the “on-site” transportation network, including shifted roadway locations and geometric alignment shifts. These modifications have the potential to affect the capacity of the “on-site” roadway network as proposed in the BRP. The cumulative impacts of these modifications need to be analyzed to assure that the required capacity of the “on-site” network can support development proposed in the BRP.

These issues have prompted FORA to request a coordinated work effort with TAMC for the purposes of reviewing, analyzing, and adjusting the fiscal and physical transportation network obligations defined in the BRP as appropriate. The following tasks outline the coordinated work program to be undertaken for completing this analysis.

## **TASK A: Project Management**

*Responsible party: TAMC*

- A.1. **Hold monthly team meetings** to review progress on scope of work and plan for upcoming stakeholder and agency Board meetings.
- A.2. **Engage Consultant for Technical Consultant:** In consultation with FORA staff, solicit and engage a technical consultant to conduct the travel forecast model analysis and develop a proposed fee reallocation as described in Task C.
- A.3. **Oversee Travel Demand Model Work:** Review and comment on technical consultant deliverables, monitor delivery according to schedule and budget.
- A.4. **Oversee Meeting Preparation/Facilitation and Report Preparation:** Coordinate meeting preparation and facilitation activities. Attend stakeholder meetings. Provide direction on report format. Review and comment on deliverables; monitor delivery according to schedule and budget.
- A.5. **Provide periodic updates to TAMC and FORA technical committees and agency Boards**

## **TASK B: Meeting Preparation/Facilitation**

*Responsible party: TAMC*

TAMC will work with the project team (staff from FORA and technical consultant) to conduct the activities listed below. As tasks are developed, they will be brought to a stakeholder group that includes the project team, various land use jurisdictions within the FORA boundaries (Del Rey Oaks, Marina, Monterey, Seaside, County of Monterey) and other involved government agencies (CSUMB, UC MBEST, and Caltrans). The draft and final reports will be ratified by the TAMC Board and adopted in final form by the FORA Board.

The subtasks for meeting preparation and facilitation are listed below:

**B.1 Stakeholder Group Meetings.** Serve as meeting staff and facilitator at up to six meetings of previously assembled stakeholder group who will reach agreement on the following:

- i. Land use assumptions to be included in the travel forecast analysis
- ii. List of on-site, off-site and regional transportation projects to be included in the travel forecast analysis and fee program
- iii. Agree upon a set of performance measures by which to measure network deficiencies
- iv. Review and comment on draft reallocation of the fee to the revised list of transportation projects and plan for full funding of projects
- v. Evaluate the ability of the project list to meet projected network deficiencies and recommend adjustments
- vi. Review final reallocation of fee to the revised list of transportation projects

**Deliverables: Presentation of items and preparation of agendas, staff reports and minutes for up to six stakeholder meetings, in coordination with project team. Meetings are expected to cover topics as follows:**

Meeting 1:	agree upon revised land use assumptions
Meeting 2:	agree upon revised project list, performance measures
Meeting 3:	review draft fee reallocation, funding plan; recommend adjustments
Meeting 4:	review final fee reallocation plan
Meetings 5, 6:	extra if needed

**B.2 Agency Governing Body Input:** Present draft and final proposed fee allocation at up to four agency governing body meetings.

**Deliverables: four Board-level agenda reports and presentations.**



## **TASK C: Travel Forecast Model and Fee Reallocation Based on Nexus**

### ***Responsible party: Technical Consultant***

A technical consultant will conduct the travel forecast model analysis and develop a proposed fee reallocation based on an analysis of the projected deficiencies on the current and proposed revisions to the FORA Capital Improvement Program, in light of any changes to the land use assumptions in the FORA area. The technical consultant will also prepare the fee reallocation based on the deficiency analysis according to the nexus between proposed growth and the impacts of the growth on the designated regional, off-site and on-site transportation network. This effort will use the most recent version available of the AMBAG regional travel demand model. An outline of specific subtasks is given below:

#### **C.1. Review/Modify Land Use Assumptions in FORA area**

- a) Reflect changes due to adopted general plans, including but not limited to: East Garrison Project, Parker Flats, Monterey Downs, MPC training facility, Veterans' Cemetery, and UC MBEST east campus, as agreed to by stakeholder group.
- b) Synchronize with current university land use plans.
- c) Make changes due to specific development plans.
- d) Alter traffic analysis zones structure to better represent future land use development.
- e) Reconcile anticipated/projected growth with new AMBAG forecast.

**Deliverables: Memorandum summarizing land use and population changes to regional travel forecast model and map of revised traffic analysis zones.**

#### **C.2. Re-Validate Model**

- a) Run and modify model as necessary to stay within accepted error levels.
- b) Evaluate model performance.
- c) Report on validation performance.
  - i. By functional class.
  - ii. By volume group.
  - iii. By screenline.
  - iv. By county.
- d) Make document modifications.

**Deliverables: Memorandum summarizing results of validation effort, including chart showing % differences between projected and actual traffic volumes.**

#### **C.3. Review/Modify Future Network Assumptions**

- a) Reconcile on-site, off-site, regional, and transit project list with current Regional Transportation Plan and other planning documents in coordination with stakeholder group project team. TAMC, in coordination with stakeholder group, will provide updated project cost information.

- b) Evaluate on-site network, and revise during task C4.
- c) In coordination with project team and stakeholder group, create three transportation networks for travel forecast analysis:
  - i. No build – Existing plus committed network.
  - ii. Build Current CIP – Uses projects from previous analysis.
  - iii. Build Alternative CIP – Modify/substitute projects based on tasks C3 (a) and C3 (b) and project funding analysis to be performed by TAMC in Task D.

**Deliverables: Documentation and three project lists to be presented to project team and stakeholder group.**

#### **C.4. Deficiency Analysis**

Establish performance measures and deficiency standards.

- a) FORA stakeholder group agree on performance measures.
- b) Review capacity/LOS (Level of Service)/and other methodologies for performance measures.
- c) Conduct model runs.
  - i. No-build case.
  - ii. Build of current CIP.
  - iii. Alternative scenario.
- d) Identify network deficiencies attributed to growth.
- e) Summarize results.

**Deliverables: Memorandum proposing performance measures and deficiency standards. Summary of model results for each scenario and presentation of analysis of deficiencies attributable to growth on the designated network.**

#### **C.5. Fee reallocation**

- a) Perform select link analysis for projects of interest.
- b) Peak hour, future land use, future network.
- c) Peak hour, with current land use, future network.
- d) Summarize results of select link analysis
- e) Calculate % of fee attributable to each project
- f) Revise proposed reallocation of fee to projects according to project team, stakeholder group comments
- g) Conduct second iteration of travel forecast analysis based on revision of project list due to project team and stakeholder group comments on draft fee proposal.

**Deliverables: Summary of select link analysis. Prepare two versions of the contribution of fee towards list of regional, on-site, off-site, and transit projects.**

## **TASK D: Project Funding Analysis**

*Responsible party: TAMC*

- D.1. Update Projects Cost Information:** In coordination with stakeholder group and Project team, update cost information on described transportation projects.
- D.2. Match projected project revenues to the project list:** After the first iteration of model runs and fee reallocation scenarios are performed, determine potential matching fund sources for all projects in the CIP. Provide input into the second iteration as to the feasibility for project funding and adjust project list accordingly, with input from stakeholder group and Project team. As a component of this analysis, TAMC will evaluate the potential to reapply off-site, or regional funds collected by FORA toward fully-constructing the on-site Fort Ord transportation network and include a recommendation on this strategy in the draft report prepared as part of the next work task.

## **TASK E: Report Preparation**

*Responsible party: Technical Consultant*

**E.1. Update proposed CIP projects list:** Prepare administrative draft, draft and final updated CIP projects list, in coordination with project team, to be distributed to the stakeholder group for review and comment. Include revisions to projects' scope, addition or deletion of projects from the list, update of projects' cost from TAMC. Draft and final reports also to be presented by consultant(?) to TAMC and FORA Boards.

**Deliverables: administrative draft, draft and final updated project list.**

**E.2. Prepare Fee Reallocation Update Report:** In coordination with project team, prepare administrative draft, draft, and final documentation of the proposed Fee Reallocation Update Report to be distributed to the stakeholder group for review and comment. Draft and final reports also to be presented to TAMC and FORA Boards.

**Deliverables: administrative draft report, draft report, final report**

Contents of report to include:

- a) Executive Summary
- b) Introduction
- c) Explanation of travel forecast, fee reallocation and nexus methodology
- d) Overview of land use assumptions
- e) Proposed fee reallocation
- f) Funding plan for all fee-funded projects
- g) Project chart including scope description, total cost, fee contribution, expected source for remaining funded cost
- h) Explanation of changes from 2005 project list

**Transportation Agency for Monterey County**  
**FORA Fee Study Update**  
**Scope of Work, Budget and Deliverables**

Task	Hours	Cost	Deliverables
<b>TAMC</b>			
<b>A. Project Management</b>			
A.1. Monthly Team Meetings (1)	71	\$7,172	
A.2. Oversee Modeling Work	71	\$7,172	
A.3. Oversee Meeting Prep/Facilitation/Report Prep (2)	53	\$5,379	
A.4. TAMC/FORA Tech Committee Updates (3)	53	\$5,379	
<b>Subtotal</b>	<b>250</b>	<b>\$25,103</b>	
<b>B. Meeting Preparation/Facilitation</b>			
B.1 Stakeholder Group Meetings (4)	71	\$7,172	<i>Presentation of items and preparation of agendas, staff reports and minutes</i>
B.2 Agency Governing Body Input (5)	89	\$8,966	<i>Four board-level agenda reports and presentations</i>
<b>Subtotal</b>	<b>160</b>	<b>\$16,138</b>	
<b>C. Project Funding Analysis - TAMC</b>			
C.1 Update Project Cost Information	53	\$5,379	
C.2 Project Fund Matching	53	\$5,379	
<b>Subtotal</b>	<b>107</b>	<b>\$10,759</b>	
<b>TAMC Total</b>	<b>517.03</b>	<b>\$52,000</b>	
<b>Consultant</b>			
<b>D. Travel Forecast Modeling</b>			
D.1 Land Use Assumptions	60	\$7,212	<i>Memorandum summarizing land use and populations changes to regional travel forecast model and map of revised traffic analysis zones.</i>
D.2 Re-validate Model	60	\$7,212	<i>Memorandum summarizing results of validation effort, including chart showing % differences between projected and actual traffic volumes.</i>
D.3 Deficiency Analysis	100	\$12,019	<i>Memorandum proposing performance measures and deficiency standards. Summary of model results for each scenario and presentation of analysis of deficiencies attributable to growth on the designated network.</i>
D.4. Improvement Project Selection and Update Costs	100	\$12,019	<i>Review and evaluate improvement projects; select priority projects; and prepare updated project cost estimates.</i>
D.5 Nexus Evaluation	160	\$19,231	<i>Summary of select link analysis. Two versions of the contribution of fee towards list of regional, on-site, off-site, and transit projects.</i>
<b>Subtotal</b>	<b>480</b>	<b>\$57,692</b>	
<b>E. Report Preparation</b>			
E.1 Prepare draft impact fee schedule	56	\$6,731	<i>Administrative draft, draft, and final updated project list.</i>
E.2 Prepare final impact fee schedule	32	\$3,846	
E.3 Prepare Final Report	56	\$6,731	<i>Administrative draft report, draft report, and final report.</i>
<b>Subtotal</b>	<b>144</b>	<b>\$17,308</b>	
<b>Consultant Total</b>	<b>624</b>	<b>\$75,000</b>	
<b>Grand TOTAL</b>		<b>\$127,000</b>	

Notes:

- (1) Assumes staffing for 6 team meetings and administrative time
- (2) Assumes preparation for 6 stakeholder meetings
- (3) Assumes up to 4 technical group meetings and report prep.
- (4) Assumes 6 stakeholder meetings at 3 hours per meeting.
- (5) Assumes 2 hours per 4 board level meetings and preparation

ID	Task Mode	Task Name	Duration	Start	Finish	Gantt Chart											
						April 21	July 1	September 11	November 21	February 1	April 11	June 1	August 1	October 1	December 1	February 1	April 11
72		<b>FORA Fee Study Update</b>	<b>360 days</b>	<b>Mon 12/22/14</b>	<b>Fri 5/6/16</b>												
73		<b>Project Scoping and Approvals</b>	<b>360 days</b>	<b>Mon 12/22/14</b>	<b>Fri 5/6/16</b>												
79		TAMC Board Approves MOU / Cost Sharing Agreement & RFI	1 day	Wed 6/24/15	Wed 6/24/15												
80		RFP Process	44 days	Thu 6/25/15	Tue 8/25/15												
81		TAMC Board Approves Consultant Selection	1 day	Wed 8/26/15	Wed 8/26/15												
82		Consultant Kick-Off Meeting	1 day	Wed 9/2/15	Wed 9/2/15												
83		Draft CFD to TAMC Board	1 day	Wed 2/24/16	Wed 2/24/16												
84		Draft CFD to FORA Board	1 day	Fri 3/4/16	Fri 3/4/16												
85		Final CFD and Report to TAMC Board	1 day	Wed 4/27/16	Wed 4/27/16												
86		Final CFD and Report to FORA Board	1 day	Fri 5/6/16	Fri 5/6/16												
87		<b>TAMC Project Management</b>	<b>176 days</b>	<b>Wed 8/5/15</b>	<b>Wed 4/6/16</b>												
88		<b>Monthly Team Meetings</b>	<b>156 days</b>	<b>Wed 9/2/15</b>	<b>Wed 4/6/16</b>												
97		Oversee Modeling Work	111 days	Wed 9/2/15	Wed 2/3/16												
98		Oversee Meeting Prep / Facilitation / Report Prep	156 days	Wed 9/2/15	Wed 4/6/16												
99		<b>FORA Admin Committee Updates</b>	<b>176 days</b>	<b>Wed 8/5/15</b>	<b>Wed 4/6/16</b>												
105		<b>Project Funding Analysis</b>	<b>21 days</b>	<b>Wed 11/4/15</b>	<b>Wed 12/2/15</b>												
106		CUpdate Project Cost Information	21 days	Wed 11/4/15	Wed 12/2/15												
107		Project Fund Matching	21 days	Wed 11/4/15	Wed 12/2/15												
108		<b>Consultant Travel Forecast Modeling</b>	<b>111 days</b>	<b>Wed 9/2/15</b>	<b>Wed 2/3/16</b>												
109		Land Use Assumptions	46 days	Wed 9/2/15	Wed 11/4/15												
110		Re-validate Model	46 days	Wed 9/2/15	Wed 11/4/15												
111		Deficiency Analysis	46 days	Wed 9/2/15	Wed 11/4/15												
112		Improvement Project Selection and Update Costs	21 days	Wed 11/4/15	Wed 12/2/15												
113		Nexus Evaluation	46 days	Wed 12/2/15	Wed 2/3/16												
114		<b>Consultant Report Preparation</b>	<b>66 days</b>	<b>Wed 1/6/16</b>	<b>Wed 4/6/16</b>												
115		Prepare draft Community Facilities District Fee Schedule	21 days	Wed 2/3/16	Wed 3/2/16												
116		Prepare final Community Facilities District Fee Schedule	26 days	Wed 3/2/16	Wed 4/6/16												
117		Prepare Final Report	66 days	Wed 1/6/16	Wed 4/6/16												

Critical		Manual Task		Baseline Milestone		External Tasks	
Critical Split		Start-only		Milestone		External Milestone	
Critical Progress		Finish-only		Summary Progress		Inactive Task	
Task		Duration-only		Summary		Inactive Milestone	
Split		Baseline		Manual Summary		Inactive Summary	
Task Progress		Baseline Split		Project Summary		Deadline	

FORA Fee Program Transportation Component Update

**SCOPE OF WORK**

**INTRODUCTION:**

**PURPOSE OF THE COORDINATED WORK PROGRAM**

The *2014 FORA Capital Improvement Program (CIP) Review – Phase III* report acknowledges the need to revisit the *2005 FORA Fee Reallocation Study* to assess the validity of FORA-listed transportation obligations required by the Fort Ord Base Reuse Plan (BRP). The reasons for the review and reassessment of FORA’s obligations as determined in the *2005 FORA Fee Reallocation Study* are as follows:

1. The current FORA transportation cost estimates included in the CIP were developed as part of the *2005 FORA Fee Reallocation Study*, prepared by the Transportation Agency for Monterey County, and have not been updated since that time. Given substantial uncertainty regarding FORA construction and transportation system funding obligations, and given reductions in fees that have occurred since the 2005 study, the CIP Review – Phase III report recommends that future updates of the CIP should consider refined transportation cost estimates coordinated with the update of the *2005 FORA Fee Reallocation Study*.
2. FORA transportation obligations as defined under the *2005 FORA Fee Reallocation Study* may be no longer consistent with priority transportation projects as defined within TAMC’s current Regional Transportation Plan (RTP).
3. With the planned sunset of the Fort Ord Reuse Authority in 2020, a process needs to be established to transfer the post-FORA CIP obligations to other jurisdictions or agencies. An update to the *2005 FORA Fee Reallocation Study* provides an opportunity to identify the extent of post-FORA CIP obligations and provide policy options to the relevant agencies to manage the collection of fees to retire the obligations.
4. Current specific planning by the land use jurisdictions making up the former Fort Ord property may prompt modifications to the “on-site” transportation network, including shifted roadway locations and geometric alignment shifts. These modifications have the potential to affect the capacity of the “on-site” roadway network as proposed in the BRP. The cumulative impacts of these modifications need to be analyzed to assure that the required capacity of the “on-site” network can support development proposed in the BRP.

These issues have prompted FORA to request a coordinated work effort with TAMC for the purposes of reviewing, analyzing, and adjusting the fiscal and physical transportation network obligations defined in the BRP as appropriate. The following tasks outline the coordinated work program to be undertaken for completing this analysis.

## **TASK A: Project Management**

*Responsible party: TAMC*

- A.1. **Hold monthly team meetings** to review progress on scope of work and plan for upcoming stakeholder and agency Board meetings.
- A.2. **Engage Consultant for Technical Consultant:** In consultation with FORA staff, solicit and engage a technical consultant to conduct the travel forecast model analysis and develop a proposed fee reallocation as described in Task C.
- A.3. **Oversee Travel Demand Model Work:** Review and comment on technical consultant deliverables, monitor delivery according to schedule and budget.
- A.4. **Oversee Meeting Preparation/Facilitation and Report Preparation:** Coordinate meeting preparation and facilitation activities. Attend stakeholder meetings. Provide direction on report format. Review and comment on deliverables; monitor delivery according to schedule and budget.
- A.5. **Provide periodic updates to TAMC and FORA technical committees and agency Boards**



## **TASK B: Meeting Preparation/Facilitation**

***Responsible party: TAMC***

TAMC will work with the project team (staff from FORA and technical consultant) to conduct the activities listed below. As tasks are developed, they will be brought to a stakeholder group that includes the project team, various land use jurisdictions within the FORA boundaries (Del Rey Oaks, Marina, Monterey, Seaside, County of Monterey) and other involved government agencies (CSUMB, UC MBEST, and Caltrans). The draft and final reports will be ratified by the TAMC Board and adopted in final form by the FORA Board.

The subtasks for meeting preparation and facilitation are listed below:

**B.1 Stakeholder Group Meetings.** Serve as meeting staff and facilitator at up to six meetings of previously assembled stakeholder group who will reach agreement on the following:

- i.** Land use assumptions to be included in the travel forecast analysis
- ii.** List of on-site, off-site and regional transportation projects to be included in the travel forecast analysis and fee program
- iii.** Agree upon a set of performance measures by which to measure network deficiencies
- iv.** Review and comment on draft reallocation of the fee to the revised list of transportation projects and plan for full funding of projects
- v.** Evaluate the ability of the project list to meet projected network deficiencies and recommend adjustments
- vi.** Review final reallocation of fee to the revised list of transportation projects

**Deliverables: Presentation of items and preparation of agendas, staff reports and minutes for up to six stakeholder meetings, in coordination with project team.**

**Meetings are expected to cover topics as follows:**

Meeting 1:	agree upon revised land use assumptions
Meeting 2:	agree upon revised project list, performance measures
Meeting 3:	review draft fee reallocation, funding plan; recommend adjustments
Meeting 4:	review final fee reallocation plan
Meetings 5, 6:	extra if needed

**B.2 Agency Governing Body Input:** Present draft and final proposed fee allocation at up to four agency governing body meetings.

**Deliverables: four Board-level agenda reports and presentations.**

## **TASK C: Travel Forecast Model and Fee Reallocation Based on Nexus**

### ***Responsible party: Technical Consultant***

A technical consultant will conduct the travel forecast model analysis and develop a proposed fee reallocation based on an analysis of the projected deficiencies on the current and proposed revisions to the FORA Capital Improvement Program, in light of any changes to the land use assumptions in the FORA area. The technical consultant will also prepare the fee reallocation based on the deficiency analysis according to the nexus between proposed growth and the impacts of the growth on the designated regional, off-site and on-site transportation network. This effort will use the most recent version available of the AMBAG regional travel demand model. An outline of specific subtasks is given below:

#### **C.1. Review/Modify Land Use Assumptions in FORA area**

- a) Reflect changes due to adopted general plans, including but not limited to: East Garrison Project, Parker Flats, Monterey Downs, MPC training facility, Veterans' Cemetery, and UC MBEST east campus, as agreed to by stakeholder group.
- b) Synchronize with current university land use plans.
- c) Make changes due to specific development plans.
- d) Alter traffic analysis zones structure to better represent future land use development.
- e) Reconcile anticipated/projected growth with new AMBAG forecast.

**Deliverables: Memorandum summarizing land use and population changes to regional travel forecast model and map of revised traffic analysis zones.**

#### **C.2. Re-Validate Model**

- a) Run and modify model as necessary to stay within accepted error levels.
- b) Evaluate model performance.
- c) Report on validation performance.
  - i. By functional class.
  - ii. By volume group.
  - iii. By screenline.
  - iv. By county.
- d) Make document modifications.

**Deliverables: Memorandum summarizing results of validation effort, including chart showing % differences between projected and actual traffic volumes.**

#### **C.3. Review/Modify Future Network Assumptions**

- a) Reconcile on-site, off-site, regional, and transit project list with current Regional Transportation Plan and other planning documents in coordination with stakeholder group project team. TAMC, in coordination with stakeholder group, will provide updated project cost information.

- b) Evaluate on-site network, and revise during task C4.
- c) In coordination with project team and stakeholder group, create three transportation networks for travel forecast analysis:
  - i. No build – Existing plus committed network.
  - ii. Build Current CIP – Uses projects from previous analysis.
  - iii. Build Alternative CIP – Modify/substitute projects based on tasks C3 (a) and C3 (b) and project funding analysis to be performed by TAMC in Task D.

**Deliverables: Documentation and three project lists to be presented to project team and stakeholder group.**

#### **C.4. Deficiency Analysis**

Establish performance measures and deficiency standards.

- a) FORA stakeholder group agree on performance measures.
- b) Review capacity/LOS (Level of Service)/and other methodologies for performance measures.
- c) Conduct model runs.
  - i. No-build case.
  - ii. Build of current CIP.
  - iii. Alternative scenario.
- d) Identify network deficiencies attributed to growth.
- e) Summarize results.

**Deliverables: Memorandum proposing performance measures and deficiency standards. Summary of model results for each scenario and presentation of analysis of deficiencies attributable to growth on the designated network.**

#### **C.5. Fee reallocation**

- a) Perform select link analysis for projects of interest.
- b) Peak hour, future land use, future network.
- c) Peak hour, with current land use, future network.
- d) Summarize results of select link analysis
- e) Calculate % of fee attributable to each project
- f) Revise proposed reallocation of fee to projects according to project team, stakeholder group comments
- g) Conduct second iteration of travel forecast analysis based on revision of project list due to project team and stakeholder group comments on draft fee proposal.

**Deliverables: Summary of select link analysis. Prepare two versions of the contribution of fee towards list of regional, on-site, off-site, and transit projects.**

## **TASK D: Project Funding Analysis**

*Responsible party: TAMC*

- D.1. Update Projects Cost Information:** In coordination with stakeholder group and Project team, update cost information on described transportation projects.
- D.2. Match projected project revenues to the project list:** After the first iteration of model runs and fee reallocation scenarios are performed, determine potential matching fund sources for all projects in the CIP. Provide input into the second iteration as to the feasibility for project funding and adjust project list accordingly, with input from stakeholder group and Project team. As a component of this analysis, TAMC will evaluate the potential to reapply off-site, or regional funds collected by FORA toward fully-constructing the on-site Fort Ord transportation network and include a recommendation on this strategy in the draft report prepared as part of the next work task.

## **TASK E: Report Preparation**

*Responsible party: Technical Consultant*

**E.1. Update proposed CIP projects list:** Prepare administrative draft, draft and final updated CIP projects list, in coordination with project team, to be distributed to the stakeholder group for review and comment. Include revisions to projects' scope, addition or deletion of projects from the list, update of projects' cost from TAMC. Draft and final reports also to be presented by consultant(?) to TAMC and FORA Boards.

**Deliverables: administrative draft, draft and final updated project list.**

**E.2. Prepare Fee Reallocation Update Report:** In coordination with project team, prepare administrative draft, draft, and final documentation of the proposed Fee Reallocation Update Report to be distributed to the stakeholder group for review and comment. Draft and final reports also to be presented to TAMC and FORA Boards.

**Deliverables: administrative draft report, draft report, final report**

Contents of report to include:

- a) Executive Summary
- b) Introduction
- c) Explanation of travel forecast, fee reallocation and nexus methodology
- d) Overview of land use assumptions
- e) Proposed fee reallocation
- f) Funding plan for all fee-funded projects
- g) Project chart including scope description, total cost, fee contribution, expected source for remaining funded cost
- h) Explanation of changes from 2005 project list



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Michael Zeller, Senior Transportation Planner  
**Meeting Date:** June 24, 2015  
**Subject:** Expenditure Plan – Environmental Review

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### RECOMMENDED ACTION:

1. **AUTHORIZE** the Executive Director to execute a contract with Rincon Consultants, Inc., pending Counsel approval, in an amount not to exceed \$40,000 for the Transportation Improvement Measure Expenditure Plan Environmental Review, for the period ending December 2016;
2. **APPROVE** the use of Public Outreach funds budgeted to this purpose; and
3. **AUTHORIZE** Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

### SUMMARY:

A California Supreme Court case decision determined that California Environmental Quality Act review can be required when a ballot measure is proposed by a public agency. Environmental review of the transportation improvement measure's expenditure plan will look at the potential impacts of the Transportation Agency's proposed ballot measure.

### FINANCIAL IMPACT:

The not-to-exceed amount for this project is \$40,000, with the funding in the approved fiscal year 2014/15 budget.

### DISCUSSION:

The Transportation Agency is considering whether or not to place a sales tax measure to fund transportation infrastructure projects on the ballot in 2016. Part of this process is to examine the environmental impacts of the transportation improvement projects contained in the expenditure plan.

The projects under consideration for the sales tax expenditure plan were included in the 2014 Regional Transportation Plan (RTP), and the cumulative potential impacts of those projects were analyzed in the attendant Environmental Impact Report (EIR). In addition to the Regional Transportation Plan and its Environmental Impact Report, other planning documents also include these transportation projects in their analyses. In particular, some projects are included in the Monterey County or City of Salinas General Plans and their

respective environmental documents. All projects on the expenditure plan project list will undergo the appropriate CEQA and National Environmental Protection Act (NEPA) processes individually at the project-specific level prior to actual approval.

Below is a list of potential projects that could be included in the final Expenditure Plan. The final list of projects will need to be vetted through a public stakeholder process, and reviewed and approved by the Transportation Agency Board of Directors:

- Monterey Salinas Transit Busway along Highway 1
- Blackie Road extension
- State Route 68 Commuter Improvements
- Fort Ord Trails / Greenway
- South County US 101 Improvements
- Imjin Road Widening
- Local Road Maintenance & Complete Streets
- Habitat & Open Space
- Salinas Downtown Vibrancy Plan Improvements
- River Road (south of Pine Canyon)
- Cooper Road/Molera Road
- Old Stage Road (Hwy. 101 north to Salinas)
- Hitchcock/Foster/McFadden Roads
- Bardin/Alisal Roads

After a competitive bidding process, the Transportation Agency received one bid from Rincon Consultants, Inc. A review committee comprised of Transportation Agency staff reviewed and scored the proposal based on the criteria listed in the Request for Proposals:

- |  |           |
|--|-----------|
| 1. Experience in the preparation of CEQA documents                     | 40 points |
| 2. Previous experience with CEQA analysis of sales tax ballot measures | 30 points |
| 3. Knowledge of Monterey County transportation and related issues;     | 20 points |
| 4. References; and   | 5 points  |
| 5. Cost.   | 5 points  |

Upon completing the review and checking references, the review committee selected Rincon Consultants, Inc. based on their qualifications with completing the environmental review for the Metropolitan Transportation Plan, which included the Agency's Regional Transportation Plan. It is expected that the environmental review for the expenditure plan will tier off of this previous document. This provides Rincon with direct experience in examining the impacts of the potential projects in the expenditure plan.

Under the approved scope of work, the vendor will provide the Agency with an administrative draft environmental document, a draft environmental document, and a final environmental document.

Approved by:   
Debra L. Hale, Executive Director

6/11/15  
Date signed:

Consent Agenda

Counsel Approval: Pending  
Admin/Finance Approval: Yes

Attachment: Scope of Work & Budget

# **EXHIBIT A**

## **SCOPE OF WORK**

### **Purpose:**

The Transportation Agency for Monterey County (TAMC), Monterey County's Regional Transportation Planning Agency, is a state designated agency responsible for planning and funding transportation projects. The Transportation Agency has a responsibility to provide information on its projects, plans and activities to the public, invite participation and foster public understanding of its function. The Transportation Agency is seeking qualified consultant(s) to conduct an appropriate level of environmental review of a sales tax expenditure plan for a potential ballot measure, in accordance with the California Environmental Quality Act (CEQA).

The Scope of Work shall be to evaluate the requirements for ensuring compliance with the California Environmental Quality Act (CEQA) in developing the sales tax ballot measure. The Project Team shall include professional staff and/or sub-consultants to provide all services necessary for this environmental review.

### **Goals:**

A March 2001 California Supreme Court case decision (*Friends of Sierra Madre v. City of Sierra Madre*) determined that CEQA review can be required when a ballot measure is proposed by a public agency. CEQA review of the sales tax measure's expenditure plan will look at the potential impacts of the Transportation Agency's proposed ballot measure.

The projects under consideration for the sales tax expenditure plan were included in the 2014 Regional Transportation Plan (RTP), and the cumulative potential impacts of those projects were analyzed in the attendant Environmental Impact Report (EIR). In addition to the RTP and its EIR, other planning documents also include these transportation projects in their analyses. In particular, some projects are included in the Monterey County or City of Salinas General Plans and their respective environmental documents. All projects on the expenditure plan project list will undergo the appropriate CEQA and National Environmental Protection Act (NEPA) processes individually at the project-specific level prior to actual approval.

### **Potential Expenditure Plan List of Projects:**

Below is a list of potential projects that could be included in the final Expenditure Plan, and were identified in the RTP's EIR. The final list of projects will need to be vetted through a public stakeholder process, and reviewed and approved by the Transportation Agency Board of Directors:

- Monterey Salinas Transit Busway along Highway 1
- Blackie Road extension
- State Route 68 Commuter Improvements
- Fort Ord Trails / Greenway
- South County US 101 Improvements
- Imjin Road Widening
- Local Road Maintenance & Complete Streets
- Habitat & Open Space



- Salinas Downtown Vibrancy Plan Improvements
- River Road (south of Pine Canyon)
- Cooper Road/Molera Road
- Old Stage Road (Hwy. 101 north to Salinas)
- Hitchcock/Foster/McFadden Roads
- Bardin/Alisal Roads

**Timeline:**

The TAMC Board of Directors will determine whether to place the sales tax measure on the November 2016 ballot. The selected consultant should be prepared to complete the scope of work to meet the following deadlines.

<b>Tasks</b>	<b>November Ballot</b>
Outreach Consultant RFP Approved	2/25/2015
Outreach Consultant RFP Responses Due	3/12/2015
Outreach Consultant Selected	3/25/2015
Project Cost Estimates RFP Approved	3/25/2015
Project Cost Estimates RFP Responses Due	4/23/2015
Project Cost Estimate Consultant Selected	5/27/2015
Financial Review Consultant RFP Approved	3/25/2015
Financial Review Consultant RFP Responses Due	4/23/2015
Financial Review Consultant Selected	5/27/2015
CEQA Consultant RFP Approved	3/25/2015
CEQA Consultant RFP Responses Due	4/23/2015
CEQA Consultant Selected	5/27/2015
Conduct Polling	5/1/2015
Draft Expenditure Plan and CEQA Doc Complete	1/1/2016
Cities & County Adopt Appropriate Resolutions	4/1/16 - 5/31/16
Conduct Polling	6/1/2016
Expenditure Plan and CEQA Findings Adopted by TAMC	6/22/2016
County Elections Places Measure on Ballot	8/2/2016
Election	11/8/2016
Tax Starts	4/1/2017

### **Tasks:**

1. Review prior EIRS and, if necessary, conduct technical analyses as required by CEQA, including cumulative and growth-inducing impacts of expenditure plan.
2. Prepare Administrative Draft of environmental document
3. Prepare Draft environmental document, as necessary
4. Attend 2 public meetings/ hearings
5. Prepare Final environmental document
6. Confirm technical requirements for CEQA, ensure all documentation for CEQA completed and filed, prepare as needed:
  - a. Findings/ Statements of Overriding Considerations
  - b. Mitigation Monitoring Plan (MMP)
  - c. Notices of Determination, Completion and Availability

### **Products:**

One copy-ready paper copy and one electronic (CD-ROM) copy each of:

1. Administrative Draft environmental document
2. Draft environmental document
3. Final environmental document
4. All CEQA-required documentation as listed above.

## EXHIBIT B BUDGET

	Cost	Hours	Principal	Project Manager	Analyst	Graphics	Clerical
<b>Task Description</b>			<b>\$190/hr</b>	<b>\$140/hr</b>	<b>\$110/hr</b>	<b>\$85/hr</b>	<b>\$65/hr</b>
1. Kick off meeting	\$2,080	12	8	4			
2. Review existing plans	\$1,600	12	2	4	6		
3. EIR Addendum							
3.1 Administrative Draft EIR Addendum	\$10,690	86	12	20	44	6	4
3.2 Draft EIR Addendum	\$3,630	30	4	8	12	2	4
3.3 Administrative Final EIR Addendum	\$4,070	34	4	8	16	2	4
3.4 Final EIR Addendum	\$2,255	19	2	4	10	1	2
4. Mitigation Monitoring and Reporting Program	\$1,350	10	2	6			2
5. Public Meetings / Hearings (2)	\$3,300	24	4	16		2	2
6. CEQA Findings	\$3,545	25	6	12	6		1
7. Project Management	\$5,770	38	12	24			
<b>Subtotal Task Costs</b>	<b>\$38,290</b>	<b>290</b>	<b>56</b>	<b>106</b>	<b>94</b>	<b>13</b>	<b>21</b>
<b>Additional Costs</b>							
Printing (one copy each of Admin Draft, Draft, Admin Final, and Final)	\$80						
Supplies, Travel and Miscellaneous Expenses	\$1,400						
General Administrative	\$222						
Subtotal Additional Costs	\$1,701						
<b>Total</b>	<b>\$39,991</b>						

Monthly invoices shall be submitted by the consultant on a percent complete basis with a progress report detailing the work completed for the billing period. The consultant shall submit a final invoice to TAMC no later than thirty (30) days after the completion and approval by TAMC of the final report as described in Exhibit A: Scope of Work.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** June 24, 2015  
**Subject:** State Legislative Update

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### RECOMMENDED ACTION

**RECEIVE** state legislative update, and **ADOPT** positions on bills of interest to the Agency.

### SUMMARY

The bill list has been updated since the Board received an update on May 27. Three new bills of interest to the Agency have been added to the bill list with recommended watch positions.

### FINANCIAL IMPACT

Agency staff and consultant time are in the adopted Agency budget.

### DISCUSSION

On May 14, 2015, Governor Brown announced the “May Revision” budget, which reflects an increase in funding over the draft budget introduced in January. The May Revision supports the Governor’s 2030 greenhouse gas reduction target by including a \$2.2 billion Cap and Trade Expenditure Plan providing additional resources for clean transportation and mass transit, energy efficiency and renewable energy, waste reduction, and ecosystem restoration programs. This allocation amount is more than double what was included in the January budget.

The May Revision provides a total of \$1.6 billion for public transit, high-speed rail, and sustainable community development in 2015-16 as follows:

- Low Carbon Transit Operations Program \$100 million
- Transit and Intercity Rail Capital Program \$265 million
- Affordable Housing and Sustainable Communities Program \$400 million
- High-Speed Rail \$500 million
- Low Carbon Transportation \$350 million

**Attachment 1** is a summary table of the active bills, organized by TAMC priority. New bills or new recommended positions are indicated in bold font. Several bills failed to meet committee deadlines, meaning they are now two-year bills. Bills that failed to meet a deadline and are now

two-year bills were removed from this list. **Web Attachment 1** is a revised bill list; changes are indicated using underline and strikeout. **Web Attachment 2** is the adopted 2015 legislative program.

Approved by:

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

6/11/15  
Date signed

Consent Agenda

Counsel Approval: N/A

Finance Approval: N/A

Attachment:

1. TAMC Bill List Summary Table by TAMC Priority

Web Attachments:

1. TAMC Bill List as of June 8, 2015
2. Final TAMC Legislative Program, adopted January 28, 2015

**TAMC Bill List – Active Bills**  
**Monday, June 8, 2015**

<b>Bill No (Author)</b>	<b>Topic</b>	<b>TAMC Board adopted position</b>
<b>TAMC priority 3S</b> - Support proposals to lower the voter threshold for local transportation sales tax ballot measures, without state spending restrictions, and monitor the need to seek a waiver to allow the County to exceed the 2% limit on local sales taxes for transportation.		
AB 464 (Mullin)	Transactions and use taxes: maximum combined rate	Watch
ACA 4 (Frazier)	Local government transportation projects: special taxes: voter approval	SUPPORT (Letter sent 4/27)
<b>TAMC priority 6S</b> - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.		
AB 156 (Perea)	California Global Warming Solutions Act of 2006: investment plan	Watch
AB 1288 (Atkins)	California Global Warming Solutions Act of 2006: regulations	Watch
SB 9 (Beall)	Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program	SUPPORT
SB 32 (Pavley)	California Global Warming Solutions Act of 2006: emissions limit	Watch
<b>TAMC priority 7S</b> - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.		
SB 16 (Beall)	Transportation funding	SUPPORT
SB 321 (Beall)	Motor vehicle fuel taxes: rates: adjustments	SUPPORT (Letter sent 4/17)
SB 516 (Fuller)	Motorist Aid legislation	SUPPORT (Letter sent 4/17)
SCA 7 (Huff)	Motor vehicle fees and taxes: restriction on expenditures	SUPPORT
<b>TAMC priority 9S</b> - Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.		
AB 323 (Olsen)	California Environmental Quality Act: exemption: roadway improvement	SUPPORT
SB 122 (Jackson)	California Environmental Quality Act: record of proceedings	Watch
<b>TAMC priority 12S</b> -Seek funding for transit-oriented development, complete streets, and active transportation projects.		
AB 2 (Alejo)	Community Revitalization Investment Authority	SUPPORT (Letter sent 4/27)
<b>TAMC priority 14S</b> - Support member agencies’ requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.		
AB 1250 (Bloom)	Vehicles: buses: gross axle weight	SUPPORT (Letter sent 4/27)
SB 413 (Wieckowski)	Public transit: prohibited conduct	SUPPORT (Letter sent 4/27)
SB 508 (Beall)	Transit operations: financial requirements	SUPPORT (Letter sent 4/27)

<b>Bill No (Author)</b>	<b>Topic</b>	<b>TAMC Board adopted position</b>
<b>NA</b> - Not applicable to a TAMC legislative priority		
AB 208 (Bigelow)	Vehicles: highway: lane use	Watch
AB 604 (Olsen)	Electrically motorized skateboards	Watch
<b>AB 828 (Low)</b>	<b><u>Vehicles: transportation network companies</u></b>	<b><u>Watch</u></b>
AB 1347 (Chiu)	Public contracts: claims	Watch
<b>AB 1360 (Ting)</b>	<b><u>Charter-party carriers of passengers: individual fare exemption</u></b>	<b><u>Watch</u></b>
SB 64 (Liu)	California Transportation Plan	Watch
<b>SB 254 (Allen)</b>	<b><u>State highways: relinquishment</u></b>	<b><u>Watch</u></b>
Budget Trailer Bill	Highway Relinquishment	Watch

**TAMC Bill List**  
**Monday, June 8, 2015**

**AB 2 (Alejo): Community Revitalization Investment Authority****Introduced:** 12/1/14**Last Amended:** 3/26/15**Status:** 5/21 - Referred to Sen. Coms. on Gov. & F. and T. & H. – Gov. & F. hearing set for 6/10

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

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

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

**AB 4 (Linder): Vehicle weight fees: transportation bond debt service****Introduced:** 12/1/14**Status:** Failed Deadline

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

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

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

**AB 6 (Wilk): Bonds: transportation: school facilities****Introduced:** 12/1/14**Status:** Failed Deadline

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

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

**Position:** **Watch**

**AB 79 (Mathis): State highway routes: route numbers****Introduced:** 1/5/15**Status:** Failed Deadline

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

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

**Position:** **Watch**



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

**Introduced:** 1/8/15

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

**Status:** Failed Deadline

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

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

**Position:** Watch

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

**Introduced:** 1/20/15

**Last Amended:** 6/1/15

**Status:** 6/3/15-In Senate. Read first time. To Com. on RLS. for assignment

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

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

**Position:** Watch

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

**Introduced:** 1/29/15

**Last Amended:** 4/21/15

**Status:** 5/28/15-Referred to Com. on T. & H.

**Summary:** Existing law requires, on a 2-lane highway where passing is unsafe due to specified reasons, a slow-moving vehicle behind which 5 or more vehicles are formed in a line to turn off the roadway at the nearest place designed as a turnout or wherever sufficient area of a safe turnout exists in order to permit the vehicles following it to proceed. This bill would make that provision applicable to all roads, not just highways.

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

**Position:** Watch

**AB 212 (Achadjian): State highways**

**Introduced:** 2/2/15

**Status:** Failed Deadline

**Summary:** Spot bill related to Caltrans, the California Transportation Commission, state highways and all property and rights in property acquired for state highway purposes.

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

**Position:** Watch

**AB 227 (Alejo): Transportation funding**

**Introduced:** 2/3/15

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

**Status:** Failed Deadline

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

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

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

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

**Introduced:** 2/5/15

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

**Status:** Failed Deadline

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

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

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

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

**Introduced:** 2/13/15

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

**Status:** 5/7/15-Referred to Com. on E.Q.

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

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

**Position:** SUPPORT

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

**Introduced:** 2/23/15

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

**Status:** 5/28/15-Referred to Com. on GOV. & F.

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

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

**Position:** Watch

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

**Introduced:** 2/24/15

**Last Amended:** 4/20/15

**Status:** 5/28/15-Referred to Com. on T. & H.

**Summary:** Would define the term "electrically motorized skateboard" and would authorize transit development boards and public agencies, including, but not limited to, the University of California and the California State University systems, to adopt ordinances, rules, and regulations, respectively, for the use of electrically motorized skateboards. The boards could help with the first-mile, last-mile dilemma of public transit, getting people to and from transit stations

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

**Position:** Watch

**AB 828 (Low): Vehicles: transportation network companies**

**Introduced:** 2/26/15

**Last Amended:** 4/20/15

**Status:** 5/14/15: referred to Senate Com. on T. & H.

**Summary:** Existing law defines "commercial vehicle" as a motor vehicle that is used or maintained for the transportation of persons for hire, compensation, or profit or designed, used, or maintained primarily for the transportation of property. Existing law defines a "transportation network company" to mean an organization that provides prearranged transportation services for compensation using an online-enabled application. This bill would exclude from the definition of "commercial vehicle" any motor vehicle operated in connection with a transportation network company.

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

**Position:** Watch

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

**Introduced:** 2/27/15

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

**Status:** Failed Deadline

**Summary:** Would delete the traffic level of service (LOS) standards as an element of a congestion management program (CMP) and would delete related requirements, including the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not maintained. The bill would revise and recast the requirements for other elements of a CMP by requiring performance measures to include vehicle miles traveled, air emissions, and bicycle, transit, and pedestrian mode share and requiring

the designated agency, for roadway capacity expansion projects, to include in the 7-year capital improvement program an analysis of the potential for induced vehicle travel. The bill would require the regional agency to evaluate how the congestion management program contributes to achieving a specified greenhouse gas reduction target for the region established by the State Air Resources Board.

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

**Position: Watch**

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

**Introduced:** 2/27/15

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

**Status:** Failed Deadline

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

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

**Position: Watch**

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

**Introduced:** 2/27/15

**Last Amended:** 3/19/15

**Status:** 5/7/15-Referred to Com. on T. & H.

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

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

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

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

**Introduced:** 2/27/15

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

**Status:** Failed Deadline

**Summary:** Extends to 2020 the 2017 expiration date on authorization for Caltrans and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees.

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

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

**AB 1288 (Atkins): California Global Warming Solutions Act of 2006: regulations**

**Introduced:** 2/27/15

**Status:** 6/3/15-In Senate. Read first time. To Com. on RLS. for assignment..

**Summary:** Amends the California Global Warming Solutions Act of 2006 so as to eliminate the December 31, 2020, limit on applicability of a market-based mechanism to reduce greenhouse gas (GHG) emissions that may be adopted by the Air Resources Board (ARB).

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

**Position:** Watch

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

**Introduced:** 2/27/15

**Last Amended:** 4/21/15

**Status:** Failed Deadline

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

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

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

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

**Introduced:** 2/27/15

**Last Amended:** ~~4/21/15~~ 4/21/15

**Status:** 6/3/15-In Senate. Read first time. To Com. on RLS. for assignment..

**Summary:** Establishes a claim resolution process applicable to all public ~~entity~~ works contracts. Requires a public entity, upon receipt of a claim sent by registered mail, to review it and, within 30 days, provide a written statement addressing what parts of the claim are disputed and what parts are undisputed. Requires any payment due on an undisputed portion of the claim to be processed within 30 days. Provides an alternative procedure if the public entity fails to issue the written statement and would require that the claim be deemed approved in its entirety. Requires disputed parts of the claim to be subject to nonbinding mediation.

**Priority:** NA – contracting law

**Position:** Watch

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

**Introduced:** 2/27/15

**Last Amended:** 5/13/15

**Status:** 6/4/2015-Referred to Coms. on T. & H. and E., U., & C.

**Summary:** The Passenger Charter-Party Carriers’ Act requires charges for transportation offered by a charter-party carrier of passengers to be computed and assessed on a vehicle mileage or time-of-use basis, rather than on an individual-fare basis. This bill would exempt from these provisions a rideshare program operated by a transportation network company that prearranges a ride among multiple passengers who share the ride in whole or in part, provided that the vehicle seats no more than 7 passengers, not including the driver, is operated by a participating driver, is not used to provide public transit services or carry passengers over a

fixed route, and is not used to provide pupil transportation services or public paratransit services, and the fare for each passenger is less than the fare that would be charged to a single passenger traveling alone.

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

**Position:** Watch

**AB 1364 (Linder): California Transportation Commission**

**Introduced:** 2/27/15

**Status:** Failed Deadline

**Summary:** Would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government.

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

**Position:** Watch

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

**Introduced:** 2/27/15

**Status:** 4/28/15-From Com. on Trans.: adopted; re-referred to Com. on Rev. & Tax.

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

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

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

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

**Introduced:** 12/1/14

**Last Amended:** 5/5/15 6/2/15

**Status:** 6/4/15-In Assembly. Read first time. Held at Desk.

**Summary:** Makes changes to the ~~Greenhouse Gas Reduction Fund~~, modify Transit and Intercity Rail Capital Program, including recasting the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems. Would require that CalSTA adopt a multiyear program of projects for funding. Would require that ~~90~~70% of available funds be programmed and allocated to projects with a total cost of \$100,000,000 or more, and ~~40~~30% to projects with a total cost of less than \$100,000,000. Would require CalSTA, in selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, would add additional factors to be considered in evaluating applications for funding, and would expand certain factors considered to include bus and ferry transit service.

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

**Position:** SUPPORT

**SB 16 (Beall): Transportation funding**

**Introduced:** 12/1/14

**Last Amended:** 4/15/156/1/15

**Status:** 6/1/2015-Read second time and amended. Ordered to third reading.

**Summary:** Creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Provides for the program to be authorized every 5 years by the Legislature. Provides for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, including revenues from a \$0.10 per gallon increase in the gasoline tax imposed by the bill and \$0.10 of the \$0.12 per gallon increase in the diesel fuel excise tax imposed by the bill, a \$0.10 per gallon storage tax on motor vehicle fuel and \$0.10 of a \$0.12 per gallon storage tax on diesel fuel imposed by the bill, an increase of \$35 in the annual vehicle registration fee, a new \$100 annual vehicle registration fee applicable to zero-emission motor vehicles, commercial vehicle weight fees redirected over a 5-year period from debt service on general obligation transportation bonds, and repayment, over a 3-year period, of outstanding loans. Allocates 5% of available funds to counties that approve a transactions and use tax on or after July 1, 2015, with the remaining funds to be allocated 50% for maintenance of the state highway system or to the state highway operation and protection program, and 50% to cities and counties pursuant to a specified formula. Incrementally increases the vehicle license fee to a rate of 1%, over a 5-year period beginning July 1, 2015, with the revenues above the 0.65% rate to be deposited in the General Fund and used for transportation general obligation bond debt service.

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

**Position:** SUPPORT

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

**Introduced:** 12/1/14

**Last Amended:** 5/5/156/1/15

**Status:** 6/4/15-In Assembly. Read first time. Held at Desk.

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

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

**Position:** Watch

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

**Introduced:** 12/19/14

**Status:** Failed Deadline

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

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

**Position:** Watch

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

**Introduced:** 1/5/15

**Last Amended:** 5/6/15

**Status:** 6/4/15-Referred to Com. on TRANS

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

**Priority:** NA – California Transportation Plan

**Position:** Watch

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

**Introduced:** 1/15/15

**Last Amended:** 4/20/156/1/15

**Status:** 6/4/15-In Assembly. Read first time. Held at Desk.

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

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

**Position:** Watch

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

**Introduced:** 2/2/15

**Status:** Failed Deadline

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

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

**Position:** Watch

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

**Introduced:** 2/3/15

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

**Status:** Failed Deadline

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

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

**Position:** Watch



**SB 166 (Gaines): California Environmental Quality Act**

**Introduced:** 2/5/15

**Status:** Failed Deadline

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

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

**Position:** Watch

**SB 167 (Gaines): California Global Warming Solutions Act of 2006**

**Introduced:** 2/5/15

**Status:** Failed Deadline

**Summary:** Spot bill related to the California Global Warming Solutions Act.

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

**Position:** Watch

**SB 192 (Liu): Bicycles: helmets**

**Introduced:** 2/10/15

**Last Amended:** 4/30/15

**Status:** Failed Deadline

**Summary:** Requires the Office of Traffic Safety, in coordination with CHP, to conduct a comprehensive study of bicycle helmet use, including specified information, and to report the study’s findings by 2017.

**Priority:** NA – Bicycle helmet study

**Position:** Watch

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

**Last Amended:** 5/27/15

**Status:** 6/2/15-In Assembly. Read first time. Held at Desk.

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

**Priority:** NA – highway relinquishment

**Position:** Watch

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

**Introduced:** 2/23/15

**Last Amended:** ~~4/23/15~~5/27/15

**Status:** 6/2/15-In Assembly. Read first time. Held at Desk.

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

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

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

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

**Introduced:** 2/25/15

**Last Amended:** 4/16/15

**Status:** 6/4/15-Referred to Coms. on TRANS. and PUB. S.

**Summary:** Would amend the Public Utilities Code and the Penal Code to allow transit agencies to use an administrative process to cite and process minors in violation of specified prohibited acts (e.g. fare evasion, smoking where prohibited, unauthorized sale of goods) occurring on transit properties. Additionally, this proposal would make it a violation for failing to yield seating reserved for elderly and disabled individuals, and clarify what constitutes a noise violation on a transit property.

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

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

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

**Introduced:** 2/26/15

**Last Amended:** ~~4/27/15~~ 5/12/15

**Status:** 5/28/15-Referred to Com. on TRANS.

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

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

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

**SB 516 (Fuller): Motorist Aid ~~legislation~~ services**

**Introduced:** 2/26/15

**Last Amended:** 5/6/15 ~~2/15~~

**Status:** 5/28/15-In Assembly. Read first time. Held at Desk.

**Summary:** Would make other services eligible for vehicle funds currently dedicated to call boxes, including traveler information services, freeway service patrols, changeable message signs, law enforcement patrols, transportation demand management services, intelligent transportation systems and safety-related hazard and obstruction removal.

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

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

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

**Introduced:** 2/27/15

**Status:** Failed Deadline

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

**Priority: NA** –highway relinquishment

**Position: Watch**

**SCA 7 (Huff): Motor vehicle fees and taxes: restriction on expenditures**

**Introduced:** 4/9/15

**Last Amended:** 5/28/15

**Status:** 5/28/15- Read second time and amended. Re-referred to Com. on T. & H.

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

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

**Position:** SUPPORT

**Budget Trailer Bill: Highway Relinquishment**

**Summary:** Ownership and management of transportation infrastructure should be placed at the most appropriate level of government. Transportation infrastructure primarily serving regional travel and not primarily facilitating interregional movement of people and goods is typically best managed by local and regional government entities. Transportation infrastructure, including interstate highways, that is needed to facilitate interregional movement of people and goods is typically best managed at the state government level. The Legislature intends for the department to identify routes, and segments of routes, that may be appropriate candidates for relinquishment and to streamline the process of approving relinquishments where the department and the city or county have entered into an agreement providing for the relinquishment.

**Priority:** NA – highway relinquishment

**Position:** Watch



## FINAL 2015 Legislative Program: State Issues

- 1S. **Preserve funding and delivery schedule of priority transportation projects.**
- 2S. **Seek state funding for the Agency's high priority projects, in priority order:**
  1. State Route 156 improvements
  2. Rail Extension to Salinas
  3. MST Bus Replacements
  4. US 101 South County Frontage Roads
  5. Monterey Peninsula light rail transit and bus rapid transit
  6. Local streets and roads projects
  7. Coast Daylight train
- 3S. **Support proposals to lower the voter threshold for local transportation sales tax ballot measures, without state spending restrictions, and monitor the need to seek a waiver to allow the County to exceed the 2% limit on local sales taxes for transportation.**
- 4S. **Support the California Passenger Rail Program Guiding Principles and the formation and/or continuation of California State Legislative Passenger Rail Select Committees.**
- 5S. **Support efforts to extend and expand Public Private Partnership and design-build authority, expand mode eligibility, and allow for regional control of such projects.**
- 6S. **Monitor and comment on Greenhouse Gas Reduction Fund (i.e., "cap and trade") grant program guidelines, and seek regional transportation funding from the program.**
- 7S. **Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.**
- 8S. **Oppose efforts to shift transportation funding away from regions and oppose unfunded mandates for transportation agencies and local governments in providing transportation improvements and services.**
- 9S. **Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.**
- 10S. **Support efforts to improve the ability of agencies to plan and deliver transportation projects in a timely and cost effective manner, including updates to storm water runoff requirements.**
- 11S. **Support and seek funding for Monterey County rail connections to the California High-Speed Rail project.**
- 12S. **Seek funding for transit-oriented development, complete streets, and active transportation projects.**

- 13S. **Support transparency and access to information on rail transport of hazardous materials.**
- 14S. **Support member agencies' requests** for state funding of regionally significant transportation projects and **support partner agency legislative efforts** as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



## FINAL 2015 Legislative Program: Federal Issues

- 1F. Seek federal authorization, appropriations, stimulus or other funding** for the Agency's high priority projects, in priority order:
1. State Route 156 improvements
  2. Rail Extension to Salinas
  3. MST Bus Replacements
  4. US 101 South County Frontage Roads
  5. Monterey Peninsula light rail transit and bus rapid transit
  6. Monterey Bay Sanctuary Scenic Trail
  7. Local streets and roads projects
  8. Coast Daylight train
- 2F. Support the following priorities for federal transportation legislation:**
1. Stabilize and increase transportation funding sources in order to avoid the bankruptcy of the federal highway and transit trust funds:
    - a. Index the gas tax to inflation or increase the gas tax to meet the nation's transportation needs.
    - b. Identify additional funding sources for maintenance and operations on the existing network, such as a transition to a vehicle-miles traveled fee.
    - c. Support removal of procedural obstacles that impede expenditure of authorized federal funding.
    - d. Allocate funding for projects that support safety, economic development and job creation.
  2. Support enhanced infrastructure bank programs.
- 3F. Seek funding for transit-oriented development, complete streets, and active transportation projects.**
- 4F. Ensure that climate change legislation proposals are coordinated with California's state requirements** and do not adversely affect transportation projects.
- 5F. Support streamlining of federal rail funding** and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing rail service for the traveling public.
- 6F. Support an adequate level of funding for Amtrak** in the annual appropriations bill and authorization legislation and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 7F. Support member agencies' requests** for federal funding of regionally significant transportation projects and **support partner agency legislative efforts** as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

To: Board of Directors  
From: Christina Watson, Principal Transportation Planner  
Meeting Date: June 24, 2015  
Subject: Federal Legislative Update

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### RECOMMENDED ACTION

RECEIVE federal legislative update.

### SUMMARY

On May 29, the President signed into law a two-month extension on the federal transportation authorization bill, which now will expire on July 31. Meanwhile, the anticipated bankruptcy of the Highway Trust Fund has been pushed out to August.

### FINANCIAL IMPACT

Information only. No financial impact.

### DISCUSSION

The current transportation authorization bill, the Moving Ahead for Progress in the 21st Century Act (MAP-21), was extended through July 31, 2015 via H.R. 2353, which the President signed on May 29. This two-month extension comes after several weeks of failed negotiations to find roughly \$11 billion to fund the Highway Trust Fund (HTF) until the end of the calendar year. That seven-month extension bill was intended to give Congress time to develop a larger tax reform package to pay for a multi-year surface transportation bill.

According to the most recent estimates from the Department of Transportation, absent additional action by Congress to address the Trust Fund balance (through transfers or additional revenues), the Highway Account will reach a zero balance sometime in late August, and the Mass Transit Account is projected to hit a zero balance sometime in late September or early October.

**Web Attachment 1** is a commentary by Ray LaHood, former Secretary of Transportation, in *TIME Magazine*, urging Congress to increase the federal gas tax and explore new strategies to increase transportation funding. Congressman Earl Blumenauer has introduced two bills to do just that - H.R. 680: Update, Promote, and Develop America's Transportation Essentials Act of 2015, which

would increase the gas tax, and H.R. 679: Road Usage Charge Pilot Program Act of 2015, which would explore new funding strategies. Neither bill has much of a chance of passage in this Congress.

**Web Attachment 2** is an article from the *Washington Post* describing the two-month authorization bill extension and the resulting state of limbo for transportation planners nationwide. The article notes that House Democrats introduced the Administration's \$478 billion, six-year transportation bill, H.R.2410, also known as the "Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act" (GROW AMERICA). GovTrack.com gives H.R. 2410 a 1% chance of passage.

**Web Attachment 3** is an article from *Politico* addressing the political brinksmanship that surrounds the funding of a long-term transportation authorization bill. The article notes that a bill that keeps transportation funding at the same levels as the existing law would cost \$90 billion over 6 years. A more likely prediction is another short-term extension, possibly to the end of the year, although the funding source for even a short-term extension is still unresolved.

Meanwhile, Republicans are moving an appropriations bill through Congress – H.R. 2577: Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2016, known as "T-HUD". GovTrack.com gives H.R. 2577 a healthy 41% chance of passage, but President Obama has threatened to veto the bill, saying that it does not have sufficient funding to meet the needs for the nation's transportation system.

Approved by:   
Debra L. Hale, Executive Director

Date signed: 6/5/15

Consent Agenda

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

Web Attachments:

1. May 15, 2015 commentary in *TIME Magazine*, "Ray LaHood: Congress is pushing our infrastructure to the point of disaster"
2. May 19, 2015 article in the *Washington Post*, "As impasse continues, House again extends highway funding in short term"
3. June 3, 2015 article in *Politico*, "Democrats steer toward highway funding cliff"



IDEAS TRANSPORTATION

# Ray LaHood: Congress Is Pushing Our Infrastructure to the Point of Disaster

Ray LaHood | May 15, 2015

**IDEAS** *Ray LaHood served as the 16th Secretary of Transportation and serves as an adviser to Amtrak.*

**The Amtrak tragedy is the result of a systematic transportation infrastructure crisis**

The nation's transportation systems connect families, friends, and businesses across the nation. Transportation and freight networks support commuters and family vacations, the movement of consumer goods and exports. So when transportation systems are struck by a terrible tragedy, it is part of everyone's lives.

Tuesday's fatal Amtrak derailment happened near Philadelphia, but the effects were felt up and down the East Coast in towns and communities the victims and their families call home. The transportation infrastructure tragedies that capture the attention of the press every few years are not just isolated incidents that happen in some other community, on someone else's trip. These tragedies are the result of a systematic transportation infrastructure crisis happening across this country, and they have the potential to affect everyone.

Americans have seen this type of tragedy before, with shocking pictures of wreckage and victims played on television and printed in newspapers. But in a few days or weeks people move on to the next story and quickly forget these catastrophes, and the fact that they are completely avoidable.

This week's Amtrak accident is just the most recent in a long line of transportation tragedies. In 2007 in Minnesota, an eight-lane bridge collapsed into the Mississippi River. More than a dozen people died. It was horrifying, and for a moment it seemed like there might be a real commitment to repairing and investing in our infrastructure. But there was no outrage that the bridge was known to be "structurally deficient." And no great infrastructure packages passed through Congress.

Then in 2013, a bridge in Washington State collapsed on a major thoroughfare to Canada. On a heavy-traffic holiday weekend, an oversized truck hit one of the bridge's overhead trestles, and the impact caused the whole bridge to collapse. Miraculously no one died. Again, it felt like this time might be different. How could this great nation do nothing about a bridge built in 1955, one deemed "functionally obsolete," one so fragile that the impact of one truck would bring the whole bridge down?

But that's what we did. We did nothing. We didn't demand action. Nothing changed.

We won't know exactly what happened in the Amtrak accident until the National



Bloomberg—Bloomberg via Getty Images

Ray LaHood pauses while speaking during the U.S. Export-Import Bank annual conference in Washington, D.C., U.S., on Friday, April 5, 2013.

Transportation Safety Board wraps up its investigation, but what we absolutely know for certain is that our transportation and infrastructure funding mechanisms are fundamentally broken in this country. And we've actually known that for a long time.

The federal gas tax, the main revenue source for the Highway Trust Fund, has not been raised since the early 1990s. The Highway Trust Fund is the big pot of money that builds and maintains our national highway system, and it is just days away from bankruptcy. In the more than 20 years we haven't raised the gas tax, it has lost a third of its purchasing power. But highway maintenance needs haven't reduced at all. At this point, America is basically one big pothole.

A 2013 report from Transportation for America found that more than 66,000 bridges are "structurally deficient." That's one in nine. The bridge that collapsed in Minnesota was one of them. The report also found that in 10 years, one in four bridges in the country will likely be structurally deficient.

The irony of letting our infrastructure slide into a state of disrepair for financial reasons, besides the fact that it is terribly unsafe, is that it is also fiscally unsound. Routine maintenance is much less expensive than enormous repairs or building a new bridge. When a municipality lacks funding and has to defer routine maintenance year after year, they end up with an expensive crisis on their hands.

Roads and highways aren't the only piece of infrastructure starved by underfunding. Our cities are built on water systems that are a century old. The aviation sector relies on World War II era radar technology. And funding for public transportation, like Amtrak, is routinely cut to the bone by a fickle Congress more interested in a press release announcing they saved a buck than in investing in our country's future.

Undeniable evidence is mounting, and a responsible Congress would have taken action by now and done something to rebuild America's transportation infrastructure. But there is no vision or leadership coming out of Congress on this critical issue. To make the dramatic change we need in order to finance the infrastructure projects this country desperately needs Congress must increase the gas tax and explore new strategies to raise revenue and finance these projects. Instead, as the Highway Trust Fund is rapidly approaching bankruptcy, Congress will likely pass a short-term patch for no less than the 34th time in six years.

Congress is going to push our infrastructure to the point of disaster. Short-term patches, Band-Aids, and duct tape will not dramatically overhaul our transportation infrastructure systems. And we need nothing short of a dramatic overhaul. This country doesn't work without roads and rails, pipes and ports that work, too. Infrastructure moves us and connects us, it keeps our economy going and when it works well, it keeps us safe and gives Americans a high quality of life. When we let it break down, it leads to crisis and tragedy. We need to get out of crisis-mode and invest in our future. The time for action is now.

[Transportation](#)

# As impasse continues, House again extends highway funding in short term



Transportation Secretary Anthony Foxx said that Congress's gimmicks to extend transportation funding are like money found under a mattress. "We're running out of mattresses," he said. (Andrew Harrer/Bloomberg)

By [Ashley Halsey III](#) May 19 at 7:53 PM

With the ritual hand-wringing and finger-pointing familiar to such events, the House on Tuesday voted for the 33rd time since 2008 to extend transportation funding, again dodging the issue of how to pay for highways and transit in the long term.

The two-month extension leaves state and local transportation officials in the lurch as they plan for the balance of the summer construction season and

ponder whether to embark on long-term projects that require the certainty of federal funding.

With funding set to continue through July 31, they face [the possibility](#) that cash from Washington could be rationed — or cut off — when the extension expires.

“Unfortunately, we were unable to reach an agreement on a long-term bill, so we are left with a short patch,” Rep. Bill Shuster (R-Pa.), chairman of the House Transportation Committee, said on the floor during debate. “A long-term transportation bill will continue to be a top priority for this committee.”

“Here we are again, another short-term patch,” said Rep. Peter A. DeFazio (Ore.), the ranking Democrat on Shuster’s committee. “It’s a heck of a way to run a nation. It is embarrassing.”

House Democrats followed the vote by introducing the Obama administration’s \$478 billion, six-year transportation bill, which would increase annual spending. It has little chance of winning approval in the Republican-controlled Congress.

“We now have something to work with,” DeFazio said. “I think it’s important to put it down as a marker. Let’s negotiate section by section.”

Shuster has been in discussions with Rep. Paul Ryan (R-Wis.), chairman of the House Ways and Means Committee, to find funding for a long-term bill, but thus far, Republicans have not produced one. In the Senate, committee action on a six-year bill is scheduled for next month.

At the state and local levels, the issue is one of filling potholes, paving roads, replacing bridges and repairing transit systems. On Capitol Hill, the matter quickly becomes more complicated.

There is no consensus on how to raise the approximately \$50 billion that the federal government sends to localities to fund transportation. The venerable Highway Trust Fund isn't taking enough in from the federal gas tax these days to cover those costs.

The White House and many members of Congress have linked paying those bills to a sweeping reform of corporate taxation — legislation that won't go anywhere before the extension expires at the end of July and that may not see the light of day this year.

“We're not going to get a tax-reform bill done by July,” DeFazio said. “I heard Paul Ryan say he was not going to do tax reform this year.”

Cynics — and there are many of them after 33 extensions — are betting that Congress will need to pass another extension in July, this one lasting until the end of the year.

Shuster acknowledged Tuesday that another extension may be necessary to allow Ryan time to win approval for corporate tax reform. If that happens, the problem becomes even more complicated.

Unlike the just-approved extension, for which there is money in the trust fund, extending funding through December would require that Congress transfer billions of dollars from the general tax revenue fund.

Transportation Secretary Anthony Foxx likened the tricks that Congress has used to extend funding — including something called “pension smoothing” most recently — to finding money under a mattress.

“We’re running out of mattresses, we’re running out of duct tape, we’re running out of chewing gum,” Foxx said Tuesday.

Since 2008, lawmakers have transferred \$62 billion in general tax revenue to bolster the sagging trust fund. In the current fiscal year, the trust fund is projected to take in \$39 billion for highways and transit, while Congress has authorized \$52 billion in spending.

The administration’s bill would raise annual funding by almost \$25 billion. The biggest increase would come in transit funding, a 79 percent jump over current spending that would be invested in maintenance and improvements to existing systems, and in expansion of light-rail, streetcar and rapid-bus systems.

The White House bill also would increase highway spending by about 29 percent over current levels, with an emphasis on repairing deteriorating roads and bridges before investing in new construction. Some of the additional funding would go to federal regulators that police automotive, truck and bus safety.



Ashley Halsey reports on national and local transportation.

## Democrats steer toward highway funding cliff

By [BURGESS EVERETT](#) and [HEATHER CAYGLE](#)

6/3/15 6:50 PM EDT

Updated 6/3/15 9:13 PM EDT



*Sen. Chuck Schumer listens as Senate Minority Leader Harry Reid answers questions at the U.S. Capitol June 2, 2015. | Getty*

Democrats are threatening an aggressive confrontation with Republicans over federal highway money, foreshadowing yet another round of brinkmanship with the GOP and raising the specter of a temporary shutdown of transportation construction sites nationwide.

House and Senate Democrats are weighing a hard-line strategy that would force Republicans to stumble through a series of painful short-term highway extensions if they don't fix the program's long-term funding woes, with the Highway Trust Fund slated to run out of money after July 31.

Democrats have long insisted that Congress needs to put the highway fund on firm financial footing for years to come, but bipartisan antipathy to new taxes has produced a series of stopgaps and patches under the leadership of both parties.

"I think it's horrible that they're even thinking about the short-term extension," said Senate Minority Leader Harry Reid (D-Nev.) in an interview. "I think it's ridiculous."

Unless Republicans can come up with tens of billions of dollars in new tax money or spending cuts, the GOP could be forced to acquiesce to Democratic demands or risk a shutdown of infrastructure projects in the middle of the summer construction season. Still, the strategy could also blow up in Democrats' faces, as the GOP is sure to paint them as obstructionists, particularly if a shutdown comes to pass in July.

The goal, Democratic sources said, is to expose the GOP's lack of planning ahead of the July deadline and pressure them to come up with as much as \$90 billion for a six-year transportation bill just at flat funding levels, a near impossibility without politically painful tax increases. The most aggressive tactic,

raised by Senate Minority Whip Dick Durbin (D-Ill.) at a private bicameral leadership meeting Tuesday, would have Democrats filibuster any transportation funding extension lasting longer than 30 days.

Democratic leaders are now shopping the idea to their chairmen and the rank and file to test just how far the party is willing to press Republicans on an issue that's sharply divided the GOP.

The early returns inside the Democratic leadership meeting were positive, sources said, suggesting Democrats will force a showdown over the looming transportation cliff.

"They're nothing but trouble," said Senate Majority Whip John Cornyn (R-Texas). "They're just feeling a bit feisty and cantankerous."

"They're going to try to jam us on everything," added Sen. John Thune of South Dakota, the No. 3 GOP leader.

Democrats have not yet settled on how much rope they are willing to give Republicans, but they believe they can score political points hammering the GOP over legislation that supports thousands of American jobs. Sen. Chuck Schumer (D-N.Y.) is expected to take the lead in the campaign, and he hopes to eventually enlist influential transportation lobbying groups to join Democrats' push.

But it's Durbin who's suggesting the toughest tack: requiring Republicans to come up with either tens of billions for a long-term bill or approximately \$2 billion every month to avoid a construction shutdown. Democratic leaders reason they can hit Republicans for running up against deadlines right after the Senate GOP allowed key surveillance laws to go dark for two days this week.

"We're serious about it," Durbin said. It "really keeps reminding them you can't put this off for six months or a year and expect us to just stand by and let you get away with it."

But Republicans may have a trump card to play if they pursue a five-month transportation extension, the most popular length among GOP leaders. They could dangle a vote to attach the Export-Import Bank to a highway patch and dare Democrats to block the legislation after making such a show of support for Ex-Im in last month's divisive debate over fast-track trade bills.

Democratic senators acknowledged in interviews this could complicate their plans to uniformly stand against any short-term highway bills, but attaching Ex-Im could also deplete support for a transportation bill among conservative Republicans.

Key Republicans on transportation acknowledged their party is vulnerable on the issue, and they're racing to come up with a counterstrategy. Senate Republican chairmen agreed on Wednesday in a private meeting to prioritize a long-term highway bill, which could cost \$90 billion for a six-year piece of legislation that only keeps current project funding levels going without making any increases that Democrats will also demand.

But that complicates the job of Senate Finance Chairman Orrin Hatch (R-Utah) and House Ways and Means Chairman Paul Ryan (R-Wis.), who have to find \$11 billion in new revenue just to get to the end of the year. There's a major division on Capitol Hill between Republicans who write transportation policy and those like Hatch and Ryan that actually have to come up with the money, which is very unlikely to come through new tax revenues.



Instead, Republicans suggest they can cut spending across the government to come up with the \$15 billion per year that the federal highway program would need for a meaty bill.

“The shortfall is \$15 billion,” said Sen. Ron Johnson of Wisconsin, a belt-tightening Republican up for reelection next year. “Are you telling me you can’t find \$15 billion of lower priority spending?”

Johnson may be disappointed given what lawmakers have been able to accomplish so far; it’s been difficult to find enough money just to pay for the short-term patches Congress has been using.

Democrats and Republicans on the two tax-writing committees appeared close to a deal on an \$11 billion extension in mid-May with the GOP even agreeing to some tax compliance measures they’d previously opposed. But that fell apart after Democrats blamed Republicans for trying to force spending cuts into the deal and lawmakers punted the fight until July.

Now, with highway funding set to dry up in less than two months, lawmakers seem no closer to a deal than they were in May. Several Ways and Means Republicans said highways didn’t even come up during their weekly Wednesday luncheon.

Leaders of the House and Senate transportation committees have already started laying the groundwork for a year-end extension. Hatch has a “significant” amount of money squirreled away for the path, senators said, but is keeping it close while some of his colleagues talk tough about no longer kicking the can.

“There’s nothing that we’ll know at the end of the year that we don’t know right now. And I’ll be really disappointed if we go beyond the end of July without a long-term highway bill,” said Sen. Roy Blunt of Missouri, a GOP leader. “My view is we should engage.”

Hopping from extension to extension also seems to be taking its toll on rank-and-file members. Rep. Reid Ribble of Wisconsin — one of 12 House Republicans to vote no on the most recent patch — said he’s lobbying his colleagues to oppose any more short-term deals that allow lawmakers to avoid solving the fundamental imbalance between revenue shortfalls from the gas tax and the more than \$50 billion Congress seeks to spend on transportation annually.

“This is not rocket science, it’s mathematics,” Ribble said.

Those divisions and the lack of a public strategy for dealing with infrastructure have Democrats thinking they have Republicans right where they want them.

The impact of Capitol Hill inaction on the highway program has already started to ripple across the country. Seven state DOTs have canceled or delayed construction projects worth more than \$1.6 billion this year according to a tally kept by the American Road & Transportation Builders Association. A further 12 states have warned they might be forced to take similar action.

With Republicans overseeing highway funding in both chambers of Congress for the first time in more than eight years, their vows to govern responsibly are about to be tested. And no one expects the Democrats to be particularly helpful.

*John Bresnahan contributed to this report. Read more: <http://www.politico.com/story/2015/06/democrats-steer-towards-highway-funding-cliff-118605.html#ixzz3c6XBMQJV>*



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Michael Zeller, Senior Transportation Planner  
**Meeting Date:** June 24, 2015  
**Subject:** Expenditure Plan - Project Cost Updates

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### RECOMMENDED ACTION:

1. **AUTHORIZE** the Executive Director to execute a contract with Wood Rodgers, pending Counsel approval, in an amount not to exceed \$25,000 for the Transportation Improvement Measure Expenditure Plan Project Cost Updates, for the period ending December 2016;
2. **APPROVE** the use of Public Outreach funds budgeted to this purpose; and
3. **AUTHORIZE** Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

### SUMMARY:

The Transportation Agency is considering whether or not to place a sales tax measure to fund transportation infrastructure projects on the ballot in 2016. Part of this process is to determine the planning level cost estimates of the transportation improvement projects contained in the expenditure plan.

### FINANCIAL IMPACT:

The not-to-exceed amount for this project is \$25,000, with the funding in the approved fiscal year 2014/15 budget.

### DISCUSSION:

The Transportation Agency is considering whether or not to place a sales tax measure to fund transportation infrastructure projects on the ballot in 2016. Part of this process is to determine the planning level cost estimates of the transportation improvement projects contained in the expenditure plan.

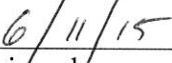
After a competitive bidding process, the Transportation Agency received two bids from Wood Rodgers and Hatch Mott MacDonald. A review committee comprised of

Transportation Agency staff reviewed and scored the proposals based on the criteria listed in the Request for Proposals:

1. Experience in accurately forecasting the cost of transportation projects 40 points
2. Experience in developing detailed transportation project scopes 30 points
3. Knowledge of Monterey County transportation and related issues; 10 points
4. Firm price quote; and 15 points
5. References. 5 points

Upon completing the review and checking references, the review committee selected Wood Rodgers based on their qualifications with preparing project costs estimates for the Agency's Regional Development Impact Fee program, the cost structure and hours proposed for the project, and ability to complete the work by the specified deadlines. Under the approved scope of work, the vendor will provide the Agency with a final document of the planning-level cost estimates for the expenditure plan project list and images denoting each project alignment used to determine planning-level cost estimates.

Approved by:   
Debra L. Hale, Executive Director

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

Consent Agenda

Counsel Approval: Pending  
Admin/Finance Approval: Yes

Attachment: Scope of Work & Budget

# **EXHIBIT A**

## **SCOPE OF WORK**

### **Purpose:**

The Transportation Agency for Monterey County (TAMC), Monterey County's Regional Transportation Planning Agency, is a state designated agency responsible for planning and funding transportation projects. The Transportation Agency has a responsibility to provide information on its projects, plans and activities to the public, invite participation and foster public understanding of its function. The consultant shall prepare planning level cost estimates to be part of a transportation improvement measure expenditure plan.

The consultant shall include professional staff and/or sub-consultants to provide all services necessary for this project.

### **Goals:**

The Transportation Agency is considering whether or not to place a sales tax measure to fund transportation infrastructure projects on the ballot in 2016. Part of this process is to determine the planning level cost estimates of the transportation improvement projects contained in the expenditure plan.

The projects under consideration for the sales tax expenditure plan were included in the 2014 Regional Transportation Plan (RTP). In addition to the RTP and its EIR, other planning documents also include these transportation projects in their analyses. In particular, some projects are included in the Monterey County or City of Salinas General Plans and their respective environmental documents.

### **Expenditure Plan List of Projects:**

Below is a list of potential projects that could be included in the final Expenditure Plan. The final list of projects will need to be vetted through a public stakeholder process, and reviewed and approved by the Transportation Agency Board of Directors:

- Monterey Salinas Transit Busway along Highway 1
- Blackie Road extension
- State Route 68 Commuter Improvements
- Fort Ord Trails / Greenway
- South County US 101 Improvements
- Imjin Road Widening
- Local Road Maintenance & Complete Streets
- Habitat & Open Space
- Salinas Downtown Vibrancy Plan Improvements
- River Road (south of Pine Canyon)
- Cooper Road/Molera Road
- Old Stage Road (Hwy. 101 north to Salinas)
- Hitchcock/Foster/McFadden Roads
- Bardin/Alisal Roads

**Timeline:**

The TAMC Board of Directors will determine whether to place the sales tax measure on the November 2016 ballot. The selected consultant should be prepared to complete the scope of work to meet the following deadlines.

<b>Tasks</b>	<b>November Ballot</b>
Outreach Consultant RFP Approved	2/25/2015
Outreach Consultant RFP Responses Due	3/12/2015
Outreach Consultant Selected	3/25/2015
Project Cost Estimates RFP Approved	3/25/2015
Project Cost Estimates RFP Responses Due	4/23/2015
Project Cost Estimate Consultant Selected	5/27/2015
Financial Review Consultant RFP Approved	3/25/2015
Financial Review Consultant RFP Responses Due	4/23/2015
Financial Review Consultant Selected	5/27/2015
CEQA Consultant RFP Approved	3/25/2015
CEQA Consultant RFP Responses Due	4/23/2015
CEQA Consultant Selected	5/27/2015
Conduct Polling	5/1/2015
Draft Expenditure Plan and CEQA Doc Complete	1/1/2016
Cities & County Adopt Appropriate Resolutions	4/1/16 - 5/31/16
Conduct Polling	6/1/2016
Expenditure Plan and CEQA Findings Adopted by TAMC	6/22/2016
County Elections Places Measure on Ballot	8/2/2016
Election	11/8/2016
Tax Starts	4/1/2017

## **Tasks:**

1. Review final list of “expenditure plan” projects (to be provided by the Transportation Agency);
2. Gather applicable materials to gain an understanding of the projects. This includes, but is not limited to:
  - a. Salinas Traffic Fee Ordinance
  - b. Caltrans Project Study Report’s
  - c. Caltrans Transportation Concept Reports
  - d. City Capital Improvement Programs
  - e. Caltrans As-Built Plans and Right-of-Way Maps
  - f. AMBAG’s Metropolitan Transportation Plan / Sustainable Communities Strategies
  - g. TAMC’s Regional Transportation Plan
3. To establish preliminary alignments and typical cross-sections, the selected consultant will meet with TAMC and delineate conceptual alignments on available aerial photography. Based on information gathered above, and from meetings with TAMC, the selected consultant will prepare preliminary cost estimates for the “expenditure plan” projects. This will include estimates for the following:
  - a. Project Capital Construction
  - b. Project Development – Environmental, Design, Right-of-Way Support and Capital, and Construction Support
4. The deliverables will include an itemized preliminary cost estimate for each of the proposed projects. Each estimate will include a list of assumptions used to develop the cost estimates and an appropriate level of contingency at this phase.

## **Products:**

1. A final document of the planning-level cost estimates for the expenditure plan project list in:
  - a. Adobe PDF;
  - b. Supporting Microsoft Word and Excel files; and
2. Images denoting each project alignment used to determine planning-level cost estimates.

## EXHIBIT B BUDGET

	Principal Engineer / Project Manager	Associate Engineer / Project Engineer	Engineer / Planner II	Assistant Engineer	CAD / GIS Tech 1	Administrative Assistant	Materials & Direct Costs	Total Hours	Total Cost
<b>Task Description</b>	<b>\$175</b>	<b>\$150</b>	<b>\$130</b>	<b>\$100</b>	<b>\$95</b>	<b>\$80</b>			
Project Management & Meetings	16	8	0	0	0	4	\$625	28	\$4,945
Project Meetings (up to 2 total)	8	8						16	
Project Management	8					4		12	
Improvement Project Research & Cost Estimates	0	44	8	98	24	4	\$0	178	\$20,040
Research and Review Improvement Projects		12	4	22				38	
Conceptual Engineering		12		28				40	
Prepare Project Cost Estimates		12		40				52	
Prepare Draft Report		6	2	6	20	2		36	
Prepare Final Report		2	2	2	4	2		12	
<b>Total Labor Hours</b>	<b>16</b>	<b>52</b>	<b>8</b>	<b>98</b>	<b>24</b>	<b>8</b>		<b>206</b>	
<b>Total Budget</b>	<b>\$2,800</b>	<b>\$7,800</b>	<b>\$1,040</b>	<b>\$9,800</b>	<b>\$2,280</b>	<b>\$640</b>	<b>\$625</b>		<b>\$24,985</b>

Monthly invoices shall be submitted by the consultant on a percent complete basis with a progress report detailing the work completed for the billing period. The consultant shall submit a final invoice to TAMC no later than thirty (30) days after the completion and approval by TAMC of the final report as described in Exhibit A: Scope of Work.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

To: Board of Directors  
From: Ariana Green, Associate Transportation Planner  
Meeting Date: June 24, 2015  
Subject: Pacific Grove SR 68 Corridor Study Contract

### RECOMMENDED ACTION:

1. **AUTHORIZE** the Executive Director to negotiate scope of work and execute an agreement with Eisen | Letunic for the Pacific Grove State Route 68 Corridor Study in an amount not to exceed \$115,000 to provide professional services for the period ending December 31, 2016 subject to approval by Agency counsel;
2. **APPROVE** the use of Agency's funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

### SUMMARY:

The Transportation Agency released a Request for Proposals for qualified consultants to study the State Route 68 Corridor in Pacific Grove and identify safety improvements for bicyclists and pedestrians. The review committee found Eisen | Letunic to be the most qualified firm for the project.

### FINANCIAL IMPACT:

The not-to-exceed amount for the project is \$115,000, utilizing a \$120,000 Caltrans Partnership Planning for Sustainable Transportation grant and budgeted funding from the Agency public outreach program. This is an actual cost plus fixed fee agreement, meaning TAMC shall reimburse Consultant for actual costs (including labor costs, employee benefits, travel, equipment rental costs, overhead and other direct costs) incurred by Consultant for the work. The budget expectations have been reviewed and appear reasonable and not excessive.

### DISCUSSION:

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



The study area includes State Route 68 between the Pacific Grove city limits and Asilomar Boulevard, and is divided into three distinct segments: 1) Forest Avenue between the City limits and Sunset Drive, 2) Sunset Drive to the end of State Route 68 at 17 Mile Drive; and 3) Sunset Drive to Asilomar Boulevard. Each segment has different land uses, features and needs.

Following a competitive bidding process, approved by the Board at the March 2015 meeting, staff received four proposals. A review committee comprised of representatives from TAMC, City of Pacific Grove and Caltrans reviewed and scored each of the proposals. Three firms were interviewed by the review committee on June 10, 2015. The firm Eisen | Letunic, based in Berkeley, CA was selected as the most qualified based on the firm's qualifications developing bicycle and pedestrian plans and corridor plans for other public agencies; their project approach emphasizing public engagement and implementation; and their overall cost proposal. Eisen | Letunic's sub-consultants Fehr & Peers and Mark Thomas & Company have local experience including the West Broadway Urban Village in Seaside, Monterey Citywide Transportation Plan and East Market Street Safe Routes to School in Salinas.

The consultant scope of work includes the following:

- Document existing conditions and plans governing development of the corridor,
- Identify pedestrian and bicycle safety needs and infrastructure gaps;
- Engage the community and stakeholders throughout the process;
- Develop conceptual designs for improvements needed to address the gaps identified; and
- Develop an implementation strategy that includes a matrix matching proposed projects to potential funding sources;
- Produce draft and final reports.

Upon authorization from the TAMC Board, Agency staff will prepare a contract using the standard contract format approved by the TAMC Board. The Pacific Grove SR 68 Corridor Study is expected to take 13 months to complete.

Approved by:   
Debra E. Hale, Executive Director

6/12/2015  
Date signed:

Consent Agenda

Counsel Approval: Pending  
Admin/Finance Approval: Yes

Web Attachment: Draft Scope of Work

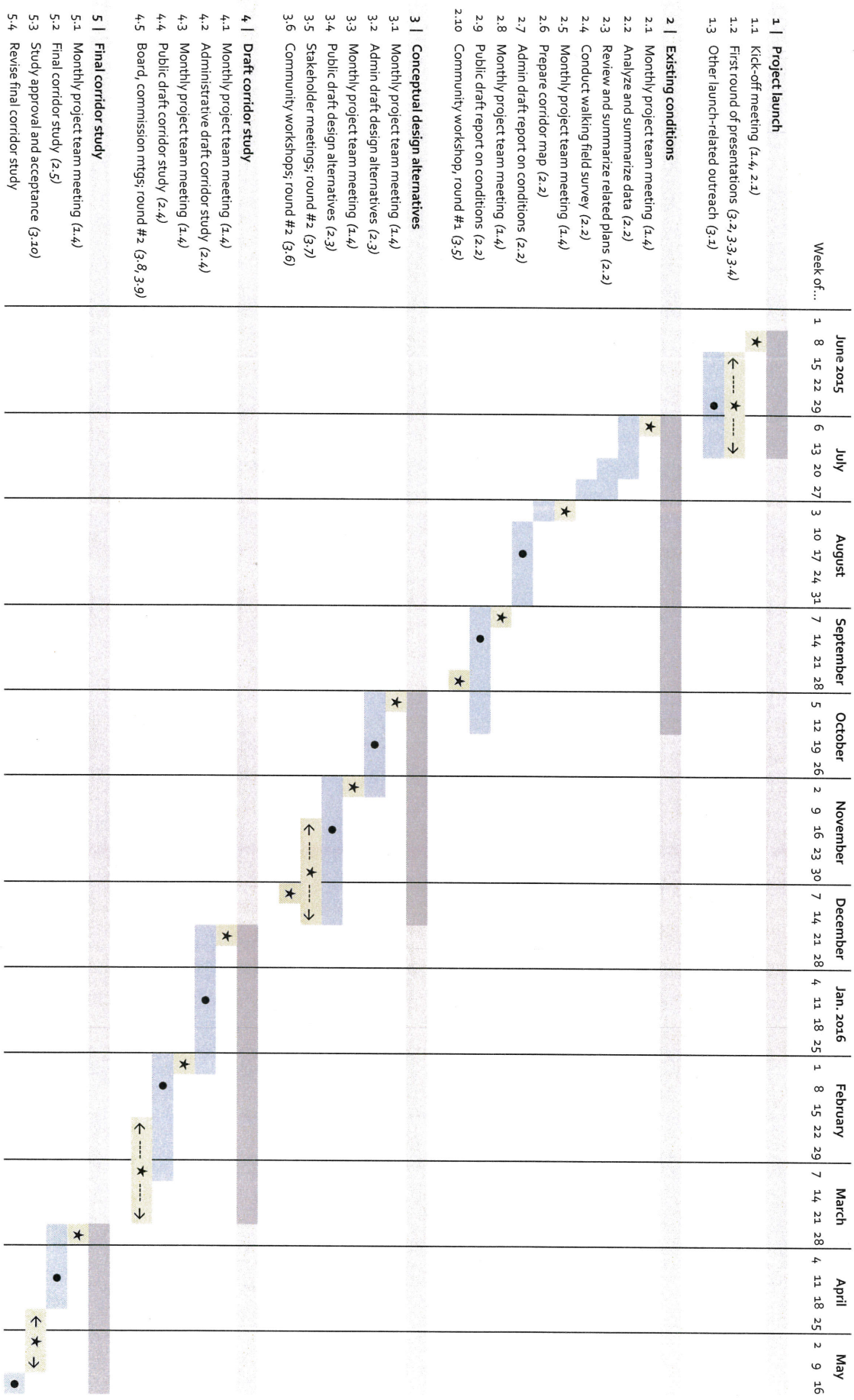
Attachments:

1. Draft Schedule
2. Draft Budget

## Project Schedule

★ Meeting, hearing or workshop

● Key deliverable







# Proposed approach

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## Project understanding

The Eisen|Letunic team proposes to conduct a corridor study for State Route 68 through Pacific Grove that addresses the needs, concerns and objectives of residents, the City, TAMC and agency partners related to walking and biking. Based on our understanding of the request for proposals, below are what we see as the key project and client objectives:

- A study that, at its heart, identifies a set of **prioritized projects** to make walking and biking in the corridor safer, easier and more popular, as a way of advancing broader livability and sustainability goals.
- A **thorough planning process** that comprises an inventory of existing conditions; an assessment of needs, concerns, opportunities and constraints; conceptual design alternatives for focus areas along the roadway; and steps to facilitate implementation of improvements, namely cost estimates, prioritization of projects and phasing and funding strategies.
- A robust **outreach and participation process** that engages stakeholders and the broader public through a range of opportunities and channels, including meetings, hearings, workshops, online surveys and a project webpage.
- **Close coordination** among the consultant team, TAMC staff and partner agencies, particularly the City of Pacific Grove, with monthly meetings and conference calls to

discuss the project's progress and to plan upcoming tasks and activities.

- As the ultimate project deliverable, a **concise, accessible and attractive document** that is easy to read, interpret and follow; and that serves as an effective advocacy document to inspire and engage the City's residents and to attract outside grant funds.



## Proposed work plan

Below is our team's proposed task-by-task work plan for carrying out the State Route 68 Corridor Study. For each task, we describe our proposed approach and outline the deliverables to be provided. Our work plan includes all the services and activities required in the project RFP, though organized differently. The correspondence between the tasks in the RFP and our proposed tasks is explained in more detail near the end of this document in the section on "Exceptions and Deviations" (page 30).

## Task 1 | Project launch

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This task constitutes the launch of the project with the consultant on board. It incorporates Task 2.1 from the RFP (“Consultant Kick-off Meeting”) and parts of RFP Tasks 1 and 3 related to the project’s start-up phase.

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### 1.1 | Kick-off meeting

Key members of the consultant team will attend an initial project meeting with TAMC staff and invited representatives of partner agencies at TAMC’s offices. The purpose of the meeting will be three-fold: (i) discuss and confirm goals, objectives, expectations for the planning process, and also requirements; (ii) confirm or refine the project work plan, schedule and budget; and (iii) discuss in more detail the approach to the project’s launch-related outreach (Tasks 1.2 and 1.3).

Based on the meeting discussion, Eisen|Letunic will refine, add detail as necessary and produce a final version of the project work plan, schedule and budget contained in this proposal. We will also set up an FTP site or file-sharing folder on Dropbox or similar service for use by the project team.

#### **Deliverable(s)**

- D1.a Meeting-related materials (agenda, handouts, meeting summary notes )*
  - D1.b Formal project work plan, schedule and budget*
  - D1.c File-sharing folder or website*
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### 1.2 | First round of presentations to decision-making bodies and stakeholder groups

Eisen|Letunic will make our first round of presentations to four decision-making bodies—the Pacific Grove City Council, Planning Commission and Traffic Safety Commission, and the TAMC Board of Directors—and at least six stakeholder groups (to be identified by TAMC and the partner agencies, including those on the list on page 3 of the RFP). We will be primarily responsible for the scheduling of, and logistics for, the presentations to the stakeholder groups, with assistance from staff at the partner agencies as appropriate. The reverse will be true for the presentations to the decision-making bodies.

The presentations will have several purposes:

- Introduce the consultants;
- Introduce the project by laying out the upcoming planning process;
- Announce the upcoming round of public and stakeholder outreach;
- Solicit initial input, guidance and direction on the study; and
- Answer questions.

One important consideration is that decision-making bodies and other organizations tend to meet less frequently during the summer months, particularly in August. For this reason the presentations should be scheduled, to the extent possible, in June (or early July). Also, to reduce travel expenses, we will schedule presentations to stakeholder groups on as few different days as possible.

#### **Deliverable(s)**

- D1.d Presentation-related materials for all the hearings and meetings (handouts, slide show, boards, assistance to City*

and TAMC staff in preparing staff reports)

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### 1.3 | Other launch-related outreach

In this task, Eisen|Letunic will develop materials related to the project launch for purposes of public outreach, engagement and participation. In formulating the materials, we will take into account input from the decision-making bodies and stakeholder groups presented to earlier. Materials will include:

- Email distribution list for disseminating information, announcements and materials about the study stakeholder list. The email list will be compiled with the help of the agency partners and through a web-based form where the public can sign up.
- Content for the websites of TAMC, the City and other interested partner agencies. This includes a description of the project; outline of tasks; project timeline; announcements; public deliverables; contact information; and helpful links. Eisen|Letunic will update content as appropriate throughout the duration of the project.
- Mailer to property owners and residents along the corridor (using a list of addresses provided by the City).
- Article or press release for the local media.
- In addition, we will help TAMC staff set up and update the mySidewalk page for the project as necessary.

### **Deliverable(s)**

- D1.e Simple web-based sign-up form and up-to-date email distribution list*
- D1.f Web content*
- D1.g Corridor-wide mailer*
- D1.h Article or press release for the local media.*
- D1.i Assistance, as necessary, in setting up and updating the project's mySidewalk page*

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## Task 2 | Existing conditions

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This task expands RFP Task 2.2, and incorporates subtasks from RFP Task 3 ("Public Outreach") related to public and stakeholder review of the existing conditions analysis.

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### 2.1 | Monthly project team meeting (July 2015)

Eisen|Letunic will organize a conference call for members of the consultant team, TAMC staff and interested representatives of partner agencies. The purpose of the meeting will be several-fold: (i) debrief on work to date; (ii) review the status of the project schedule and budget; and (iii) discuss the approach to the initial subtasks related to existing conditions (Tasks 2.2 to 2.4).

### **Deliverable(s)**

- D2.a Meeting-related materials (agenda, handouts, meeting summary notes )*
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## 2.2 | Analyze and summarize background data

Eisen|Letunic will assemble, review, analyze and summarize relevant background materials and data for the State Route 68 corridor in Pacific Grove. (To help us assemble materials, we will submit a data request to TAMC, the City and the partner agencies for information that is most likely to reside with those agencies.) We will focus our review and analysis on the following areas:

- Recent traffic volumes, which we understand will be provided by Caltrans.
- Number and location of collisions, serious injuries and fatalities involving pedestrians and cyclists, using data from the California Highway Patrol’s Statewide Integrated Traffic Records System (SWITRS) and any other available sources.
- Existing and planned land use patterns, specifically activity centers and other key destinations for pedestrians and cyclists such as schools, parks, commercial areas, residential neighborhoods, civic buildings and other community facilities and places of assembly.
- Any locally available information on pedestrian and bicycle counts and mode split.
- Transit service.
- Programs and activities in place related to transportation demand management; traffic education and enforcement; and pedestrian and bicycling safety and encouragement.

*No deliverables (the information gathered will be incorporated into the report on existing conditions)*

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## 2.3 | Review and summarize related plans

Eisen|Letunic will collect, review and summarize the planning documents listed on page 12 of the RFP as well as any additional relevant plans concerning land use and transportation in the project area that are suggested by agency partners. In particular, we will pay attention to capital infrastructure improvements and land use developments proposed for the corridor, and also policies and design standards guiding the evolution of the corridor.

*No deliverables (information will be incorporated into the report on existing conditions)*

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## 2.4 | Conduct walking field survey

Eisen|Letunic, with help from Fehr & Peers, will organize and conduct a day-long walking audit, or field survey, of the corridor for TAMC and City staff and representatives of partner agencies and stakeholder groups. (We could consider opening the field survey to a limited number of members of the public at large on a first-come-first-served registration basis.) The survey will cover the stretch of State Route 68 from the City limits north to Asilomar Boulevard, an approximately 1.8-mile segment.

We will convene in the morning at a set location. Participants will be briefed on the purpose of the survey and will be given maps of the corridor and a checklist of issues to look for during the walk; refreshments will be provided. The field survey will focus on the following areas:

- Roadway width and allocation of the right-of-way.

- Existence and condition of pedestrian and bicycle facilities.
- Traffic movements, patterns and behaviors.
- Gaps, obstacles and challenges to walking and biking.
- Areas and opportunities for improvement and constraints to making such improvements.

Participants will be encouraged to voice their observations and ideas. We will photograph conditions and write-up findings of the field survey for the administrative draft report on existing conditions (see Task 2.7)

***Deliverable(s)***

*D2.b Materials for the survey participants: area map, checklist, supplies (clipboards, pens, name tags, refreshments, etc.)*

specific on pages 12–13 of the RFP. The map will show conditions gleaned from Tasks 2.2, 2.3 and 2.4, such as existing and planned land uses; key destinations and activity centers; collisions; physical gaps, obstacles and barriers; and opportunity areas.



*No deliverable (the map will be incorporated into the report on existing conditions)*

**2.5 | Monthly project team meeting (August 2015)**

As in Task 2.1, Eisen|Letunic will organize a conference call for the project team to debrief on work to date; review the status of the project schedule and budget; and discuss in more detail the approach to preparing the report on existing conditions (Task 2.7).

***Deliverable(s)***

*D2.c Call-related materials (agenda, advance handouts, meeting summary notes)*

**2.7 | Administrative draft report on existing conditions**

Eisen|Letunic will prepare an administrative draft version of the existing conditions report. The report will compile the information developed in Tasks 2.2, 2.3 and 2.4 and the map prepared in Task 2.6. During this task TAMC and partner agency staff will have the opportunity to review the report and provide comments on it. We anticipate that TAMC staff will distribute the plan to the partner agencies and solicit their feedback; collect and compile any feedback provided; and offer direction on which comments to incorporate and how (especially in the case of conflicting comments).

***Deliverable(s)***

*D2.d Administrative draft report on existing conditions*

**2.6 | Prepare corridor map**

Fehr & Peers, assisted by Eisen|Letunic, will prepare an existing conditions map of the corridor, broken down into the three segments



## 2.8 | Monthly project team meeting (September 2015)

We propose that this monthly team meeting be in person rather than over the phone, and that it be combined with one of the regular partner agency meetings convened by TAMC. The primary purpose of the meeting would be to receive feedback on the administrative draft report on existing conditions.

### ***Deliverable(s)***

*D2.e Meeting-related materials (agenda, handouts, meeting summary notes)*

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## 2.9 | Public draft report on existing conditions

Based on feedback from TAMC and partner agencies, Eisen|Letunic will revise the administrative draft report. The revised report will constitute the version to be made available to the public. The public draft will be distributed through the project email list and will be posted on the websites of TAMC and the City.

### ***Deliverable(s)***

*D2.f Public draft report on existing conditions*

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## 2.10 | First round of community workshops

In this task, Eisen|Letunic will organize (in consultation with TAMC and City staff) and facilitate the first round of community workshops on the corridor study. There will be two workshops, one for the corridor's commercial shopping center and the other geared toward students, parents and residents. We will begin the workshop by presenting key findings from the existing

conditions inventory. We will then engage participants through a variety of tools and methods so as to elicit input on needs, concerns and opportunities that will inform the development of design alternatives. Tools will include a slide presentation, a trade-offs exercise, large-scale maps and discussion stations. The workshop will be publicized through the project email list and agency websites. As part of this task we will also develop an online survey (using SurveyMonkey or a similar service) as an additional way of canvassing the public on both general and specific needs and concerns.

### ***Deliverable(s)***

*D2.g Workshop-related materials and supplies (slide presentation, boards, large-scale maps, flipcharts, sign-in sheets, name tags, refreshments, meeting summary notes, etc.)*

*D2.h Online survey on design alternatives*

## Task 3 | Conceptual design alternatives

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This task expands RFP Task 2.3, and incorporates subtasks from RFP Task 3 ("Public Outreach") related to public and stakeholder review of the conceptual design alternatives.

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## 3.1 | Monthly project team meeting (October 2015)

Eisen|Letunic will organize a conference call for the project team to debrief on work to date; review the status of the project schedule and budget; and discuss in more detail the approach to developing the conceptual design alternatives (Task 3.2).

**Deliverable(s)**

D3.a Call-related materials (agenda, advance handouts, meeting summary notes)

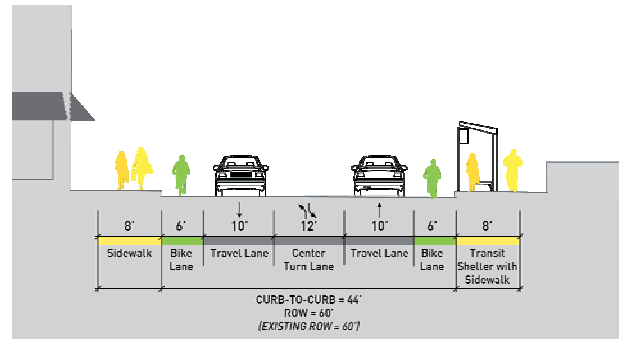
**3.2 | Administrative draft report on conceptual design alternatives**

This task will be a team effort among the three firms on our team. Based on input received during Task 2 on the community’s needs and concerns, Fehr & Peers will prepare visuals showing three design alternatives for one focus area in each of the three study segments, for a total of nine visuals. The format of the visuals—to be determined based on input from TAMC and partner agencies—will be plan views representing a typical block with a cross section; or renderings, photo simulations and visualizations of potential changes and improvements to the roadway.



The design alternatives will incorporate, as appropriate: sidewalks, bulb-outs and other intersection improvements for safer pedestrian crossings, disabled-access improvements, bike lanes and paths, improved shoulders, signage, striping and markings, street furniture and improved lighting. In turn, Mark Thomas & Company will incorporate drainage and underground utility improvements, landscaping and, to the extent feasible, “green infrastructure” treatments and measures such as bioswales

and permeable-pavement areas. Mark Thomas & Company will also prepare cost estimates for proposed improvements. As an optional task, Fehr & Peers can produce a detailed conceptual design layout for the full corridor based on the preferred alternative and a qualitative operations analysis using available data.



Eisen|Letunic, with assistance from our teammates, will develop a methodology for evaluating the alternatives and prioritizing specific projects within them. To help the public formulate their opinions, alternatives and projects will be compared on such criteria as the potential to improve safety, the potential to encourage a mode shift, technical feasibility and likelihood of attracting funding. Importantly, the methodology will be designed to position projects to compete well for outside funding, particularly under the State’s Active Transportation Program.

Lastly, Eisen|Letunic will compile the administrative draft report. The report, which will include the visuals, will document and compare how each design alternative addresses needs and takes advantage of opportunities along the corridor to improve access and connectivity for pedestrians and cyclists.

***Deliverable(s)***

*D3.b Administrative draft report on the conceptual design alternatives, including visuals*

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**3.3 | Monthly project team meeting (November 2015)**

We propose that this monthly team meeting be in person rather than over the phone, and that it be combined with one of the regular partner agency meetings convened by TAMC. The primary purpose of the meeting would be to receive feedback on the administrative draft report on the conceptual design alternatives.

***Deliverable(s)***

*D3.c Meeting-related materials (agenda, handouts, meeting summary notes )*

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**3.4 | Public draft report on conceptual design alternatives**

Based on feedback from TAMC and partner agencies, Eisen|Letunic will revise the administrative draft report. The revised report will constitute the version to be made available to the public. The public draft will be distributed through the project email list and will be posted on the websites of TAMC and the City.

***Deliverable(s)***

*D3.d Public draft report on the conceptual design alternatives*

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**3.5 | Second round of stakeholder meetings**

Eisen|Letunic will make a second round of presentations to at least six stakeholder

groups (to be identified by TAMC and the partner agencies, including those on the list on page 3 of the RFP). The purpose will be to present and solicit feedback on the conceptual design alternatives developed in Task 3.2 and refined in Task 3.4. To help the stakeholders formulate their comments, we will focus on inherent trade-offs in the design alternatives, and the pluses and minuses of each one. We will be primarily responsible for the scheduling of, and logistics for, the presentations, with assistance from staff at the partner agencies as appropriate.

***Deliverable(s)***

*D3.e Presentation-related materials for all the meetings (handouts, slide show, boards, etc.)*

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**3.6 | Second round of community workshops**

Eisen|Letunic will organize and facilitate the second round of two community workshops. The purpose of the workshops will be to present and solicit feedback on the conceptual design alternatives (see Task 2.10 for more detail on how the workshops would be and structured). As part of this task we will also develop an online survey (using SurveyMonkey or a similar service) as an additional way of canvassing the public on the design alternatives.



**Deliverable(s)**

*D3.f Workshop-related materials and supplies (slide presentation, boards, large-scale maps, flipcharts, sign-in sheets, name tags, refreshments, meeting summary notes, etc.)*

*D3.g Online survey on design alternatives*

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**Task 4 | Draft corridor study**

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This task expands RFP Task 2.4, and incorporates subtasks from RFP Task 3 related to review and comment of the administrative and draft versions of the corridor study.

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**4.1 | Monthly project team meeting (December 2015)**

Eisen|Letunic will organize a conference call for the project team to debrief on work to date; review the status of the project schedule and budget; and discuss in more detail the approach to preparing the administrative draft of the corridor study (Task 4.2).

**Deliverable(s)**

*D4.a Call-related materials (agenda, advance handouts, meeting notes )*

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**4.2 | Administrative draft corridor study**

Eisen|Letunic will prepare an administrative draft version of the corridor study. The study will compile the information developed in Task 2 (existing conditions) and Task 3 (conceptual design alternatives). The draft study will also include an implementation component, with a prioritized and phased list of recommended improvements, suggested “next steps” and a matrix of potential funding

sources matched up to the recommended improvements eligible under each funding source. During this task TAMC and partner agency staff will have the opportunity to review the study and provide comments on it.

**Deliverable(s)**

*D4.b Administrative draft corridor study*

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**4.3 | Monthly project team meeting (February 2016)**

Eisen|Letunic will organize a conference call for the project team to debrief on work to date; review the status of the project schedule and budget; and discuss in more detail the approach to preparing and submitting for review the public draft of the corridor study (Tasks 4.4 and 4.5).

**Deliverable(s)**

*D4.c Call-related materials (agenda, advance handouts, meeting summary notes )*

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**4.4 | Public draft corridor study**

Based on feedback from TAMC and partner agencies, Eisen|Letunic will revise the administrative draft of the corridor study. The revised study will constitute the version to be made available to the public. The public draft will be distributed through the project email list and will be posted on the websites of TAMC and the City.

**Deliverable(s)**

*D4.d Public draft corridor study*

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#### 4.5 | Round 2 of presentations to decision-making bodies

Eisen|Letunic will make a second round of presentations to four decision-making bodies: the Pacific Grove Planning Commission and Traffic Safety Commission, the TAMC Board and, lastly, the Pacific Grove City Council. The purpose of the presentations will be to present and solicit feedback on the draft corridor study.

##### **Deliverable(s)**

*D4.e Presentation-related materials for four hearings (handouts, slide show, boards, assistance to City and TAMC staff in preparing staff reports)*

### Task 5 | Final corridor study

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This task expands RFP Task 2.5, and incorporates subtasks from RFP Task 3 related to approval and acceptance of the final draft corridor study.

#### 5.1 | Monthly project team meeting (March 2016)

Eisen|Letunic will organize a conference call for the project team to debrief on work to date; review the status of the project schedule and budget; and discuss the approach to preparing the final corridor study and submitting it for approval and acceptance (Tasks 5.2 and 5.3).

##### **Deliverable(s)**

*D5.a Call-related materials (agenda, advance handouts, meeting summary notes)*

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#### 5.2 | Prepare final corridor study

Based on feedback received from the agencies, decision-making bodies, stakeholders and the public, Eisen|Letunic will revise the public draft of the corridor study. The revised study will constitute the final corridor study.

##### **Deliverable(s)**

*D5.b Final corridor study*

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#### 5.3 | Study approval and acceptance

The final corridor study prepared in Task 5.2 will be submitted to the Pacific Grove City Council for approval. If necessary, Eisen|Letunic will make a final presentation on the project to the City Council. Lastly, the final corridor study will also be forwarded to the TAMC Board for acceptance as part of the Board's consent calendar.

##### **Deliverable(s)**

*D5.c Presentation-related materials for City Council hearing, if necessary (handouts, slide show, boards, assistance to City staff in preparing staff reports)*

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#### 5.4 | Revise final corridor study

Following approval of the corridor study, we will make any needed revisions to the final version to address any final comments by the City Council and to reflect final action taken on the document.

##### **Deliverable(s)**

*D5.d Revised final corridor study*





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

# Memorandum

**To:** Board of Directors  
**From:** Grant Leonard, Assistant Transportation Planner  
**Meeting Date:** June 24, 2015  
**Subject:** Call Box Call Answering Center Service Contract Amendment

**RECOMMENDED ACTION:**

1. **AUTHORIZE** the Executive Director to execute a contract amendment not to exceed \$3,100 with Keolis America Inc. for one year of call box answering services, with an increased base rate from \$2.50 to \$2.62, and an increased bonus/penalty rate from \$0.07 to \$0.08;
2. **APPROVE** the use of \$3,100 in Service Authority for Freeways and Expressways funds for call box answering services; and
3. **AUTHORIZE** Executive Director to make administrative changes to the standard contract if such changes do not increase the Agency’s net cost, subject to approval by Agency counsel.

**SUMMARY:**

The contract with Keolis America Inc., our existing call box answering service contractor, will expire on June 30, 2015. In the past four and half years, the firm has been answering 100% of the voice and TTY calls for the Monterey County call box system. The contract provides the option for contract extensions with changes to the base rate and bonus/penalty rate. This will be the second and final extension.

**FINANCIAL IMPACT:**

Under the current contract, the base price to answer a call from the Monterey County call box system is \$2.50. The answering center can get bonuses or penalties based on the level of service it provides, which is determined by an independent company. Currently, the highest price that Keolis America Inc. can charge is \$2.92 per call, and the price can not fall below \$2.08 per call. Under the new terms, the base rate is increased to \$2.65 per call, with a bonus/penalty rate of \$0.08 per call. Under the new terms, highest price that Keolis America Inc. can charge is \$3.10 per call, and the price cannot fall below \$2.14 per call. With an expected call volume of 1,000 per year, the not to exceed contract total is \$3,100 for call box answering services until June 30, 2015. This amount is funded by the Service Authority for Freeways and Expressways funds, and is included in the Agency budget.

**DISCUSSION:**

The Service Authority for Freeways Emergencies program provides free emergency telephone service to stranded motorists through call boxes. There are currently 190 active call boxes in Monterey County. Call boxes are located along the following routes: State Route 1, State Route 68, State Route 156, US Highway 101, Jolon Road, Carmel Valley Road and Arroyo Seco Road.

Currently, the call boxes are directly linked to Keolis America Inc.'s call answering center. Live operators dispatch the calls to the California Highway Patrol, tow truck, and/or emergency services. The answering center is also capable of answering calls coming from users who are speech or hearing impaired. Contract with our existing call answering service center will expire on June 30, 2015.

The Transportation Agency staff conducts monthly review and evaluation of call answering center's service level based on multiple response time parameters and call quality. Staff found that the performance of contractor Keolis America Inc. has been satisfactory and recommends a one year term extension, with an increased base rate from \$2.50 to \$2.62, and an increased bonus/penalty rate from \$0.07 to \$0.08, as outlined in Attachment 1. Other agencies that contract with Keolis for call answering services, including the Metropolitan Transportation Commission, the Santa Cruz Regional Transportation Commission, and the San Luis Obispo Council of Governments have also extended their contracts to June 30, 2015, with the updated base rate and bonus/penalty rate. The one year contract extension will put TAMC onto the same contract schedule as the other agencies.

Approved by:   
Debra L. Hale, Executive Director

Date signed: 6/8/15

Consent Agenda

Counsel Approval: Yes  
Finance Approval: Yes

Attachment 1: Contract Amendment No. 2

AMENDMENT NO. 2 TO AGREEMENT BETWEEN  
MONTEREY COUNTY SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS  
AND  
KEOLIS AMERICA Inc.  
FOR PROFESSIONAL SERVICES

THIS AMENDMENT TO AGREEMENT is made and entered into as of June 24, 2015 by and between the Transportation Agency for Monterey County, a public agency created under California law, acting as the Monterey County Service Authority for Freeways and Expressways, hereinafter referred to as "MCSAFE," and Keolis America, Inc., hereinafter referred to as "Contractor".

WITNESSETH

WHEREAS, MCSAFE and CDS Net entered into a contract effective on December 1, 2010 (hereinafter the Contract) whereby the CDS Net answers all calls from Monterey County motorist aid call box system; and

WHEREAS, on December 1, 2011, the parties consented to an assignment and assumption of call box answering service by and among CDS Net ("Assignor"), Keolis America, Inc. as assignee and Contractor, and MCSAFE; and

WHEREAS, on May 22, 2013, the parties consented to extend the term of the contract for 2 years, and increased the maximum compensation by \$5,840;

WHEREAS, MCSAFE and Contractor desire to extend the term of the contract for 1 year, and increase the maximum compensation for this Amendment by \$3,100 for the period of this Amendment No. 2;

NOW, THEREFORE, MCSAFE and Contractor do hereby mutually agree as follows:

1. Amend Section 2 to change the termination date to June 30, 2016.
2. Amend Section 4, item c to change the maximum contract amount, including travel expenses, payable to consultant under this Amendment No. 2 for the period July 1, 2015 to June 30, 2016, to Three Thousand One Hundred Dollars (\$3,100) and bringing the total amount of compensation under the Contract to Seventeen Thousand Nine Hundred Ninety-two Dollars (\$17,992) (hereinafter referred to as the "maximum payment"), which amount may not be exceeded without a duly approved amendment.
3. Amend Exhibit B: PHASE II Price Per Call Rate to \$2.62 and add the following table, below the table indicating call rates for December, 2010 through and including June, 2015:



Time Period	Assumed Call Volume	Monthly Service Fee	"Not to Exceed Total"
June 2015-June 2016	1000	\$310.00	\$3,100.00
Total Contract Amount:			\$3,100.00

4. Amend Exhibit B: PHASE II Level of Service Measure to a bonus/penalty rate of \$0.08 and update table as follows:

	Level of Service Measure	Expected	Exceeds	Bonus	Penalty
1.	Percentage of calls answered in less than 20 seconds	90%	95%	+\$0.08	-\$0.08
2.	Percentage of calls answered in less than 90 seconds	98%	99.25%	+\$0.08	-\$0.08
3.	Average delay in answering calls	10 sec	8 sec	+\$0.08	-\$0.08
4.	Average delay in answering calls during peak periods	12 sec	10 sec	+\$0.08	-\$0.08
5.	Number of days 2-3% of calls were delayed by 2 minutes	2	0	+\$0.08	-\$0.08
6.	Average call answering quality score	7.5	8	+\$0.08	-\$0.08
	Maximum Incentives/Penalty Per Call			+\$0.48	-\$0.48
	Base Price per Call: \$2.50			\$3.10	\$2.14

5. Except as expressly amended herein, all other provisions of the Contract shall remain in full force and effect.

IN WITNESS WHEREOF, the Monterey County Service Authority for Freeways and Expressways and Keolis America, Inc., have executed this Amendment to the Contract as of the date first above written.

AS TO CONTENT:

\_\_\_\_\_  
Debra L. Hale, Executive Director  
Transportation Agency for Monterey County

\_\_\_\_\_  
Dirk Schniedermeier, Chief Technology Officer  
Keolis America Inc.  
"Contractor"

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

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

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Kathryn Reimann  
MCSAFE/TAMC Legal Counsel

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

# Memorandum

**To:** Board of Directors  
**From:** Michael Zeller, Senior Transportation Planner  
**Meeting Date:** June 24, 2015  
**Subject:** Regional Surface Transportation Program Guidelines Revised

**RECOMMENDED ACTION:**

**APPROVE** the Regional Surface Transportation Program Guidelines & Policies, revised per Caltrans Audits comments.

**SUMMARY:**

The Transportation Agency Board approved the Regional Surface Transportation Program Guidelines & Policies on February 26, 2014. In March 2015, Caltrans Audits division provided recommended several non-substantial revisions to the guidelines. The document has been updated to reflect those recommendations.

**FINANCIAL IMPACT:**

This action has no financial impact. The three-year estimated funding of Regional Surface Transportation Program for fiscal years 2014/15, 2015/16, and 2016/17 is \$14.1 million.

**DISCUSSION:**

The Surface Transportation Program is a federal program that provides states and local jurisdictions with funding for highway improvements, street rehabilitation and transportation enhancements. The Transportation Agency receives an annual apportionment of Regional Surface Transportation Program funding, passed through the State.

As part of the State Audit findings, the Agency approved the Guidelines & Policies for the Regional Surface Transportation Program to delineate how the funds would be administered by the Agency. This document was shared with Caltrans for comment, and a final document was approved by the Board in February 2014. In March 2015, Caltrans Audits sent the Agency some recommended non-substantial revisions to the Guidelines, which have been incorporated in the attached document. The revisions include descriptions of Board-approved actions for the funding agreement with jurisdictions, the invoice approval process, and fund set-asides for special projects. Staff is seeking approval to finalize the Guidelines.

Approved by:   
 Debra L. Hale, Executive Director

6/11/15  
 Date signed:

Consent Agenda

Counsel Approval: Yes  
 Admin/Finance Approval: Yes

Web Attachment: Regional Surface Transportation Program Guidelines - revised

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**TRANSPORTATION AGENCY FOR MONTEREY COUNTY  
GUIDELINES & POLICIES FOR THE ADMINISTRATION OF  
REGIONAL SURFACE TRANSPORTATION PROGRAM FUNDS**

**ADOPTED BY THE TRANSPORTATION AGENCY FOR MONTEREY  
COUNTY BOARD OF DIRECTORS: FEBRUARY 26, 2014**

**REVISED AND APPROVED: JUNE 24, 2015**

**What is the Regional Surface Transportation Program?**

The Regional Surface Transportation Program (RSTP) was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. The State of California allows smaller counties to exchange their apportionment of federal RSTP funds for State Highway Account funds, which are easier for local agencies to use for transportation with less stringent paperwork than with federal funds.

The Transportation Agency for Monterey County (TAMC) distributes these funds to local agencies as part of its responsibilities as a Regional Transportation Planning Agency.

**Project Eligibility**

RSTP funding is eligible for a wide variety of transportation projects. In general projects must meet the criteria in Sections 133(b) and 133(c) of Title 23 of the United States Code (USC) and Article XIX of the State Constitution (Appendix A). Projects eligible for funding from the RSTP include:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements on
  - Federal-aid highways (i.e., on any highways, including NHS and Interstate Highways that are not functionally classified as local or rural minor collectors).
  - Bridges (including bridges on public roads of all functional classifications), including any such construction or reconstruction necessary to accommodate other transportation modes, and including the seismic retrofit and painting of and application of calcium magnesium acetate on bridges and approaches and other elevated structures.
- Mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project funded under RSTP.
- Capital costs for transit projects eligible for assistance under the Federal Transit Act and publicly owned intracity or intercity bus terminals and facilities.
- Carpool projects, fringe and corridor parking facilities and programs, and bicycle transportation and pedestrian walkways on any public roads in accordance with Section 217 of Title 23, U.S.C.

- Highway and transit safety improvements and programs, hazard elimination, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings. Safety improvements are eligible on public roads of all functional classifications
- Highway and transit research and development and technology transfer programs.
- Capital and operating costs for traffic monitoring, management and control facilities and programs.
- Surface transportation planning programs
- Transportation enhancement activities.
- Transportation control measures listed in Section 108 (f)(1)(A) (other than clauses xii & xvi) of the Clean Air Act.
- Development and establishment of management systems under Section 303 of Title 23, U.S.C.
- Wetlands mitigation efforts related to RSTP projects.

**Funding Levels**

The following table shows the total amount of RSTP funding apportioned to TAMC since Fiscal Year 1991/92 (as of November 2013):

<b>FY</b>	<b>Apportionment</b>	<b>Interest</b>	<b>Flood Repair Reimbursement</b>	<b>Total Revenue</b>
<b>91-92, 92-93</b>	\$2,858,528			\$2,858,528
<b>93/94</b>	\$2,423,472	\$155,272		\$2,578,744
<b>94/95</b>	\$2,817,633	\$174,030	\$423,000	\$3,414,663
<b>95/96</b>	\$1,987,659	\$174,198		\$2,161,857
<b>96/97</b>	\$2,270,101	\$232,429		\$2,502,530
<b>97/98</b>	\$2,449,175	\$309,011		\$2,758,186
<b>98/99</b>	\$2,864,522	\$319,221		\$3,183,743
<b>99/00</b>	\$2,670,544	\$565,807		\$3,236,351
<b>00/01</b>	\$3,288,365	\$521,364		\$3,809,729
<b>01/02</b>	\$3,460,201	\$331,485		\$3,791,686
<b>02/03</b>	\$2,911,306	\$208,581		\$3,119,887
<b>03/04</b>	\$3,484,606	\$203,109		\$3,687,715
<b>04/05</b>	\$4,168,498	\$245,186	\$2,571	\$4,416,255
<b>05/06</b>	\$3,857,207	\$520,490		\$4,377,697
<b>06/07</b>	\$4,044,157	\$585,140		\$4,629,297
<b>07/08</b>	\$3,863,139	\$332,462		\$4,195,601
<b>08/09</b>	\$4,177,999	\$93,881	-\$253,001	\$4,018,879
<b>09/10</b>	\$3,964,507	\$60,151	\$47,646	\$4,072,304
<b>10/11</b>	\$4,721,239	\$29,115	\$1,955,682	\$6,706,036
<b>11/12</b>	\$4,721,239	\$53,317	\$23,821	\$4,798,377
<b>12/13</b>	\$5,112,619	\$52,503	-\$3,000,000	\$2,165,122
			\$3,000,000	\$3,000,000
<b>Cash Received</b>	<b>\$72,116,716</b>	<b>\$5,166,749</b>	<b>\$2,199,720</b>	<b>\$79,483,185</b>

<b>Apportionments Disbursed</b>	<b>\$62,372,874</b>
<b>Interest Disbursed</b>	<b>\$3,990,588</b>
<b>Cash on Hand</b>	<b>\$13,119,722</b>

**Programming of Regional Surface Transportation Program Funds**

Since 1991, TAMC has funded transportation projects in three grant categories, Fair Share, Transportation for Livable Communities, and Competitive. The Transportation Agency also sets aside RSTP in a reserve for use on eligible transportation projects by the Agency. Any interest accrued on the balance of RSTP funds that have been deposited into an interest bearing account will be used only for RSTP eligible projects. These categories are described below.

RSTP Reserve: RSTP Reserve is an approved TAMC policy that reserves up to 10% of the annual RSTP funding amount off the top for use by TAMC for eligible transportation project and planning activities. The reserve amount has historically been \$200,000 annually.

Other Set Asides: The Transportation Agency Board maintains discretion to approve other one-time off the top set asides for special projects, and has historically made these approvals when approving the RSTP fund estimate.

Intersection Control Evaluation (ICE) Funding Assistance: To support jurisdictions evaluating roundabouts as potential alternatives to signalized intersections, ICE Funding Assistance sets aside \$100,000 annually for jurisdictions to complete an ICE on their intersection projects.

Jurisdictions will submit an application (Appendix C), which will be reviewed by the Technical Advisory Committee and considered for approval by the Transportation Agency Board.

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RSTP Fair-Share Allocation Process: RSTP Fair Share is an approved TAMC policy that apportions part of the RSTP funding by formula to the Cities and County of Monterey. The Fair Share amount has historically been \$1,200,000 annually. TAMC has distributed this Fair Share funding every two to three years. The distribution of Fair Share funds is based on population and approved by the Board of Directors.

The programming is based on each jurisdiction’s share of the total urbanized population, as estimated by the California Department of Finance. Historically, TAMC has programmed three years’ worth of Fair Share funding for a total of \$3.6 million.

Deleted: The table in Appendix B shows the Fair Share funding amounts for each of the cities and County

Transportation for Livable Communities (TLC): Transportation for Livable Communities program aimed to encourage land use decisions that supported transit and reduced regional traffic congestion. This program rewarded jurisdictions that approved new housing and mixed-use development in urban locations near transit hubs. As of 2013, the program has been suspended as the goals of the TLC program are being met with the Complete Streets program.

RSTP Competitive Grants: RSTP Competitive Grants are an approved TAMC policy that apportions part of the RSTP funding on a competitive basis. The competitive amount varies

from year to year based on the annual apportionment of RSTP funds. TAMC has distributed this competitive funding every two to three years. The distribution of competitive funds is based on the project scoring criteria, peer review and approval by the Board of Directors.

Projects must be consistent with a local transportation plan or general plan and be completed within three years of receiving funds. Application materials and scoring criteria are included in Appendix **B**. Once funds are programmed to projects by the TAMC Board of Directors, the grantee may submit a claim for payment according to the procedures outlined in Appendix **D**.

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### **Regional Surface Transportation Grant Procedures**

The Transportation Agency for Monterey County staff will advise prospective claimants (eligible entities: cities, County, and Monterey-Salinas Transit) of the funds anticipated to be available, and of the procedures for applying for Regional Surface Transportation Program grant-awarded funds. Transportation Agency staff will adhere to the following procedures when administering the RSTP Competitive Grant program; however the Transportation Agency Board may elect to opt-out of a Competitive Grant cycle and program the RSTP funds towards projects of regional significance, foregoing this process.

- To be considered for funding, a grant application must be received by TAMC by the deadline specified in the call for projects.
- TAMC’s Technical Advisory Committee will appoint a Subcommittee, generally comprised of Technical Advisory Committee (TAC) members, Bicycle and Pedestrian Committee (BPC) members, partner agency staff, and Transportation Agency staff without a conflict of interest, to evaluate and rank all applications according to the “Criteria” listed in these policies. Subcommittee members will make their recommendations for projects to receive funding to the TAC and BPC.
- The TAC and BPC will consider approving the initial rankings recommended by the Subcommittee. The BPC will forward their recommendations on to the TAC for consideration. If the BPC’s comments cannot be incorporated, differences in recommendations will be discussed with the TAMC Board.
- The TAC will recommend approval for funding by the Transportation Agency Board. Alternative projects may also be listed in case recommended projects fail to be constructed.
- The Transportation Agency Board will consider the recommendations made by the TAC and the BPC. The Transportation Agency Board will vote to approve projects for funding by adopting a resolution.
- Transportation Agency staff will notify all applicants of projects to be funded.

### **Project Programming and Delivery**

Projects using RSTP funds are not required to have a local match like federal transportation programs. Once funds are allocated to an approved project, the project sponsor has three years to expend the funds. Funds are paid to projects on a reimbursement basis and upon claim by the



project sponsor to TAMC. Invoiced costs are to be on a reimbursement basis and must comply with state and federal regulations. Claims for reimbursement must include documentation (receipts, vendor invoices, and progress reports) to be deemed valid. The Transportation Agency RSTP Project Manager, Finance Officer, and Deputy Executive Director will review and recommend approval or rejection of the claims.

### **Programming Policies**

The cities and County may program funds to eligible transportation projects within their Fair Share amounts apportioned by TAMC. With Transportation Agency Board approval, Fair Share funds can be deleted from one project and added to another project at the discretion of the project sponsor by submitting a written request to the Transportation Agency, provided that the change does not cause an over programming of total Fair Share available to the city or County. Fair Share funds provide the most amount of flexibility for the cities and County to move funds between projects.

Moving funds from the competitive or Transportation for Livable Communities categories is not allowed. If a project is not built or the project sponsor decides not to build the project, the funds revert back to the pool of funding for the next round of programming. If a city or County was awarded funding for two projects under the competitive category, the city or County may submit a written request for Transportation Agency Board approval to adjust funds between the two projects provided the total amount remains the same.

### **Local Jurisdictions Responsibility in RSTP Project Implementation**

Once a project has been recommended and approved for RSTP funding then the local jurisdiction will need to implement the project in a timely manner.

Local Agency Funding Allocation Agreement: Each jurisdiction receiving RSTP funds must execute a Local Agency Funding Allocation Agreement with the Transportation Agency prior to receiving any RSTP funds. The Local Agency Funding Allocation Agreement is designed to comply with a State requirement that the Transportation Agency for Monterey County enter into contracts with its member agencies for the reimbursement of Regional Surface Transportation Program funds. The Local Agency Funding Allocation Agreement now covers all sources of discretionary funding that passes through the Transportation Agency, including Regional Surface Transportation Program, Transportation Development Act 2%, Regional Development Impact Fees, and Local Transportation Funds. The agreement details state and federal requirements for funds and other fiscal provisions required to comply with state and federal regulations.

These Funding Allocation Agreements anticipate that specific projects and amounts may vary for any member agency over time and that the parties will only need to approve revised “Exhibit A” documents, rather than the entire Master Agreement. Each Exhibit A will identify the project for which funds are allocated, the source of the funding, as well as the timing and amount of such funds for each identified project, in order to ensure compliance with state and federal

requirements. Exhibit A's will be updated each time new funds are allocated, existing allocations are modified, or claims for reimbursement are approved.

Timely Use of Funds: California State Assembly Bill 1012 (AB102) requires that RSTP funds are subject to a “timely use of funds” provision. AB102 requires that once funds are obligated towards a project then the jurisdiction has up to three years to use the funds or lose them. The TAMC Board also has implemented a timely “Use of Funds Provision” that is similar to AB1012. The TAMC Timely Use of Funds provision gives the agency staff authority to de-obligate funds from a local agency if project implementation is not moving forward in a satisfactory manner and reapply these funds towards a project that is ready for implementation. This process of fund redistribution would first require the approval by the TAMC Board of Directors.

Annual Reporting: Recipients of RSTP funding will be required to submit an annual report to TAMC describing the use of funds. This report will provide interagency coordination to better assist in timely project implementation.

Project Completion Report: Recipients of RSTP funding will be required to submit a Project Completion Report, which includes before and after photos of the project, within sixty (60) days of the project being accepted as complete by the sponsor.

Media: Any press releases or media events held by the project sponsor to promote a RSTP funded project will include mention of the Transportation Agency for Monterey County's role in funding the project.



APPENDIX A

PROJECT ELIGIBILITY

**23 USC § 133 - Surface transportation program**

(b) Eligible Projects.— A State may obligate funds apportioned to it under section 104 (b)(2) for the surface transportation program only for the following:

- (1) Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including construction of designated routes of the Appalachian development highway system and local access roads under section 14501 of title 40.
- (2) Replacement (including replacement with fill material), rehabilitation, preservation, protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels on public roads of all functional classifications, including any such construction or reconstruction necessary to accommodate other transportation modes.
- (3) Construction of a new bridge or tunnel at a new location on a Federal-aid highway.
- (4) Inspection and evaluation of bridges and tunnels and training of bridge and tunnel inspectors (as defined in section 144), and inspection and evaluation of other highway assets (including signs, retaining walls, and drainage structures).
- (5) Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus.
- (6) Carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure in accordance with section 137, bicycle transportation and pedestrian walkways in accordance with section 217, and the modifications of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- (7) Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.
- (8) Highway and transit research and development and technology transfer programs.
- (9) Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems.
- (10) Surface transportation planning programs.
- (11) Transportation alternatives.
- (12) Transportation control measures listed in section 108 (f)(1)(A) (other than clause (xvi)) of the Clean Air Act (42 U.S.C. 7408 (f)(1)(A)).

- (13) Development and establishment of management systems [1]
- (14) Environmental mitigation efforts relating to projects funded under this title in the same manner and to the same extent as such activities are eligible under section 119 (g).
- (15) Projects relating to intersections that—
  - (A) have disproportionately high accident rates;
  - (B) have high levels of congestion, as evidenced by—
    - (i) interrupted traffic flow at the intersection; and
    - (ii) a level of service rating that is not better than “F” during peak travel hours, calculated in accordance with the Highway Capacity Manual issued by the Transportation Research Board; and
  - (C) are located on a Federal-aid highway.
- (16) Infrastructure-based intelligent transportation systems capital improvements.
- (17) Environmental restoration and pollution abatement in accordance with section 328.
- (18) Control of noxious weeds and aquatic noxious weeds and establishment of native species in accordance with section 329.
- (19) Projects and strategies designed to support congestion pricing, including electric toll collection and travel demand management strategies and programs.
- (20) Recreational trails projects eligible for funding under section 206.
- (21) Construction of ferry boats and ferry terminal facilities eligible for funding under section 129 (c).
- (22) Border infrastructure projects eligible for funding under section 1303 of the SAFETEA-LU (23 U.S.C. 101 note; Public Law 109–59).
- (23) Truck parking facilities eligible for funding under section 1401 of the MAP–21.
- (24) Development and implementation of a State asset management plan for the National Highway System in accordance with section 119, including data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk based asset management and performance based management, and for similar activities related to the development and implementation of a performance based management program for other public roads.
- (25) A project that, if located within the boundaries of a port terminal, includes only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.
- (26) Construction and operational improvements for any minor collector if—
  - (A) the minor collector, and the project to be carried out with respect to the minor collector, are in the same corridor as, and in proximity to, a Federal-aid highway designated as part of the National Highway System;
  - (B) the construction or improvements will enhance the level of service on the Federal-aid highway described in subparagraph (A) and improve regional traffic flow; and

(C) the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the Federal-aid highway described in subparagraph (A).

(c) Location of Projects.— Surface transportation program projects may not be undertaken on roads functionally classified as local or rural minor collectors unless the roads were on a Federal-aid highway system on January 1, 1991, except—

- (1) as provided in subsection (g);
- (2) for projects described in paragraphs (2), (4), (6), (7), (11), (20), (25), and (26) of subsection (b); and
- (3) as approved by the Secretary.

**California Constitution - Article 19 Motor Vehicle Revenues**

SEC. 2. Revenues from taxes imposed by the State on motor vehicle fuels for use in motor vehicles upon public streets and highways, over and above the costs of collection and any refunds authorized by law, shall be deposited into the Highway Users Tax Account (Section 2100 of the Streets and Highways Code) or its successor, which is hereby declared to be a trust fund, and shall be allocated monthly in accordance with Section 4, and shall be used solely for the following purposes:

- (a) The research, planning, construction, improvement, maintenance, and operation of public streets and highways (and their related public facilities for non-motorized traffic), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, and the administrative costs necessarily incurred in the foregoing purposes.
- (b) The research, planning, construction, and improvement of exclusive public mass transit guideways (and their related fixed facilities), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, the administrative costs necessarily incurred in the foregoing purposes, and the maintenance of the structures and the immediate right-of-way for the public mass transit guideways, but excluding the maintenance and operating costs for mass transit power systems and mass transit passenger facilities, vehicles, equipment, and services.

APPENDIX B

REGIONAL SURFACE TRANSPORTATION PROGRAM COMPETITIVE FUNDING  
APPLICATION FORM

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2014 FUND ESTIMATE

Population: January 1, 2013 Department of Finance

Fund Estimate:

## **Grant Application Materials**

*Regional Surface Transportation Program Competitive Grants &  
Transportation Development Act 2%*

**Applications due: May 1, 2014 – 12:00 PM**



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

### Purpose & Principles

The Regional Surface Transportation Program (RSTP) was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. The Transportation Agency for Monterey County (TAMC) distributes these funds to local agencies as part of its responsibilities as the Regional Transportation Planning Agency for Monterey County.

The purpose of the program is to provide funding to local jurisdictions for a wide variety of transportation planning and improvement projects, such as the research, planning, construction, improvement, maintenance, and operation of public streets and highways (and their related public facilities for non-motorized traffic), including the mitigation of their environmental effects. A full listing of eligible projects can be found in the Transportation Agency for Monterey County's Guidelines & Policies for the Administration of Regional Surface Transportation Program Funds.

In establishing the Regional Surface Transportation Program Competitive Grants program, the Transportation Agency is seeking to fund projects that advance the goals of the Transportation Agency Board. These include funding and delivering projects of regional significance that improve safety, provide maintenance for existing facilities, or support the development of a multimodal transportation network utilizing the principles of Complete Streets. Fair geographic balance in distributing the funds and the cost effectiveness of the proposed projects in meeting the program's goals are also taken into consideration when awarding grant funds.

### Instructions

- (1) You must complete an application form for each project. All projects must submit an application, even if it has previously applied and received RSTP funding.
- (2) If your agency submits more than one project application, you must identify your highest priority project.
- (3) You are responsible for completing all sections of the application form and attaching any relevant information. Your project application will only be scored based on the information that is provided in your application. Additional information will not be accepted after the deadline; however, it may be presented to the TAMC Technical Advisory Committee (TAC) for review.
- (4) Your project must pass the "Screening Criteria" section of this application form in order to qualify for funding.
- (5) You should refer to the included RSTP Scoring Criteria when preparing the relevant section of your application. You are responsible for providing complete and accurate information in order to receive the highest points possible.
- (6) The deadline for applications is the first Thursday in May by 12:00 PM. All applications must be received by TAMC on this date. No postmarks or faxes will be accepted. No application forms or additional information will be accepted after this date.
- (7) For each application submitted, you must include three paper copies and a PDF copy.

Screening Criteria

In order to qualify for RSTP funding, your project must meet the following criteria:

A. Your project must be implemented within a 3-year timeframe. Please specify if your project will meet this deadline. Please note that after three years, your project will lose the funding if it has not yet been completed.

B. Your project must be consistent with a minimum of one of the local or regional plans listed below. Please check off the applicable plans:

- Local General Plan \_\_\_\_\_
- Capital Improvement Program (CIP) \_\_\_\_\_
- Pavement Management System (PMS) \_\_\_\_\_
- Bicycle / Pedestrian Plan \_\_\_\_\_
- Short Range Transit Plan (SRTP) \_\_\_\_\_
- MST Service Improvement Plan \_\_\_\_\_
- Regional Transportation Plan (RTP) \_\_\_\_\_
- Approved Transportation Impact Study \_\_\_\_\_
- Other (please specify) \_\_\_\_\_

C. For intersection projects, the California Department of Transportation Intersection Control Evaluation (ICE) must be completed or a commitment to completing the evaluation prior to receiving RSTP funds. Information can be found at:

<http://www.dot.ca.gov/hq/traffops/liasons/ice.html>.

If your jurisdiction is requesting ICE Funding Assistance with this grant application, include the ICE Funding Assistance application (Appendix **C**) with your grant submittal package.

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**Section A: Project Information & Regional Significance**

<b>Project Title</b>		<b>Sponsor / Lead Agency</b>	
<b>Contact Person</b>		<b>Contact Information (address, phone, email)</b>	
<b>Total Project Cost</b>		<b>Amount of RSTP Funds Requested</b>	
Identify the funding sources for the project. You must specify if these funding sources are secured or proposed. Also indicate fiscal years in which these funds are programmed. Attached additional information if needed.			
<b>Fund Source</b>	<b>Amount</b>	<b>Fiscal Year</b>	<b>Status</b>
<b>Project Description (include Average Daily Traffic data – vehicle, bike &amp; ped, or transit passengers)</b>			
<b>Is there a history of collisions in the project area (pedestrian, bicycle, motorist)?</b>			
<b>Project Benefits (attach additional information if needed)</b>			
<b>Describe how your project links regional origin / destinations or serves regional travel</b>			

<b>Scoring Categories</b>	<b>Points</b>
A1) Traffic volume	1-10
1 point = 1 - 5,000 ADT	
5 points = 5,001 - 10,000 ADT	
7 points = 10,001 - 20,000 ADT	
10 points = 20,001+ ADT	
A2) Regional Significance	1-10
1-10 points based on how well the project serves travelers from other areas or more than one jurisdiction.	
A3) Project will mitigate any of the following safety hazards:	5
Bicycle/pedestrian collisions within the project limits (or within 2 miles of school)	
Low visibility of bicyclists and pedestrians, inadequate or no crosswalks, or walking or biking in the street	
High speed vehicles, poor sight distances, or no traffic control devices	
<b>Subtotal (max.)</b>	<b>25</b>



Section A Scoring:

<b>Criteria</b>	<b>Points</b>
<b>A1</b>	<b>0 / 10</b>
<b>A2</b>	<b>0 / 10</b>
<b>A3</b>	<b>0 / 5</b>
<b>Total Score</b>	<b>0 / 25</b>

**Section B: Complete Streets**

Complete the attached Complete Streets Checklist and include with your application.

---

<b>Scoring Categories</b>	<b>Points</b>
B1) Stakeholder outreach was conducted on the project scope and design	0-5
B2) The project will incorporate one of the following Complete Street Treatments	0-10
Road Diet	
Traffic Calming	
Roundabout	
Transit-Oriented Development / Transit Corridor	
Neighborhood Shared Street	
Pedestrian Place	
Transit/Bicycle/Pedestrian Prioritization at Intersections	
B3) Project improves bicycle, pedestrian, or transit design features	0-5
B4) This is a maintenance or rehabilitation project with Complete Streets enhancements	0-5
<b>Subtotal (max.)</b>	<b>25</b>

Exemptions: Based on the project's completed Complete Streets Checklist, the project warrants the following exemptions from Section B scoring:

Explanation for exemptions:

The members of the scoring committee will review the project applicant's Complete Streets checklist to determine the appropriate amount of points to award for each section. If the applicant is seeking an exemption from this section, the scoring committee member will assign points based on the completed checklist and if the exemption is warranted.

Section B Scoring:

<b>Criteria</b>	<b>Points</b>
<b>B1</b>	0 / 5
<b>B2</b>	0 / 10
<b>B3</b>	0 / 5
<b>B4</b>	0 / 5
<b>Total Score</b>	<b>0 / 25</b>

**Section C: Project Readiness & Cost Effectiveness**

Provide a schedule of when the project components (e.g. design, construction) will be started and completed. Attach supporting documentation and additional information as needed. List all costs associated with the project. The RSTP money requested would be granted for a three-year time frame. Indicate whether matching funds are secured or unsecured under Fund Status.

Total RSTP funding request: \$ \_\_\_\_\_

Total Other funding: \$ \_\_\_\_\_

Total Project Cost: \$ \_\_\_\_\_

Phase	Start Date	End Date	RSTP Funds (\$1,000s)			Other Funds (\$1,000s)	Fund Status
			FY14/15	FY15/16	FY16/17		
Environmental Review							
Expected Document:							
Design: ___% Complete							
Right of Way							
Construction							
Operating							
Maintenance							
Public Outreach and Education							
Other:							

Scoring Categories	Points
C1) Project is ready to bid within:	5
1 points = Three years	
3 points = Two years	
5 points = One year	
C2) Request for funding will fully fund the project	10
C3) Project has already started and has completed the following phase(s):	1-10
5 points = Environmental Document	
5 points = Plans, Specifications, and Estimates	
1 point = 30% complete	
2 points = 60% complete	
4 points = 90% complete	
5 points = 100% complete	
<b>Subtotal (max.)</b>	<b>25</b>

Section C Scoring:

<b>Criteria</b>	<b>Points</b>
<b>C1</b>	<b>0 / 5</b>
<b>C2</b>	<b>0 / 10</b>
<b>C3</b>	<b>0 / 10</b>
<b>Total Score</b>	<b>0 / 25</b>

**Section D: Regional Transportation Plan Consistency**

Projects applying for RSTP Competitive Grant funds must be consistent with the goals and policies of the Regional Transportation Plan. Please indicate below how your proposed project will perform. Attach supporting documentation and additional information as needed.

	Projected Impact
<b>Access &amp; Mobility</b>	
Improve ability of Monterey County residents to meet most daily needs without having to drive. Improve the convenience and quality of trips, especially for walk, bike, transit, car/vanpool and freight.	
D1. Reduces the average work trip travel time	<input type="checkbox"/> No Impact <input type="checkbox"/> Improves
D2. Improve travel time reliability for bike/ped, transit, car/vanpool, or freight	<input type="checkbox"/> No Impact <input type="checkbox"/> Improves
<b>Discuss:</b>	
<b>Safety &amp; Health</b>	
Design the transportation system to reduce accidents, promote active living, and lessen pollution exposure.	
D3. Reduces the number of fatalities and injuries due to collisions	<input type="checkbox"/> No Impact <input type="checkbox"/> Improves
D4. Improves bicycle, pedestrian, and transit mode share	<input type="checkbox"/> No Impact <input type="checkbox"/> Improves
<b>Discuss:</b>	
<b>Environmental Stewardship</b>	
Protect and enhance the County's built and natural environment. Act to reduce Greenhouse Gasses emissions.	
D5. Reduces greenhouse gas emissions	<input type="checkbox"/> No Impact <input type="checkbox"/> Improves
D6. Preserves sensitive habitat or prime agriculture land	<input type="checkbox"/> No Impact <input type="checkbox"/> Improves
<b>Discuss:</b>	
<b>Social Equity</b>	
Reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged populations.	
D7. Provides funding for project serving Environmental Justice populations	<input type="checkbox"/> No Impact <input type="checkbox"/> Improves
D8. Increases the percent of population within ½ mile of high quality transit stop	<input type="checkbox"/> No Impact <input type="checkbox"/> Improves
<b>Discuss:</b>	
<b>Economic Benefit</b>	
Invest in transportation improvements – including operational improvements – that reinvest in Monterey County economy, improve economic access and improve travel time reliability and speed consistency for high-value trips.	
D9. Reduces vehicle hours of delay	<input type="checkbox"/> No Impact <input type="checkbox"/> Improves
D10. Reduces the number of distressed lane miles	<input type="checkbox"/> No Impact <input type="checkbox"/> Improves
<b>Discuss:</b>	

Scoring Categories	Points
D1 – D10) Project demonstrates consistency with the goals of the Regional Transportation Plan	0-2.5 each
<b>Subtotal (max.)</b>	<b>25</b>

Section D Scoring:

<b>Criteria</b>	<b>Points</b>
<b>D1</b>	0 / 2.5
<b>D2</b>	0 / 2.5
<b>D3</b>	0 / 2.5
<b>D4</b>	0 / 2.5
<b>D5</b>	0 / 2.5
<b>D6</b>	0 / 2.5
<b>D7</b>	0 / 2.5
<b>D8</b>	0 / 2.5
<b>D9</b>	0 / 2.5
<b>D10</b>	0 / 2.5
<b>Total Score</b>	<b>0 / 25</b>

**TOTAL APPLICATION SCORE: 0 / 100**

APPENDIX C

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INTERSECTION CONTROL EVALUATION FUNDING ASSISTANCE APPLICATION

To support jurisdictions evaluating roundabouts as potential alternatives to signalized intersections, ICE Funding Assistance sets aside \$100,000 annually in RSTP funds for jurisdictions to complete an ICE on their intersection projects. Jurisdictions will submit this application to request funding, which will be reviewed by the Technical Advisory Committee for recommendation and considered for approval by the Transportation Agency Board.

Screening Criteria:

- There is a funding cap of \$20,000 for straight forward intersections and \$50,000 for more challenging intersections or Caltrans-owned facilities.
- Fair geographic balance in distributing the funds and the cost effectiveness of the proposed projects in meeting the program's goals are also taken into consideration when awarding grant funds.
- Cost estimates, scopes of work, and timelines to complete the study are to be included as an attachment to the funding assistance application.
- Results from any previous studies that evaluated roundabout suitability at the proposed location(s) should be attached to the Intersection Control Evaluation Funding Assistance request, and are not reimbursable.
- If your jurisdiction is also requesting RSTP Competitive Grant funding for this project, please include this ICE Funding Assistance application with your RSTP Competitive Grant application.
- For applications that are approved by the Transportation Agency Board, jurisdictions will submit a reimbursement request form (Appendix D) to the Transportation Agency to receive funding.

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ICE Funding Assistance Project Application Form:

**1. Project Sponsor (Contact Information)**

--

**2. Project Location**

--

**3. Project Description and Need** (Include a justification for the funding level requested in #6)

--

**4. Traffic Volume**

--

**5. Project Funding**

#	Fund Source	Amount	Status
1.			
2.			
3.			
4.			
	Unfunded Amount		

**Total Project Cost**

**6. ICE Funding Assistance – Amount Requested:** Up to \$20,000 for straight forward intersections or \$50,000 for complex intersections or Caltrans-owned facilities.

--

**7. Attachments:**

Please provide the following documents for completing the Intersection Control Evaluation as an attachment to this application:

1. Independent Cost Estimate
2. Scope of Work
3. Project Schedule & Timeline

APPENDIX D

REIMBURSEMENT FORM

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APPENDIX B2014 FUND ESTIMATE

**Population:** January 1, 2013 Department of Finance

**Fund Estimate:**

FY 14/15	\$4,700,000
FY 15/16	\$4,700,000
FY 16/17	\$4,700,000
<b>Total Fund Estimate</b>	<b>\$14,100,000</b>

**Fund Distribution:**

RSTP Reserve (10% of total)	\$1,410,000
MST Set Aside (10% of total)	\$1,410,000
ICE Funding Assistance	\$300,000
<b>Total Funds Available</b>	<b>\$10,980,000</b>

Jurisdiction	% Total Population	Fair Share Funding
Carmel-by-the Sea	0.90%	\$49,170
Del Rey Oaks	0.39%	\$21,465
Gonzales	1.97%	\$108,056
Greenfield	3.97%	\$217,897
King City	3.10%	\$170,277
Marina	4.76%	\$261,453
Monterey	6.70%	\$367,985
Pacific Grove	3.62%	\$198,867
Salinas	36.35%	\$1,995,640
Sand City	0.08%	\$4,402
Seaside	7.90%	\$433,892
Soledad	6.03%	\$331,228
County of Monterey	24.22%	\$1,329,667
<b>Fair-Share Total:</b>	<b>100.00%</b>	<b>\$5,490,000</b>

TDA 2%	\$900,000
RSTP Competitive Grant - Tier 1	\$5,490,000
<b>Total Competitive Grant Funding</b>	<b>\$6,390,000</b>

RSTP Competitive Grant - Tier 2 \* \$623,237

\* Funding dependent on deprogramming inactive projects by August 26, 2014



## Memorandum

**To:** Board of Directors  
**From:** David Delfino, Finance Officer / Analyst  
**Meeting Date:** June 24, 2015  
**Subject:** City of Marina Regional Surface Transportation Program Fair Share Allocation

### RECOMMENDED ACTION:

**APPROVE** the request by the City of Marina to allocate \$261,456.00 of its Regional Surface Transportation Program fair share funds to the resurfacing of the Reservation Road and the Imjim Parkway bike lane projects.

### SUMMARY:

The Agency has distributed Regional Surface Transportation Program fair share funding to the local jurisdictions for a wide range of eligible transportation projects and is available at the discretion of the local jurisdiction for their chosen projects upon approval by the Board.

### FINANCIAL IMPACT:

RSTP funds originate from the State Highway Account and are controlled by this Agency. The annual amount is programmed as "fair share" monies to the cities and County on a population basis per adopted Agency policy. Under the fair share programming policies, each jurisdiction may request up to the amount programmed by the Agency for specific, eligible transportation projects.

The City of Marina requests the allocation of \$261,456.00 its fair share Regional Surface Transportation Program (RSTP) funds to the resurfacing of the Reservation Road and the Imjim Parkway bike lane projects.

### DISCUSSION:

These transportation projects are eligible for Regional Surface Transportation Program funding.

**Staff recommends that the Board approve the request by the City of Marina to allocate \$261,456.00 in Regional Surface Transportation Program fair share funds to the resurfacing of the Reservation Road and the Imjim Parkway bike lane projects.**

Approved by:   
Debra L. Hale, Executive Director

Date signed: 6/12/15

Consent Agenda

Counsel Review: N/A

Web Attachment can be viewed on the website ([www.tamcmonterey.org](http://www.tamcmonterey.org))

Web Attachment: 1. Request for allocation of RSTP Fair Share Funds Letter from the City of Marina dated June 10, 2015.

2. Marina RSTP Local Agency Funding Allocation Agreement Exhibit A

*City of Marina*



*City of Marina*  
**ENGINEERING DIVISION**  
211 HILLCREST AVENUE  
MARINA, CA 93933  
831- 884-1212; FAX 831- 384-0425  
[www.ci.marina.ca.us](http://www.ci.marina.ca.us)

June 10, 2015

Mr. Debbie Hale  
Executive Director  
Transportation Agency for Monterey County  
55 B Plaza Circle  
Salinas, California 93901

Re: RSTP Designation

Dear Ms. Hale:

The City of Marina designates its fair share of the RSTP (\$261,456) towards the resurfacing of the reservation road and the Imjin Parkway bike lane projects. The City plans to construct these projects in fiscal year 2015/2016.

Should you have any questions, please contact me at (831)884-1212

A handwritten signature in black ink, appearing to read "Nourdin Khayata". The signature is fluid and cursive, with a large initial "N" and "K".

Sincerely,  
Nourdin Khayata  
Acting City Engineer  
City of Marina





**Transportation Agency for Monterey County**  
**Local Agency Funding Allocation Agreement**  
 Exhibit A

**City of Marina**

Agency	Board Approval Date	Fund Expiration Date	Type	Project	Budget	Paid	Balance Outstanding
Marina	8/27/2014	8/27/2017	RSTP Competitive	Beach Road Improvements - SR 1 to Marina Drive	\$ 100,000	\$ -	\$ 100,000
Marina	3/26/2014	3/26/2017	RSTP Fair Share	2014 Fair Share Reserve	\$ 241	\$ -	\$ 241
Marina	3/26/2014	3/26/2017	RSTP Fair Share	Resurfacing of the reservation road and the Imjin Parkway bike lane projects	\$ 261,456	\$ -	\$ 261,456
Marina	6/24/2015	6/24/2018	RSTP Reserve	Imjin Parkway Repaving and Bicycle Lanes	\$ 334,264	\$ -	\$ 334,264
Marina	6/24/2015	6/24/2018	2017 RSTP Reserve	Imjin Parkway Repaving and Bicycle Lanes	\$ 76,736	\$ -	\$ 76,736
					\$ 772,697	\$ -	\$ 772,697

Last Revised: 6/24/2015

Approved by: \_\_\_\_\_  
 Debra L. Hale, Executive Director



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## **Memorandum**

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** June 24, 2015  
**Subject:** Coast Daylight Project Environmental Review

### **RECOMMENDED ACTION**

1. **APPROVE** Request for Proposals (RFP) for the federal environmental review of the Salinas-San Jose corridor in support of the Coast Daylight project;
2. **AUTHORIZE** staff to publish the RFP, 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 State Transportation Improvement Program (STIP) funds budgeted to this purpose.

### **SUMMARY**

The Transportation Agency is seeking to release a RFP for the federal environmental review of the Salinas-San Jose corridor in support of the Coast Daylight project.

### **FINANCIAL IMPACT**

A total of \$200,000 is available in state funding for this work.

### **DISCUSSION**

The Coast Daylight project is a joint Caltrans/ Amtrak effort headed up by the Coast Rail Coordinating Council (CRCC), chaired by Supervisor Dave Potter and staffed by Pete Rodgers, Administrative Director at the San Luis Obispo Council of Governments (SLOCOG). The project is an extension of the existing Pacific Surfliner trains that currently run between Los Angeles and San Luis Obispo. The project calls for one daily round trip on the existing Union Pacific-owned tracks between downtown San Francisco and downtown Los Angeles (or San Diego), to complement the existing Amtrak Coast Starlight service. Currently, the planned stops in Monterey County are in Pajaro/ Watsonville, Salinas, Soledad and the City of King. The project relies on local jurisdictions to construct any stations that may be required.

The consulting firm Circlepoint is preparing the Final Program Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the Salinas – San Luis Obispo segment of the coast

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mainline rail corridor to support the Coast Daylight project. The final document is expected to be published in the summer and go to the SLOCOG Board for adoption on August 5.

The California Transportation Commission allocated \$200,000 in State Transportation Improvement Program (STIP) funding to TAMC to perform the federal environmental review of the Salinas – San Jose segment of the coast mainline rail corridor to support both the Coast Daylight project as well as the extension of Capitol Corridor service to Salinas. TAMC has already completed the state environmental review of this corridor. Now that the Salinas – San Luis Obispo segment environmental document is nearing completion, staff requests approval of a RFP for the work on the Salinas – San Jose segment (see **attached** scope of work and the full RFP, online as a **web attachment**).



Approved by: \_\_\_\_\_  
Debra L. Hale, Executive Director

Date signed: 6/8/15

Consent Agenda

Counsel Approval: Yes  
Finance Approval: Yes

Attachment: RFP Scope of Work

Web Attachment: RFP

# ATTACHMENT A

## SCOPE OF WORK

### **Purpose:**

The Transportation Agency for Monterey County (TAMC), Monterey County's Regional Transportation Planning Agency, is a state designated agency responsible for planning and funding transportation projects. The Transportation Agency is seeking qualified consultant(s) to complete the project-level environmental review of the Salinas-San Jose Coast Rail Line for federal environmental purposes. This environmental review will enable two proposed passenger rail services – the Rail Extension to Monterey County and the Coast Daylight – to apply for federal funding for work in the 68-mile Salinas-San Jose corridor. The Project Team shall include professional staff and/or sub-consultants to provide all services necessary for this environmental review.

### **Goals:**

The environmental review will examine a range of projects under consideration to support two passenger rail projects on the Coast Rail Line between Salinas and San Jose. This environmental review will consist of a project level environmental document in keeping with the requirements of the National Environmental Policy Act (NEPA). The 68-mile rail corridor between Salinas and San Jose will be reviewed for potential improvements to support two passenger rail projects, the Coast Daylight (Pacific Surfliner trains) and the Rail Extension to Monterey County (Capitol Corridor trains). This work will be done in coordination with the California Department of Transportation (Caltrans) and the Federal Railroad Administration.

TAMC previously contracted with consultants to do the environmental review of the corridor. This work resulted in a completed state environmental review prepared under the California Environmental Quality Act (CEQA), certified in 2006, addendum completed in 2013, and several versions of an administrative draft NEPA document, an Environmental Assessment (2007-2012), but, unfortunately, the Federal Transit Administration never approved it for release as a public review draft. This work is to pick up with the last version of the administrative draft Environmental Assessment (2012), along with the final state environmental document, in order to complete the federal environmental review with the oversight of the Federal Railroad Administration (FRA). FRA staff have indicated their support with moving forward with this work, in light of possible federal grants for the two passenger rail projects.

### **Potential List of Projects:**

Below is a list of potential projects that could be included, as identified in prior studies. The final list of projects will be vetted through a public stakeholder process, and reviewed and approved by the Transportation Agency Board of Directors:

- New train station in Castroville
- New train station in Pajaro/Watsonville

- Modifications to the existing train stations in Salinas, Gilroy, Morgan Hill and Tamien
- Track improvements at the station areas and along the rail corridor

More information can be found via the adopted California Environmental Quality Act (CEQA) documents online here: [http://tamcmonterey.org/programs/rail/salinas\\_rail.html](http://tamcmonterey.org/programs/rail/salinas_rail.html). TAMC also has an administrative draft Environmental Assessment for the Rail Extension to Monterey County project that was last updated in 2012 in coordination with the Federal Transit Administration that may be a useful starting point for this work.

### **Timeline:**

The selected consultant should be prepared to complete the scope of work to meet the following deadlines:

<b>Task</b>	<b>Deadline/Timeframe</b>
Contract execution, start work	September 2015
Kick-off meeting	October 2015
Administrative draft environmental documents	approx. January 2016
Draft environmental documents	approx. April 2016
Final environmental documents	approx. January 2017
<b>Funding expiration deadline</b>	<b>February 28, 2017</b>

### **Tasks:**

1. Review prior environmental documents and, if necessary, conduct technical analyses as required by NEPA, including cumulative and growth-inducing impacts.
2. Prepare Administrative Draft of environmental documents
3. Coordinate review of Administrative Draft documents with TAMC, Caltrans and Federal Railroad Administration
4. Prepare Draft environmental documents
5. Attend 2 public meetings/ hearings, coordinate stakeholder outreach
6. Prepare Final environmental documents
7. Confirm technical requirements for NEPA, ensure all documentation for NEPA are completed and filed, as needed, including but not limited to:
  - a. Notices of Intent and Availability
  - b. Finding of No Significant Impact
  - c. Mitigation Action Plan
  - d. Record of Decision

### **Products:**

One copy-ready paper copy and one electronic (CD-ROM) copy each of:

1. Administrative Draft environmental document
2. Draft environmental document
3. Final environmental document
4. All NEPA-required documentation as listed above

# REQUEST FOR PROPOSALS (RFP)

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

## **SALINAS-SAN JOSE COAST RAIL LINE ENVIRONMENTAL REVIEW**

You are invited to submit your proposal for the services to complete the above project. Proposals are due in the office of the Transportation Agency for Monterey County, 55 B Plaza Circle, Salinas, CA 93901-2901 by **12:00 noon PDT on Thursday, August 6, 2015.**

Copies of the RFP and the detailed information regarding the submission of the proposal are available at the TAMC offices and may be obtained upon request. This RFP is available at the TAMC website ([www.tamcmonterey.org](http://www.tamcmonterey.org)) in Adobe Acrobat (PDF) format. You may call Christina Watson, Principal Transportation Planner, at (831) 775-0903 to obtain a copy and for further information.

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

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**DATE:** June 24, 2015

**TO:** Interested Consultants

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

**SUBJECT:** Salinas-San Jose Coast Rail Line Environmental Review

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**INVITATION**

You are invited to submit a Proposal for the referenced services together with a separate, sealed Fee Schedule that includes an estimate of costs per task to complete the project. Please include your estimate of other direct costs charged to this project. Please submit five (5) paper copies and one (1) digital copy of your Proposal.

Your Proposal is due in the office of the Transportation Agency for Monterey County (TAMC), **55 B Plaza Circle, Salinas, CA, 93901**, by **12:00 noon on Thursday, August 6, 2015**. Proposals received after the date and time specified above will not be considered.

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

Inquiries relating to this Request for Proposals shall be submitted no later than **July 16** to:  
Christina Watson, Principal Transportation Planner  
Transportation Agency for Monterey County  
55 B Plaza Circle, Salinas, CA 93901-2901  
831-775-0903 ~ [christina@tamcmonterey.org](mailto:christina@tamcmonterey.org)

Proposals shall be submitted no later than noon on **August 6** to:  
Virginia Murillo, Assistant Transportation Planner  
Transportation Agency for Monterey County  
55 B Plaza Circle, Salinas, CA 93901-2901

Email inquiries relating to this Request for Proposals should include “Salinas-San Jose Coast Rail Line Environmental Review” in the subject header.



## **BACKGROUND**

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

TAMC's Board of Directors includes twenty-three members who consist of local officials from each of its twelve incorporated cities and five county supervisorial districts, and ex-officio members from six public agencies.

The mission of the Transportation Agency for Monterey County is to proactively fund and plan a transportation system that enhances mobility, safety, access, environmental quality and economic activities by investing in regional transportation projects for Monterey County residents, businesses and visitors.

## **PROJECT DESCRIPTION**

The Transportation Agency for Monterey County is looking for proposals from qualified consultants to complete the environmental review of the Salinas-San Jose Coast Rail Line in accordance with the proposed Scope of Work (Attachment A). This environmental review will consist of a project level environmental document in keeping with the requirements of the National Environmental Policy Act (NEPA). The 68-mile rail corridor between Salinas and San Jose will be reviewed for potential improvements to support two passenger rail projects, the Coast Daylight (Pacific Surfliner trains) and the Rail Extension to Monterey County (Capitol Corridor trains).

A final Scope of Work will be made a part of the professional services agreement between TAMC and the consultant. A copy of the template agreement anticipated to be used by TAMC is included in Attachment B. The applicable requirements for TAMC contracts utilizing State funding are listed in Attachment C. A single document will be prepared between the Consultant and TAMC consistent with the provisions of these attachments.

It is important that the consultant have the capability to work closely with the Transportation Agency staff. The consultant or consultant team must be prepared to undertake whatever liaison and meetings are required to satisfy this requirement.

## **SELECTION PROCESS**

The Transportation Agency will establish a committee to review the proposals. This review may be followed by an oral interview between a review committee and the firm(s) that responds best to the RFP. Based on the recommendations of the review committee, Transportation Agency staff will meet with the most qualified consultant or consultant team and will attempt to negotiate

a final Scope of Work and a Fee Schedule for the project. The final Scopes of Work will include a full description of each task, a description of deliverable products, and a schedule of the due dates for the deliverable products and other important milestones. Upon successful completion of negotiations the consultants or consultant teams will be recommended to the TAMC Board for final selection and contract approval.

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

Further, the Agency may, or may not, also negotiate contract terms with selected proposers prior to award, and expressly reserves the right to negotiate with several proposers simultaneously and, thereafter, to award a contract to the proposer offering the most favorable terms to the Agency. Proposals submitted, therefore, should contain the proposers' most favorable terms and conditions, because the selection and award may be made without further discussion with any proposer. The Agency will submit the proposal considered to be the most responsive and competitive to the Board of Directors for consideration and selection. The Agency reserves the right to accept or reject any and all submitted proposals, to waive minor irregularities, and to request additional information or revisions to offers, and to negotiate with any or all proposers at any stage of the evaluation.

Factors to be considered in selecting the consultant(s) are indicated below:

- |   |           |
|---|-----------|
| 1) Experience in the preparation of NEPA documents                | 40 points |
| 2) Previous experience with NEPA analysis of rail line projects   | 30 points |
| 3) Knowledge of Monterey County transportation and related issues | 20 points |
| 4) References   | 10 points |

### **QUESTION & ANSWERS, REQUESTS FOR CLARIFICATION OR EXCEPTIONS, ADDENDA**

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

Any requests for clarification or exceptions to requirements in this Request for Proposals must be received by the Agency no later than **12 noon, Pacific Standard Time, on Thursday, July 16, 2015**, to guarantee response or consideration. Responses to questions concerning this Request for Proposals posed before this deadline will be posted on the Agency's website ([www.tamcmonterey.org](http://www.tamcmonterey.org)).

## **SUBMITTAL REQUIREMENTS/PROPOSAL FORMAT**

All interested firms are required to submit five (5) hard copies and one (1) digital copy of their Proposal to perform the requested consulting services. The Proposal must include the names and qualifications of all personnel to be employed on the project. The Proposal should provide a short description of the firm's experience with projects that relate to this Scope of Work. A list of relevant past clients should be included.

### **A. Project Team**

The Proposal shall clearly identify a Project Manager and include the names and qualifications of all personnel of the proposed team to be assigned to the contract and a chart representing the proposed organizational structure of the team. The Proposal shall demonstrate that the key personnel have the time available to work on the project. The Proposal shall include the estimated number of hours individual personnel will dedicate to the project.

### **B. Demonstrated Knowledge**

The Proposal shall include the assigned project team's demonstrated knowledge of, expertise and experience with providing similar services and completing similar types of contracts.

### **C. Work Plan**

The Proposal shall include the consultant's proposed approach to the development and implementation of the scope of work, broken out by tasks which demonstrate the consultant's knowledge and understanding of the project and the constraints and challenges associated with performing the tasks outlined in the scope of work.

### **D. Cost Proposal**

The Proposal must include a separate, sealed cost proposal. The total not-to-exceed budget for the project is One Hundred and Ninety Thousand Dollars (\$190,000). The Proposal must contain an overall cost for the project as well as cost by task. An estimate of hours by task and hourly rates is also required.

### **E. Proposed Schedule of Work and Deadlines**

The Proposal must include availability of the Project Team to conduct work within the anticipated timeframes.

### **F. References**

The Proposal shall include at least three (3) recent references from past clients for similar types of work.

All Proposals must be submitted to Virginia Murillo, Assistant Transportation Planner, Transportation Agency for Monterey County, 55 B Plaza Circle, Salinas, CA 93901-2901 **by 12:00 noon on Thursday, August 6, 2015.**

**PROPOSED SCHEDULE**

<b>Date/ Timeframe</b>	<b>Task</b>
June 24-26, 2015	Distribute RFP
July 16, 2015	Deadline for requests for clarification or exceptions
<b>August 6, 2015</b>	<b>Proposals due</b>
August 10-14, 2015	Review and rank proposals
August 14-20, 2015	Interviews (if necessary)
August 14-27, 2015	Select top ranked consultant, negotiate contract
September 23, 2015	Present consultant contract to TAMC Board for approval

**MISCELLANEOUS****A. Modification or Withdrawal of Submittals**

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

**B. Property Rights**

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

**C. Confidentiality**

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

**D. Amendments to Request for Qualifications**

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

**E. Non-Commitment of TAMC**

This Request for Proposals does not commit TAMC to award a contract, to pay any costs incurred in the preparation of a Proposal for this request, or to procure or contract for services.

All products used or developed in the execution of any contract resulting from this Request for Proposals will remain in the public domain at the completion of the contract.

**F. Conflict of Interest**

The prospective consultant shall disclose any financial, business or other relationship with TAMC that may have an impact upon the outcome of this contract or TAMC construction project. The prospective consultant shall also list current clients who may

have a financial interest in the outcome of this contract or TAMC projects that will follow. In particular, the prospective consultant shall disclose any financial interest or relationship with any construction company that might submit a bid on TAMC projects.

**G. Nondiscrimination**

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

**H. Final Selection and Protests**

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

Protestants shall submit a detailed written statement of protest to:

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

no later than five (5) days prior to the Board meeting to enable proper consideration by the Board.

**QUESTIONS**

If you need assistance or have any questions, please call Christina Watson, Principal Transportation Planner, at (831) 775-0903.

Attachments:

- A. Scope of Work
- B. Sample TAMC Standard Agreement for Professional Services
- C. Requirements for Contracts Using State Funds
- D. Sample Cost Proposal

# ATTACHMENT A

## SCOPE OF WORK

### **Purpose:**

The Transportation Agency for Monterey County (TAMC), Monterey County's Regional Transportation Planning Agency, is a state designated agency responsible for planning and funding transportation projects. The Transportation Agency is seeking qualified consultant(s) to complete the project-level environmental review of the Salinas-San Jose Coast Rail Line for federal environmental purposes. This environmental review will enable two proposed passenger rail services – the Rail Extension to Monterey County and the Coast Daylight – to apply for federal funding for work in the 68-mile Salinas-San Jose corridor. The Project Team shall include professional staff and/or sub-consultants to provide all services necessary for this environmental review.

### **Goals:**

The environmental review will examine a range of projects under consideration to support two passenger rail projects on the Coast Rail Line between Salinas and San Jose. This environmental review will consist of a project level environmental document in keeping with the requirements of the National Environmental Policy Act (NEPA). The 68-mile rail corridor between Salinas and San Jose will be reviewed for potential improvements to support two passenger rail projects, the Coast Daylight (Pacific Surfliner trains) and the Rail Extension to Monterey County (Capitol Corridor trains). This work will be done in coordination with the California Department of Transportation (Caltrans) and the Federal Railroad Administration.

TAMC previously contracted with consultants to do the environmental review of the corridor. This work resulted in a completed state environmental review prepared under the California Environmental Quality Act (CEQA), certified in 2006, addendum completed in 2013, and several versions of an administrative draft NEPA document, an Environmental Assessment (2007-2012), but, unfortunately, the Federal Transit Administration never approved it for release as a public review draft. This work is to pick up with the last version of the administrative draft Environmental Assessment (2012), along with the final state environmental document, in order to complete the federal environmental review with the oversight of the Federal Railroad Administration (FRA). FRA staff have indicated their support with moving forward with this work, in light of possible federal grants for the two passenger rail projects.

### **Potential List of Projects:**

Below is a list of potential projects that could be included, as identified in prior studies. The final list of projects will be vetted through a public stakeholder process, and reviewed and approved by the Transportation Agency Board of Directors:

- New train station in Castroville
- New train station in Pajaro/Watsonville

- Modifications to the existing train stations in Salinas, Gilroy, Morgan Hill and Tamien
- Track improvements at the station areas and along the rail corridor

More information can be found via the adopted California Environmental Quality Act (CEQA) documents online here: [http://tamcmonterey.org/programs/rail/salinas\\_rail.html](http://tamcmonterey.org/programs/rail/salinas_rail.html). TAMC also has an administrative draft Environmental Assessment for the Rail Extension to Monterey County project that was last updated in 2012 in coordination with the Federal Transit Administration that may be a useful starting point for this work.

### **Timeline:**

The selected consultant should be prepared to complete the scope of work to meet the following deadlines:

<b>Task</b>	<b>Deadline/Timeframe</b>
Contract execution, start work	September 2015
Kick-off meeting	October 2015
Administrative draft environmental documents	approx. January 2016
Draft environmental documents	approx. April 2016
Final environmental documents	approx. January 2017
<b>Funding expiration deadline</b>	<b>February 28, 2017</b>

### **Tasks:**

1. Review prior environmental documents and, if necessary, conduct technical analyses as required by NEPA, including cumulative and growth-inducing impacts.
2. Prepare Administrative Draft of environmental documents
3. Coordinate review of Administrative Draft documents with TAMC, Caltrans and Federal Railroad Administration
4. Prepare Draft environmental documents
5. Attend 2 public meetings/ hearings, coordinate stakeholder outreach
6. Prepare Final environmental documents
7. Confirm technical requirements for NEPA, ensure all documentation for NEPA are completed and filed, as needed, including but not limited to:
  - a. Notices of Intent and Availability
  - b. Finding of No Significant Impact
  - c. Mitigation Action Plan
  - d. Record of Decision

### **Products:**

One copy-ready paper copy and one electronic (CD-ROM) copy each of:

1. Administrative Draft environmental document
2. Draft environmental document
3. Final environmental document
4. All NEPA-required documentation as listed above

**ATTACHMENT B**

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**  
**AND (CONSULTANT'S NAME)**  
**AGREEMENT FOR PROFESSIONAL SERVICES**  
**APPROVED BY THE TAMC BOARD ON: [REDACTED]**  
**[Actual Cost Plus Fixed-Fee]**

This is an agreement between the Transportation Agency for Monterey County, hereinafter called "TAMC," and [consultant's name], a [indicate legal status of entity, e.g., a California corporation, an individual dba ..., a California partnership, etc.], [consultant's address], hereinafter called "Consultant."

The parties agree as follows:

1. Employment of Consultant. TAMC hereby engages Consultant and Consultant hereby agrees to perform the services set forth in Exhibit A, in conformity with the terms of this Agreement. Consultant will complete all work in accordance with the work schedule set forth in Exhibit A.

(a) The work is generally described as follows:

**Salinas-San Jose Coast Rail Line Environmental Review**

- (b) Consultant represents that Consultant and its agents, subcontractors and employees performing work hereunder are specially trained, experienced, competent, and appropriately licensed to perform the work and deliver the services required by this Agreement.
- (c) Consultant, its agents, subcontractors, and employees, shall perform all work in a safe, skillful, and professional manner and in compliance with all applicable laws and regulations. All work performed under this Agreement that is required by law to be performed or supervised by licensed personnel shall be performed in accordance with such licensing requirements. Consultant shall ensure for itself and for any subcontractors under this Agreement that the applicable requirements of Labor Code section 1725.5, concerning the registration of contractors for public works, shall be in force and maintained for the term of this Agreement.
- (d) Consultant shall furnish, at its own expense, all materials and equipment necessary to carry out the terms of this Agreement, except as otherwise provided herein. Consultant shall not use TAMC premises, property (including equipment, instruments, or supplies) or personnel for any purpose other than in the performance of its obligations hereunder.
- (e) Consultant's project manager shall be the person specified in Exhibit A. If Consultant desires to change the project manager, Consultant shall get written approval from TAMC of the new project manager.



2. Term of Agreement. The term of this Agreement shall begin upon \_\_\_\_\_, and Consultant shall commence work only after a Notice to Proceed has been issued by TAMC's Project Manager specified in Section 31. Unless earlier terminated as provided herein, this Agreement shall remain in force until \_\_\_\_\_. Consultant acknowledges that this Agreement is not binding until it is fully executed by TAMC.
3. Payments to Consultant; maximum liability. Subject to the limitations set forth herein, TAMC shall pay to Consultant the amounts provided in Exhibit B: Budget, upon receipt and acceptance of deliverables listed therein. Each payment by TAMC shall be for a specific deliverable outlined in Exhibit A: Scope of Work and Schedule. The maximum amount payable to the Consultant under this Agreement is set forth in Exhibit B: Budget and shall not exceed the amount of \_\_\_\_\_ Dollars (\$XXXX). If there is any conflict between the terms of this Agreement and the terms of either Exhibit A (Scope of Work) or Exhibit B (Budget), the terms of this Agreement shall prevail. TAMC does not guarantee any minimum amount of dollars to be spent under this Agreement.
4. Cost Principles.
  - (a) Consultant agrees that the contract Cost Principles and Procedures, 48 Code of Federal Regulations (CFR), Chapter 1, Part 31.000 *et seq.*, Federal Acquisition Regulations System, shall be used to determine the cost allowability of individual items.
  - (b) Consultant also agrees to comply with federal procedures in accordance with 49 CFR, Part 1201, Uniform System of Accounts, List of Instructions and Accounts, Regulations Prescribed.
  - (c) Any costs for which payment has been made to Consultant under this Agreement that are determined by subsequent audit to be unallowable under 49 CFR Part 1201 and 48 CFR Part 31, are subject to repayment by Consultant to TAMC.
5. Method of Payment; Monthly Invoices by Consultant.
  - (a) The method of payment for this Agreement will be based on actual cost plus a fixed fee as specified in the Budget. TAMC shall reimburse Consultant for actual costs (including labor costs, employee benefits, travel, equipment rental costs, overhead and other direct costs) incurred by Consultant for the work. Consultant will not be reimbursed for actual costs that exceed estimated wage rates, employee benefits, travel, equipment rental, overhead, and other estimated costs set forth in the Budget, unless additional reimbursement is provided for by written amendment of this Agreement. In addition to the allowable incurred costs above, TAMC will pay Consultant a fixed fee of \$ \_\_\_\_\_. This fee is not adjustable during the term of the Agreement. The total price paid to Consultant will include compensation for all work and deliverables, including travel and equipment and any costs described in Exhibit A, Statement of Work, for this

Agreement. No additional compensation will be paid to Consultant, unless there is a change in the Scope of Work, as negotiated and finally approved by TAMC and Consultant through a written amendment.

- (b) Consultant shall submit to TAMC Project Manager an invoice for progress payments, in arrears for work performed and, in a format approved by TAMC, setting forth the amounts claimed by Consultant, the deliverables for which payment is requested, together with an itemized basis for such amounts, and setting forth such other pertinent information TAMC may require. Consultant shall submit such invoice monthly or as agreed by TAMC, but in no event shall such invoice be submitted later than Thirty (30) days after completion of the Consultant's work hereunder. It is understood and agreed that Consultant shall complete all work described in Exhibit A notwithstanding Consultant's submission of periodic invoices.
  - (c) TAMC shall review all requests for payment, and the deliverables upon which they are based, promptly to certify satisfaction with performance and the amount(s) requested, and shall make payment of either the requested amount or the amount approved by TAMC within Thirty (30) days of such certification.
  - (d) If, as of the date of execution of this Agreement, Consultant has already received payment from TAMC for work which is the subject of this Agreement, such amounts shall be deemed to have been paid under this Agreement and shall be credited toward TAMC's maximum liability set forth above.
  - (e) Consultant shall be reimbursed for travel expenses not to exceed the State of California approved travel reimbursement rates, which are to be included as part of the maximum contract amount listed in section 3 of this Agreement.
6. Indemnification. To the fullest extent permitted by law, including California Civil Code sections 2782 and 2782.6 Consultant shall defend (with legal counsel reasonably acceptable to TAMC), indemnify and hold harmless TAMC, its officers, agents, and employees, from and against any and all claims, losses, costs, damages, injuries (including injury to or death of an employee of Consultant or its subcontractors), expenses and liabilities of every kind, nature and description (including incidental and consequential damages, court costs, attorneys' fees, litigation expenses and fees of expert consultants or expert witnesses incurred in connection therewith and costs of investigation) that arise out of, pertain to, or relate to, directly or indirectly, in whole or in part, the negligence, recklessness, or willful misconduct of Consultant, any subcontractor, anyone directly or indirectly employed by them, or anyone that they control (collectively "Liabilities"). Such obligations to defend, hold harmless and indemnify TAMC, its officers, agents, and employees, shall not apply to the extent that such Liabilities are caused in part by the sole negligence, active negligence, or willful misconduct of TAMC, its officers, agents, and employees. To the extent there is an obligation to indemnify under this Paragraph, Consultant shall be responsible for incidental and consequential damages resulting directly or indirectly, in whole or in part, from Consultant's negligence, recklessness, or willful misconduct. Notwithstanding any other provision of this

Agreement, Consultant's obligation to defend, indemnify and hold harmless TAMC shall survive the termination or expiration of the Agreement for a term to include the applicable statute of limitations related to the Consultant's performance pursuant to the Agreement.

7. Insurance.

- (a) Without limiting Consultant's duty to indemnify as set forth in this Agreement, Consultant shall maintain, at no additional cost to TAMC, throughout the term of this Agreement a policy or policies of insurance with the following coverage and minimum limits of liability (check if applicable):
- Commercial general liability insurance, including but not limited to premises, personal injury, products, and completed operations, with a combined single limit of One Million Dollars (\$1,000,000) per occurrence.
  - Professional liability insurance in the amount of not less than One Million Dollars (\$1,000,000) per claim and Three Million Dollars (\$3,000,000) in the aggregate, to cover liability for malpractice or errors or omissions made in the course of rendering professional services. If professional liability insurance is written on a "claims made" basis rather than an "occurrence" basis, Consultant shall, upon the expiration or termination of this Agreement, obtain extended reporting coverage ("tail coverage") with the same liability limits. Any such tail coverage shall continue for at least three years following the surviving term of Consultant's obligation to defend, indemnify and hold harmless TAMC as set for in Paragraph 6.
  - Comprehensive automobile insurance covering all motor vehicles, including owned, leased, hired and non-owned vehicles used in providing services under this Agreement, with a combined single limit of not less than One Million Dollars (\$1,000,000) per occurrence.
- (b) All insurance required under this Agreement shall be with a company acceptable to TAMC and authorized by law to transact insurance business in the State of California. Unless otherwise provided in this Agreement, all such insurance shall be written on an occurrence basis; or, if any policy cannot be written on an occurrence basis, such policy shall continue in effect for a period of two years following the date of Consultant's completion of performance hereunder.
- (c) Each policy of insurance required under this Agreement shall provide that TAMC shall be given written notice at least thirty days in advance of any change, cancellation or non-renewal thereof. Each policy shall provide identical coverage for each subcontractor performing work under this Agreement, or be accompanied by a certificate of insurance for each subcontractor showing identical insurance coverage.

- (d) Commercial general liability and automobile liability policies shall provide an endorsement naming TAMC, its officers, agents, and employees, as additional insureds and shall further provide that such insurance is primary to any insurance or self-insurance maintained by TAMC, and that no insurance of any additional insured shall be called upon to contribute to a loss covered by Consultant's insurance.
- 8. Workers' Compensation Insurance. If during the performance of this contract, Consultant employs one or more employees, then Consultant shall maintain a workers' compensation plan covering all of its employees as required by Labor Code Sec. 3700, either (a) through workers' compensation insurance issued by an insurance company, with coverage meeting the statutory limits and with a minimum of One Million Dollars (\$1,000,000) per occurrence for employer's liability, or (b) through a plan of self-insurance certified by the State Director of Industrial Relations, with equivalent coverage. If Consultant elects to be self-insured, the certificate of insurance otherwise required by this Agreement shall be replaced with consent to self-insure issued by the State Director of Industrial Relations. The provisions of this paragraph apply to any subcontractor employing one or more employees, and Consultant shall be responsible for all subcontractors' compliance herewith.
- 9. Safety Provisions.
  - (a) Consultant shall comply with Division of Occupational Safety and Health (CAL-OSHA) regulations applicable to Consultant regarding necessary safety equipment or procedures. Consultant shall comply with safety instructions issued by TAMC Safety Officer and other TAMC representatives. Consultant personnel shall wear hard hats and safety vests at all times while working on a construction project site.
  - (b) If applicable to work to be performed by Consultant identified in the Scope of Work (Exhibit A), and pursuant to the authority contained in Section 591 of the Vehicle Code, TAMC has determined that such areas are within the limits of the project and are open to public traffic. Consultant shall comply with all of the requirements set forth in Divisions 11, 12, 13, 14, and 15 of the Vehicle Code. Consultant shall take all reasonably necessary precautions for safe operation of its vehicles and the protection of the traveling public from injury and damage from such vehicles.
  - (c) Any subcontract entered into as a result of this Agreement, shall contain all of the provisions of this Section.
  - (d) Consultant must have a CAL-OSHA permit(s), as outlined in California Labor Code Sections 6500 and 6705, prior to the initiation of any practices, work, method, operation, or process related to the construction or excavation of trenches which are five feet or deeper.

10. Certificate of Insurance and Taxpayer Identification. Prior to the execution of this Agreement by TAMC, Consultant shall submit a completed federal W-9 form, Request for Taxpayer Identification Number and Certification, and file certificates of insurance with TAMC's contract administrator evidencing that Consultant has in effect the insurance required by this Agreement. Consultant shall file a new or amended certificate promptly after any change is made in any insurance policy, which would alter the information on the certificate then on file. Acceptance or approval of insurance shall in no way modify any indemnification provision of this Agreement.
  
11. Maintenance of Records. Consultant shall prepare, maintain and preserve all reports and records that may be required by federal, State, and local rules and regulations relating to services performed under this Agreement. Consultant shall retain all such records for at least five years from the date of final payment, or until any litigation relating to this Agreement is concluded, whichever is later. The State, State Auditor, TAMC or any duly authorized representative of the Federal Government, as applicable based upon funding sources, shall have access to any books, records and documents of Consultant that are pertinent to this Agreement for audit, examinations, excerpts and transactions, and copies thereof shall be furnished if requested.
  
12. Audits.
  - (a) TAMC officials, as well as Caltrans, and/or State or Federal officials, as applicable based upon funding sources for this Agreement, shall have the right, at any time during regular working hours and on reasonable advance notice, to examine, monitor and audit all work performed and all records, documents, conditions, activities and procedures of Consultant or its subcontractors relating to this Agreement. This Agreement also incorporates the provisions Government Code Section 8546.7 which provides that an audit by the State Auditor General may be performed up to three years after the final payment under any contract or subcontract involving the expenditure of public funds in excess of Ten Thousand Dollars (\$10,000).
  
  - (b) Consultant and subcontractors' contracts, including cost proposals and indirect cost rates (ICR) are subject to audits or reviews such as, but not limited to, a Contract Audit; an Incurred Cost Audit; an Indirect Cost Rates Audit, or a certified public accountant (CPA) IRC Audit Workpaper Review. If selected for audit or review, the Agreement, cost proposal and ICR and related workpapers, if applicable, will be reviewed to verify compliance with 48 CFR Part 31, and other related laws and regulations. In the instances of a CPA ICR Audit Workpaper Review, it is Consultant's responsibility to ensure Federal, State, or local government officials are allowed full access to the CPA's Workpapers. The Agreement, cost proposal, and ICR shall be adjusted by Consultant and approved by the TAMC Contract Administrator to conform to the audit or review recommendations. Consultant agrees that individual terms of costs identified in the audit report shall be incorporated into the Agreement by this reference if directed by TAMC and TAMC's sole discretion. Refusal by Consultant to

incorporate audit or review recommendations, or to ensure that Federal, State, or local governments have access to CPA workpapers, will be considered a breach of contract and good cause for termination of the Agreement and disallowance of prior reimbursed costs.

13. Confidentiality; Return of Records. Consultant and its officers, employees, agents, and subcontractors shall comply with all federal, State and local laws providing for the confidentiality of records and other information. Consultant shall not disclose any confidential information received from TAMC or prepared in connection with the performance of this Agreement without the express permission of TAMC. Consultant shall promptly transmit to TAMC all requests for disclosure of any such confidential information. Consultant shall not use any confidential information gained through the performance of this Agreement except for the purpose of carrying out Consultant's obligations hereunder. When this Agreement expires or terminates, Consultant shall return to TAMC all records, which Consultant utilized or received from TAMC to perform services under this Agreement.

14. Termination.

- (a) TAMC may terminate this Agreement by giving written notice of termination to Consultant at least thirty (30) days prior to the effective date of termination, which date shall be specified in any such notice. In the event of such termination, the amount payable hereunder shall be reduced in proportion of the services provided prior to the effective date of termination.
- (b) TAMC may also terminate this Agreement at any time for good cause effective immediately upon written notice to Consultant. "Good cause" includes, without limitation, the failure of Consultant to perform the required services at the time and in the manner provided herein, as well as failure to comply with the provisions of Section 12 [Audits], subsection (b), above. If TAMC terminates this Agreement for good cause, TAMC may be relieved of the payment of any consideration to Consultant, and TAMC may proceed with the work in any manner, which it deems proper. Costs incurred by TAMC thereby shall be deducted from any sum otherwise due Consultant.
- (c) It is also mutually understood between TAMC and Consultant that this Agreement may have been written before ascertaining the availability of funds, or appropriation of funds, for the mutual benefit of both parties, in order to avoid program and fiscal delays that would occur if the Agreement were executed after that determination was made. This Agreement is valid and enforceable only if sufficient funds are made available to TAMC for the purpose of this Agreement. It is mutually agreed that if sufficient funds are not appropriated, this Agreement may be amended to reflect any reduction in funds. TAMC retains the right to direct Consultant immediately to stop work and to terminate this Agreement for convenience, pursuant to Section 14(a) above, in order to address any reduction of funds.

- (d) Termination of this Agreement shall not terminate Consultant's duty to defend, indemnify and hold harmless TAMC, as provided in Paragraph 6.
15. Amendments and Modifications. No modification or amendment of this Agreement shall be valid unless it is set forth in writing and executed by the parties hereto.
16. Non-discrimination. Throughout the performance of this Agreement, Consultant will not unlawfully discriminate, harass or allow harassment, against any person because of sex, race, color, religious creed, sex, national origin, ancestry, physical disability (including HIV and AIDS), mental disability, medical condition, marital status, age (over 40), denial of family and medical care leave, denial of pregnancy disability leave, or sexual orientation, either in Consultant's employment practices or in the furnishing of services to recipients. Consultant shall ensure that the evaluation and treatment of its employees and applicants for employment and all persons receiving and requesting services are free of such discrimination. Consultant shall comply fully with all federal, State and local laws and regulations which prohibit discrimination. The provision of services primarily or exclusively to any target population designated herein shall not be deemed prohibited discrimination.
17. Harassment. TAMC maintains a strict policy prohibiting unlawful harassment, including sexual harassment, in any form, including verbal, physical and visual harassment by any employee, supervisor, manager, officer or Board member, or agent of the employer. Vendors, contractors, and consultants shall not engage in conduct that has an effect of unreasonably interfering with a TAMC employee's work performance or creates an intimidating, hostile or offensive work environment.
18. Disadvantaged Business Enterprises (DBE) Participation. TAMC has established \_\_\_% goal for the participation of DBE for this Agreement. As applicable, the Consultant shall be fully informed of DBE requirements in Caltrans Local Assistance Procedures Manual Exhibit 10-I and Caltrans Local Assistance Procedures Manual Exhibit 10-J.
19. Independent Contractor. In its performance under this Agreement, Consultant is at all times acting and performing as an independent contractor and not as an employee of TAMC or any of its member jurisdictions. No offer or obligation of employment is intended in any manner, and Consultant shall not become entitled by virtue of this Agreement to receive any form of benefits accorded to employees including without limitation leave time, health insurance, workers' compensation coverage, disability benefits, and retirement contributions. Consultant shall be solely liable for and obligated to pay directly all applicable taxes, including without limitation federal and State income taxes and social security arising out of Consultant's performance of this Agreement. In connection therewith, Consultant shall defend, indemnify, and hold harmless TAMC from any and all liability, which TAMC may incur because of Consultant's failure to make such payments.
20. Delegation of Duties; Subcontracting. Consultant is engaged by TAMC for its unique qualifications and abilities. Consultant may not, therefore, delegate any of its basic duties under this Agreement, except to the extent that delegation to Consultant's employees is contemplated herein through the Scope of Work and Budget. No work shall be subcontracted

without the written consent of TAMC, except as provided in this Agreement or its attachments. Any subcontract in excess of Twenty-Five Thousand Dollars (\$25,000) shall contain the same provisions as found in Paragraphs 4 and 5(b)–(e), inclusive.

Notwithstanding any subcontract, Consultant shall continue to be liable to TAMC for the performance of all work hereunder. Any work performed by a subcontractor shall be done in conformance with this Agreement, and TAMC shall pay Consultant for the work but not any markup, including subcontract management, supervision, administrative and other expenses, or reimbursable costs. Consultant shall not assign, sell, mortgage or otherwise transfer its interest or obligations in this Agreement without TAMC's prior written consent.

21. Agency's Rights to Work Product. All original materials prepared by Consultant in connection with its work hereunder – including but not limited to computer codes, customized computer routines developed using proprietary or commercial software packages, reports, documents, maps, graphs, charts, photographs and photographic negatives shall be the property of TAMC and shall be delivered to TAMC prior to final payment. Consultant may utilize any existing materials developed by Consultant prior to commencement of work under this Agreement, which materials shall remain the property of Consultant.
22. Compliance with Terms of Federal or State Grant. If any part of this Agreement has been or will be funded pursuant to a grant from the federal or State government in which TAMC is the grantee, Consultant shall comply with all provisions of such grant applicable to Consultant's work hereunder, and said provisions shall be deemed a part of this Agreement as though fully set forth herein.
23. Prevailing Wages. Consultant shall comply with the all prevailing wage requirements, including California Labor Code section 1770, et seq., and any Federal or local laws or ordinances, that may be applicable to the work to be performed pursuant to this Agreement.
24. Equipment, Supplies or Consultant Services Purchases.
  - (a) Prior authorization in writing by TAMC's Contract Administrator shall be required before Consultant enters into any unbudgeted purchase order, or subcontract exceeding Five Thousand Dollars (\$5,000) for supplies, equipment, or unbudgeted Consultant services. Consultant shall provide an evaluation of desirability of incurring such costs.
  - (b) For purchase of any items, service or consulting work not covered in Consultant's Cost Proposal and exceeding Five Thousand Dollars (\$5,000), prior authorization is required by TAMC's Contract Administrator; three competitive quotations must be submitted with the request, or the absence of bidding must be adequately justified.



- (c) Any equipment purchased as a result of this Agreement is subject to the following:
    - i. Consultant shall maintain an inventory of all nonexpendable property. Nonexpendable property is defined as having a useful life of at least two years and an acquisition cost of Five Thousand Dollars (\$5,000) or more. If the purchased equipment needs replacement and is sold or traded in, TAMC shall receive a proper refund or credit for such equipment at the conclusion of the Agreement, or if the Agreement is terminated, Consultant may either keep the equipment and credit TAMC in an amount equal to its fair market value, or sell such equipment at the best price obtainable at a public or private sale, in accordance with established TAMC procedures for such sales and then credit TAMC in an amount equal to that sales price. If Consultant elects to keep the equipment, fair market value shall be determined at Consultant's expense, on the basis of a competent independent appraisal of such equipment. Appraisals shall be obtained from and appraiser mutually acceptable to TAMC and Consultant; if it is determined to sell the equipment, the terms and conditions of such sale must be approved in advance by TAMC.
    - ii. Consultant acknowledges that, if federal funds are used in this Agreement, 49 CFR, Part 1201 requires a credit to Federal funds when participating equipment with a fair market value greater than Five Thousand Dollars (\$5,000) is credited to the project for which this Agreement was entered into.
  - (d) Consultant shall include these provisions into any subcontract in excess of Twenty-Five Thousand Dollars (\$25,000).
25. Conflict of Interest. Consultant warrants that it presently has no interest and shall not acquire any interest during the term of this Agreement, which would directly or indirectly conflict in any manner or to any degree with its full and complete performance of all services under this Agreement.
26. Governing Laws. This Agreement shall be construed and enforced according to the laws of the State of California, and the parties hereby agree that the County of Monterey shall be the proper venue for any dispute arising hereunder.
27. Construction of Agreement. The parties agree that each party has fully participated in the review and revision of this Agreement and that any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not apply in the interpretation of this Agreement or any exhibit or amendment. To that end, it is understood and agreed that this Agreement has been arrived at through negotiation, and that neither party is to be deemed the party which prepared this Agreement within the meaning of Civil Code Section 1654. Section and paragraph headings appearing herein are for convenience only and shall not be used to interpret the terms of this Agreement.

28. Waiver. Any waiver of any term or condition hereof must be in writing. No such waiver shall be construed as a waiver of any other term or condition herein.
29. Successors and Assigns. This Agreement and all rights, privileges, duties and obligations hereunder, to the extent assignable or delegable, shall be binding upon and inure to the benefit of the parties and their respective successors, permitted assigns and heirs.
30. Time is of the Essence. The parties mutually acknowledge and agree that time is of the essence with respect to every provision hereof in which time is an element. No extension of time for performance of any obligation or act shall be deemed an extension of time for performance of any other obligation or act, nor shall any such extension create a precedent for any further or future extension.
31. Contract Administrators. Consultant's designated principal responsible for administering Consultant's work under this Agreement shall be [NAME and TITLE]; TAMC's designated administrator of this Agreement shall be [NAME and TITLE]. TAMC's Project Manager under this Agreement shall be [NAME and TITLE].
32. Notices. Notices required under this Agreement shall be delivered personally or by electronic facsimile, or by first class or certified mail with postage prepaid. Notice shall be deemed effective upon personal delivery or facsimile transmission, or on the third day after deposit with the U.S. Postal Service. Consultant shall give TAMC prompt notice of any change of address. Unless otherwise changed according to these notice provisions, notices shall be addressed as follows:

To TAMC:

To Consultant:

Tel:

Fax:

Email:

Tel:

Fax:

Email:

33. Non-exclusive Agreement. This Agreement is non-exclusive and both parties reserve the right to contract with other entities for the same or similar services.
34. Execution of Agreement. Any individual executing this Agreement on behalf of an entity represents and warrants that he or she has the requisite authority to enter into this Agreement on behalf of such entity and to bind the entity to the terms and conditions hereof. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same agreement.
35. Debarment and Suspension Certification. Consultant's signature affixed below shall constitute a certification under penalty of perjury under the laws of the State of California that the Consultant has complied with CFR Title 49, Part 29, Debarment and Suspension Certificate which certifies that Consultant or any person associated with Consultant in the

capacity of owner, partner, director, officer, or manager is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency; has not been suspended, debarred, voluntarily excluded, or determined ineligible by an federal agency within the past three (3) years; does not have a proposed debarment pending; and has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three (3) years. Any exceptions to this certification must be disclosed to the TAMC.

36. Rebates, Kickbacks or Other Unlawful Consideration Prohibited. Consultant warrants that this Agreement was not obtained or secured through rebates, kickbacks or other unlawful consideration, either promised or paid to any TAMC employee. TAMC shall have the right, in its sole and absolute discretion to do any of the following for breach or violation of this warranty: terminate the Agreement without liability; pay for the value of the work actually performed; or to deduct from the compensation to be paid under this Agreement (or otherwise recover) the full amount of any such rebate, kickback or unlawful consideration.

37. Prohibition of Expending Local Agency, State or Federal Funds for Lobbying.

- (a) Consultant certifies to the best of his, her or its knowledge and belief that:
  - i. No State, Federal or local agency appropriated funds have been paid, or will be paid, by or on behalf of Consultant to any person for influencing or attempting to influence an officer or employee of any state or federal agency; a member of the State Legislature or United States Congress; an officer or employee of the State Legislature or United States Congress; or any employee of a Member of the Legislature or Congress, in connection with the awarding of any State or Federal contract; in connection with the making of any State or Federal grant; in connection with the making of any State or Federal loan; in connection with the entering into of any cooperative agreement, and in connection with the extension, continuation, renewal, amendment, or modification of any State or Federal contract, grant, loan or cooperative agreement.
  - ii. If any funds other than Federal appropriated funds have been paid, or will be paid, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress; or an employee of a Member of Congress, in connection with this contract, grant, loan or cooperative agreement, then Consultant shall complete and submit a Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (b) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Consultant acknowledges that any person who fails to file the required certification shall be subject to a civil penalty of not

less than Ten Thousand Dollars (\$10,000) and not more than One Hundred Thousand Dollars (\$100,000) for such failure.

- (c) By signing this Agreement, Consultant also agrees that Consultant will require that the language of this certification will be included in all lower-tier subcontracts which exceed One Hundred Thousand Dollars (\$100,000), and that all recipients of such subcontracts shall certify and disclose accordingly.

38. Exhibits. The following Exhibits are attached hereto and incorporated by reference:

Exhibit A – Scope of Work and Work Schedule

Exhibit B – Budget

39. Entire Agreement. This document, including all exhibits hereto, constitutes the entire agreement between the parties, and supersedes any and all prior written or oral negotiations and representations between the parties concerning all matters relating to the subject of this Agreement.

IN WITNESS WHEREOF, TAMC and Consultant execute this agreement as follows:

TAMC

CONSULTANT

\_\_\_\_\_  
Consultant's Business Name\*

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

By: \_\_\_\_\_  
Name:  
Title:

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

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

By: \_\_\_\_\_  
Name:  
Title:

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

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

\*\*\*\*\*

Approved as to form:

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

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

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For TAMC internal use:

Work Element number to be used for the contract: \_\_\_\_\_

## **Attachment C**

### **Requirements for Contracts using State Funds**

Some or all of the following provisions shall be included in all TAMC contracts utilizing State funding:

1. All work shall be accomplished in accordance with the applicable provisions of the Public Utilities Code, the Streets and Highways Code, the Government Code and other applicable statutes and regulations.
2. Project related travel and subsistence and travel expense shall not exceed rates authorized to be paid STATE employees under current State Department of Personnel Administration (DPA) rules.
3. Contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred Project costs and matching funds by line item for the Project. Contractors and subcontractors accounting systems shall conform to General Accepted accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of contractors and subcontractors shall be maintained for a minimum of three years from the date of final payment to TAMCRA and shall be held open to inspection and audit by representatives of STATE, the California State Auditor and auditors of the Federal Government. Copies thereof will be furnished by contractors and subcontractors upon receipt of any request made by the STATE or its agents.
4. Contractors and subcontractors shall agree that - (a) the Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition System, Chapter 1, Part 3 1, et seq., shall be used to determine the allowability of individual Project cost items and (b) they shall comply with Federal administrative procedures in accordance with 49CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
5. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500, et seq., when applicable, and other matters connected with the performance of TAMC's contracts with third parties pursuant to Government Code Section 8546.7, contractors and subcontractors shall each maintain all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including but not limited to, the costs of administering the various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment to TAMC.

6. In the performance of work under these provisions, contractor(s) and all subcontractors shall not unlawfully discriminate, harass or allow harassment, against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (cancer), age (over 40), marital status, or family care leave. Contractor(s) and all subcontractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Contractor(s) and all subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Government Code Section 12900 et seq.), and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 7285.0 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code, Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations are incorporated into this contract by reference and made a part hereof as if set forth in full. Contractors and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreements. TAMC shall include the non-discrimination and compliance provisions of this clause in all contracts and subcontracts to perform work under this RFQ.
7. Contractor(s) and subcontractors will permit access to all records of employment, employment advertisements, application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by STATE, for the purpose of investigation to ascertain compliance with any applicable fund transfer agreement (FTA).
8. Clauses to effect the California Labor Code requirements that all workers employed on public works projects (as defined in California Labor Code § 1720-1815) will be paid not less than the general prevailing wage rates predetermined by the Department of Industrial Relations.

**ATTACHMENT D EXHIBIT 10-H SAMPLE COST PROPOSAL (EXAMPLE #1)** Page 1 of 2

**ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS**  
(DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed

Consultant \_\_\_\_\_ Contract No. \_\_\_\_\_ Date \_\_\_\_\_

**DIRECT LABOR**

Classification/Title	Name	Hours	Actual Hourly Rate	Total
(Project Manager)	_____	_____	\$ _____	\$ _____
(Sr. Civil Engineer)	_____	_____	\$ _____	\$ _____
(Envir. Scientist)	_____	_____	\$ _____	\$ _____
(Jr. Highway Engr)	_____	_____	\$ _____	\$ _____
_____	_____	_____	\$ _____	\$ _____

**LABOR COSTS**

- a) Subtotal Direct Labor Costs \$ \_\_\_\_\_
- b) Anticipated Salary Increases (see page 2 for sample) \$ \_\_\_\_\_
- c) **TOTAL DIRECT LABOR COSTS [(a) + (b)]** \$ \_\_\_\_\_

**FRINGE BENEFITS**

- d) Fringe Benefits (Rate: \_\_\_\_\_%) e) **TOTAL FRINGE BENEFITS**  
[(c) x (d)] \$ \_\_\_\_\_

**INDIRECT COSTS**

- f) Overhead (Rate: \_\_\_\_\_%) g) Overhead [(c) x (f)] \$ \_\_\_\_\_
- h) General and Administrative (Rate: \_\_\_\_\_%) i) Gen & Admin [(c) x (h)] \$ \_\_\_\_\_
- j) **TOTAL INDIRECT COSTS [(e) + (g) + (i)]** \$ \_\_\_\_\_

**FEE (Profit)**

- q) (Rate: \_\_\_\_\_%) k) **TOTAL FIXED PROFIT [(c) + (j)] x (q)]** \$ \_\_\_\_\_

**OTHER DIRECT COSTS (ODC)**

Description	Unit(s)	Unit Cost	Total
l) Travel/Mileage Costs (supported by consultant actual costs)	_____	\$ _____	\$ _____
m) Equipment Rental and Supplies (itemize)	_____	\$ _____	\$ _____
n) Permit Fees (itemize), Plan sheets (each), Test Holes (each), etc.	_____	\$ _____	\$ _____
o) Subconsultant Costs (attach detailed cost proposal in same format as prime consultant estimate for each subconsultant)	_____	\$ _____	\$ _____
p) <b>TOTAL OTHER DIRECT COSTS [(l) + (m) + (n) + (o)]</b>			\$ _____

**TOTAL COST [(c) + (j) + (k) + (p)]** \$ \_\_\_\_\_

NOTES:

- Employees subject to prevailing wage requirements to be marked with an \*.
- ODC items should be based on actual costs and supported by historical data and other documentation.
- ODC items that would be considered “tools of the trade” are not reimbursable.
- ODC items should be consistently billed directly to all clients, not just when client will pay for them as a direct cost.
- ODC items when incurred for the same purpose, in like circumstances, should not be included in any indirect cost pool or in overhead rate.



EXHIBIT 10-H SAMPLE COST PROPOSAL (EXAMPLE #1) Page 2 of 2

**ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS**  
(SAMPLE CALCULATIONS FOR ANTICIPATED SALARY INCREASES)

Consultant \_\_\_\_\_ Contract No. \_\_\_\_\_ Date \_\_\_\_\_

**1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by total hours)**

Direct Labor Subtotal per Cost Proposal	Total Hours per Cost Proposal	=	Avg Hourly Rate	<b>5 Year Contract Duration</b>
\$250,000.00	5000	=	\$50.00	Year 1 Avg Hourly Rate

**2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalation %)**

	Avg Hourly Rate		Proposed Escalation			
Year 1	\$50.00	+	2%	=	\$51.00	Year 2 Avg Hourly Rate
Year 2	\$51.00	+	2%	=	\$52.02	Year 3 Avg Hourly Rate
Year 3	\$52.02	+	2%	=	\$53.06	Year 4 Avg Hourly Rate
Year 4	\$53.06	+	2%	=	\$54.12	Year 5 Avg Hourly Rate

**3. Calculate estimated hours per year (Multiply estimate % each year by total hours)**

	Estimated % Completed Each Year		Total Hours per Cost Proposal		Total Hours per Year	
Year 1	20.0%	*	5000	=	1000	Estimated Hours Year 1
Year 2	40.0%	*	5000	=	2000	Estimated Hours Year 2
Year 3	15.0%	*	5000	=	750	Estimated Hours Year 3
Year 4	15.0%	*	5000	=	750	Estimated Hours Year 4
Year 5	10.0%	*	5000	=	500	Estimated Hours Year 5
Total	100%		Total	=	5000	

**4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)**

	Avg Hourly Rate (calculated above)		Estimated hours (calculated above)		Cost per Year	
Year 1	\$50.00	*	1000	=	\$50,000.00	Estimated Hours Year 1
Year 2	\$51.00	*	2000	=	\$102,000.00	Estimated Hours Year 2
Year 3	\$52.02	*	750	=	\$39,015.00	Estimated Hours Year 3
Year 4	\$53.06	*	750	=	\$39,795.30	Estimated Hours Year 4
Year 5	\$54.12	*	500	=	\$27,060.80	Estimated Hours Year 5
Total Direct Labor Cost with Escalation					=	\$257,871.10
Direct Labor Subtotal before Escalation					=	\$250,000.00
Estimated total of Direct Labor Salary Increase					=	<b>\$7,871.10</b>

Transfer to Page 1

NOTES:

- This is not the only way to estimate salary increases. Other methods will be accepted if they clearly indicate the % increase, the # of years of the contract, and a breakdown of the labor to be performed each year.
- An estimation that is based on direct labor multiplied by salary increase % multiplied by the # of years is not acceptable. (i.e. \$250,000 x 2% x 5 yrs = \$25,000 is not an acceptable methodology)
- This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.



## Memorandum

To: Board of Directors  
From: Christina Watson, Principal Transportation Planner  
Meeting Date: June 24, 2015  
Subject: Pajaro/Watsonville Station Federal Grant Application and HDR Contract

### RECOMMENDED ACTION

**RECEIVE** report on a federal grant application for \$23 million for the Pajaro/ Watsonville multimodal station and on a contract with HDR Engineering, Inc. in an amount not to exceed \$4,999, to provide assistance with the application, for the period ending June 30, 2015.

### SUMMARY

In May 2015, the Board approved a federal grant application for \$23 million for the Pajaro/ Watsonville station. The grant application deadline was June 5 and staff gathered numerous support letters for the application. Staff hired HDR Engineering, Inc. to provide assistance with the Benefit/Cost Analysis portion of the grant application.

### FINANCIAL IMPACT

The Pajaro/Watsonville Station cost estimate for final design, property acquisition and construction is \$23,033,000. The match for this federal grant application is the \$70 million secured in state funding for the project to extend Capitol Corridor service to Salinas. The HDR Engineering, Inc. contract budget of \$4,999 will be paid out of the Agency's designated reserve budgeted for federal legislative assistance.

### DISCUSSION

Staff submitted an application for \$23 million in federal Transportation Investments Generating Economic Recovery (TIGER) grant funding for the Pajaro/ Watsonville multimodal station. This station is Phase 2 of the overall project to extend passenger rail service from Santa Clara County south to Salinas. The grant application was submitted by the deadline of June 5. There is a total of \$500 million available nationwide for the 2015/16 fiscal year through the TIGER grant program, with a set-aside of \$100 million for projects located in rural areas. **Web Attachment 1** is the grant application, including twenty support letters for the project. Staff is continuing to coordinate with Senators Dianne Feinstein and Barbara Boxer to secure their support for this grant application.

Under the Agency's small purchases procedures process, staff obtained three written proposals and selected HDR Engineering, Inc. based on qualifications and cost for services. The cost will be paid out of the Agency's designated reserve budgeted for federal legislative assistance. Given that the total grant

application is for \$23 million, this small investment is worth the public benefit that it provides. Executive Director Hale executed the contract on May 28, 2015 utilizing standing Board authority for her to enter into contracts that do not have specific Board approval if they are for less than \$10,000 and the funding being utilized is in the Agency's approved budget. **Web Attachment 2** is the contract.

Approved by:   
Debra L. Hale, Executive Director

6/8/15  
Date signed

Consent Agenda

Counsel Approval: Yes  
Finance Approval: Yes

Web Attachments:

1. TIGER Grant application
2. HDR Engineering, Inc. Contract



June 5, 2015

Anthony R. Foxx, Secretary  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**Re: Rail Extension to Monterey County – Pajaro/Watsonville Multimodal Station Project  
Fiscal Year 2015/16 Transportation Investment Generating Economic Recovery  
Discretionary Grant Application**

Dear Secretary Foxx:

On behalf of the Transportation Agency for Monterey County (TAMC), I am pleased to submit the attached Transportation Investment Generating Economic Recovery Discretionary Grant Application for \$23,033,000 for the Rail Extension to Monterey County – Pajaro/ Watsonville Multimodal Station Project. On May 27<sup>th</sup>, the TAMC Board of Directors authorized the submittal of this grant application.

This letter also serves as the certification for TAMC's match funding commitment to the Project. The Pajaro/Watsonville Multimodal Station is part of the overall Rail Extension to Monterey County Project. TAMC is committing \$69,689,000 of Rail Extension to Monterey County Project funds to serve as a 75% match to the Transportation Investment Generating Economic Recovery Discretionary Grant request for the Pajaro/Watsonville Multimodal Station. This funding has been secured through state and local sources.

The Pajaro/Watsonville Multimodal Station will be a multimodal transit station that will provide Monterey County and Santa Cruz County residents and visitors access to intercity passenger rail and transit service. This multijurisdictional project is a transformative surface transportation investment that will promote Ladders of Opportunity for the Monterey Bay Area region, by increasing connectivity to employment, education and healthcare services, supporting workforce development, and contributing to Pajaro's revitalization. Overall, the project will provide greater mobility options for Monterey County and Santa Cruz County residents, promote economic growth and transit-oriented development, and benefit the disadvantaged communities of Pajaro and Watsonville.

Thank you for your consideration of this grant application. If you have any questions, please feel free to contact me or Christina Watson of my staff at [Christina@tamcmonterey.org](mailto:Christina@tamcmonterey.org) or (831) 775-4406.

Sincerely,

Debra L. Hale  
Executive Director



# Rail Extension to Monterey County – Pajaro/Watsonville Multimodal Station



**2015 TIGER Grant Application**  
**Submitted by:**

**Transportation Agency for Monterey County**  
**Monterey County, CA**

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## A. Project Description

The Rail Extension to Monterey County – Pajaro/Watsonville Multimodal Station Project is a transformative project that will create a new multimodal transportation hub for the disadvantaged community of Pajaro and City of Watsonville (see **Figure 1**). This multimodal station will be served by new bus transit and intercity rail service that will connect residents of Monterey County and Santa Cruz County to employment, education and healthcare centers in the Silicon Valley, San Jose, the greater San Francisco Bay Area and Sacramento.

By creating a new transit hub, the project will be a catalyst for new development in this blighted location and promote ladders of opportunity for the local residents and businesses. The project will reduce greenhouse gas emissions, improve safety, increase ridership on regional rail and bus transit services, and provide more mobility options for Monterey County and Santa Cruz County residents. This project is a good investment of federal funding. The benefit/cost analysis arrived at a ratio of 1.7 (at a 3% discount rate). This analysis is explained in detail in **Attachment 4**.

**Figure 1: The Pajaro/Watsonville Multimodal Station**



Figure 2: Rail Extension to Monterey County Map





**Regional Transportation Challenges and Benefits to Users**

The Monterey Bay Area region, comprised of Monterey, Santa Cruz and San Benito Counties, is located in close proximity to California’s Silicon Valley and the greater San Francisco Bay Area (see **Figure 2**). Agriculture and government (each of which provide approximately 55,000 jobs) and tourism (approximately 32,500 jobs) are the largest employment sectors in the Monterey Bay Area region<sup>1</sup>. More than **12%** of the region’s residents commute to the Silicon Valley and the San Francisco Bay Area for their jobs (see **Table 1**)<sup>2</sup>.

**Table 1: Regional Commuting to the San Francisco Bay Area**

	Workforce Population	Commute to San Francisco Bay Area	% Commuting out of Monterey Bay
Monterey County	166,467	5,780	3.5%
Santa Cruz County	92,333	20,590	22.3%
San Benito County	14,025	7,655	54.6%
<b>Monterey Bay Region Total</b>	<b>272,824</b>	<b>34,025</b>	<b>12.5%</b>

Source: U.S. Census Transportation Planning Package, 2010 and Bureau of Labor Statistics Data

The Rail Extension to Monterey County project will extend the State-sponsored Capitol Corridor intercity service, which now travels from Auburn to San Jose, 68 miles south from the San Jose Diridon Station to the Salinas Rail Station (see **Figure 2**). The proposed Capitol Corridor service will provide an alternative to traffic on US 101, serving approximately 133,000 riders per year at the start of service in 2020, 22,000 of whom will utilize the Pajaro/ Watsonville Station.<sup>3</sup>

The Pajaro/ Watsonville Station will also be a stop along the planned San Francisco to Los Angeles “Coast Daylight” intercity rail service, with an estimated 8,000 riders per year boarding at the Pajaro/ Watsonville Station at the start of service.<sup>4</sup> Local Monterey-Salinas Transit (MST) and Santa Cruz Metro (“Metro”) buses will also serve the Pajaro/ Watsonville Station, with approximately 4,500 local new transit riders boarding at the Station.

Counting only the 22,000 riders on the Capitol Corridor rail line, this Station project will result in a reduction of **5,463,500** vehicle miles travelled (VMT) over the Station’s 35-year benefit/cost analysis period. Adding the overall growth in rail and transit ridership on the Coast Daylight, MST and Metro services, this estimate will only increase. **Table 2** highlights the benefits of this Station project, which include greenhouse gas emissions reductions and improved public safety.

<sup>1</sup> 2014 Regional Growth Forecast, Association for Monterey Bay Area Governments: [http://ambag.org/programs/met\\_transp\\_plann/documents/Final\\_2035\\_MTP\\_SCS/Appendix%20A.pdf](http://ambag.org/programs/met_transp_plann/documents/Final_2035_MTP_SCS/Appendix%20A.pdf)  
<sup>2</sup> Staff analysis of U.S. Census Transportation Planning Package, 2010 and Bureau of Labor Statistics data.  
<sup>3</sup> Capitol Corridor Joint Powers Authority/ Amtrak ridership analysis, March 2015.  
<sup>4</sup> Coast Daylight/ Amtrak ridership analysis, May 2015.

**Table 2: Project Benefits**

<i>Regional Challenges</i>
<ul style="list-style-type: none"> <li>• Disadvantaged communities based on population characteristics</li> <li>• High unemployment rates: 11.3% in Monterey County and 12.4% in the City of Watsonville (2013 data)<sup>5</sup></li> <li>• Lack of centralized location for rail and bus transit</li> <li>• Congestion along US 101 corridor: 1,184 daily vehicle hours of delay in 2014<sup>6</sup></li> </ul>
<i>Project Benefits<sup>7</sup></i>
<ul style="list-style-type: none"> <li>• Provides a multimodal transportation alternative to congested US 101</li> <li>• Transformative project in blighted area that will be a catalyst for new development</li> <li>• Provides job access via transit connection to the jobs center of Silicon Valley</li> <li>• Creates 825 direct new jobs<sup>8</sup></li> <li>• 22,000 projected new annual Capitol Corridor train riders boarding at the Station</li> <li>• 8,000 projected new annual Coast Daylight train riders boarding at the Station</li> <li>• 4,500 projected new annual local bus transit riders boarding at the Station</li> <li>• 1,952,600 annual VMT reductions from the combined transit and rail ridership at the Station</li> <li>• 852 annual tons of greenhouse gas reductions</li> <li>• \$300,000 annual travel time savings</li> <li>• \$100,000 annual savings in vehicle accident avoidance</li> </ul>

### *Promotes Ladders of Opportunity*

The Pajaro/Watsonville Multimodal Station Project will promote the Ladders of Opportunity by expanding multimodal transportation access to jobs. The Station will provide reliable and affordable connections to employment, education, health care services and other opportunities in the greater San Francisco Bay Area. The San Francisco Bay Area, and the Silicon Valley have a jobs surplus. Santa Clara County in particular, had 90,000 more jobs than employed residents in 2010, a trend that is expected to continue in future years, that attracts Monterey County and Santa Cruz County residents<sup>9</sup>.

<sup>5</sup> Bureau of Labor Statistics

<sup>6</sup> Caltrans Freeway Performance Measurement (PeMS) System, 2014: <http://pems.dot.ca.gov/>

<sup>7</sup> TAMC, Benefit-Costs Analysis (**Attachment 6**), and TAMC Rail Extension to Monterey County flyer: <http://tamcmonterey.org/programs/rail/pdf/Kick-Start-rail-extension-flyer10-13-14.pdf>

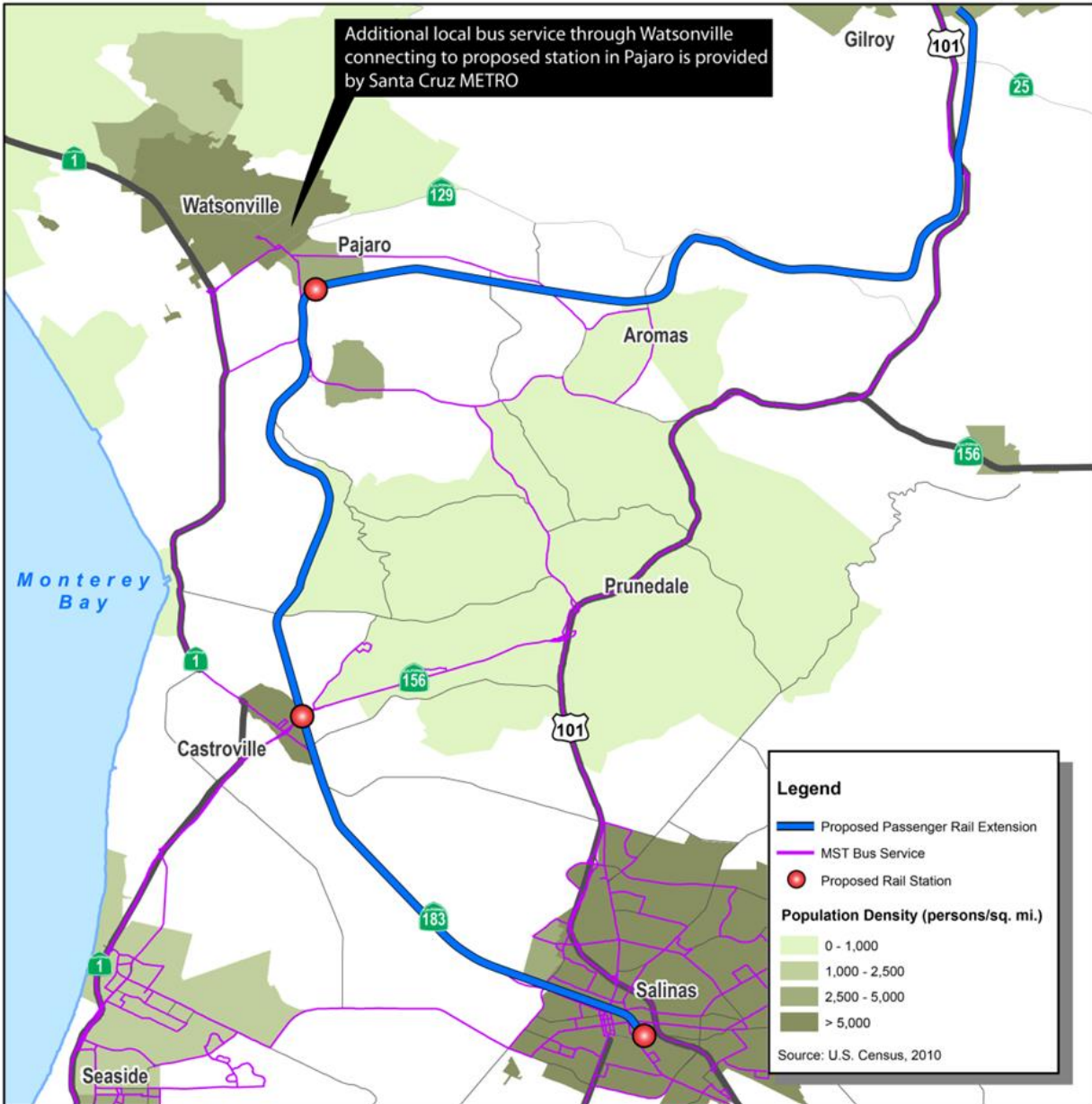
<sup>8</sup>TAMC, Rail Extension to Monterey County Project Flyer: <http://www.tamcmonterey.org/programs/rail/pdf/Kick-Start-rail-extension-flyer10-13-14.pdf>

<sup>9</sup> Association for Bay Area Governments, 2010-2040 Jobs Housing Connection Strategy.

### B. Project Location

The proposed Pajaro/Watsonville station is located in one of the most densely populated areas in northern Monterey County (see **Figure 3**). The Pajaro/Watsonville Station will transform the currently-blighted area by providing a new community transportation hub that will entice transit-oriented housing and community services to the surrounding area.

**Figure 3: Population Density around the Proposed Stations**



### *The Pajaro/Watsonville Multimodal Station*

The Pajaro/Watsonville Multimodal Station Project is located in the unincorporated community of Pajaro in northern Monterey County, adjacent to the City of Watsonville in southern Santa Cruz County. This location is one of Monterey County’s most disadvantaged communities (see **Figure 4<sup>10</sup>**).

The California Environmental Protection Agency CalEnviroScreen tool, which evaluates regions of California based on population/economic and environmental characteristics, identified Pajaro as one of the most disadvantaged areas of the state, ranking in the 91-95 percentile range overall. Pajaro’s high score reflects its status as ranking 97% for population characteristics, based on low birth weights, low education levels, high linguistic isolation, high poverty rates and high unemployment rates.

Similarly, CalEnviroScreen identified the City of Watsonville as a “disadvantaged community”, ranking in the 76-80 percentile range overall. Watsonville ranks at 88% in population characteristics. Many of the people in these two communities cannot afford automobiles, and are limited in their ability to seek jobs in more prosperous areas by infrequent bus service and the lack of rail service.

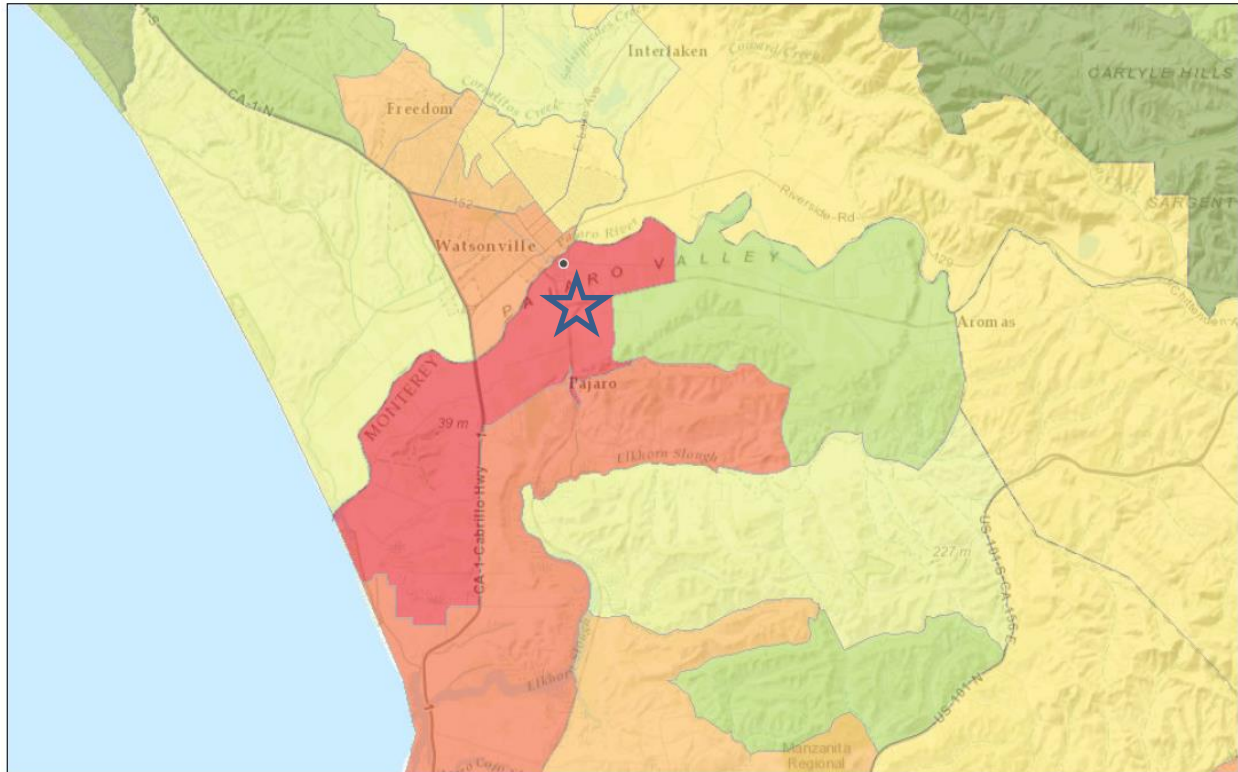
The Station will provide a direct benefit to residents living in the disadvantaged communities of Pajaro and Watsonville by offering a viable means to get to jobs and services in the Silicon Valley and points north. In addition, more bus and rail service will reduce congestion on regional roads, reduce greenhouse gas emissions, and improve air quality in the Monterey Bay Area region and beyond.

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<sup>10</sup> California Environmental Protection Agency, CalEnviro Screen 2.0 Tool for Identifying Disadvantaged Communities. (Source: <http://arcg.is/1r9DOUu>)

**Figure 4: The Pajaro/Watsonville Multimodal Station is located in Monterey County's most disadvantaged community.**

CalEnviroScreen 2.0 results



### Regional Context

Multimodal and multijurisdictional, the Rail Extension to Monterey County project will improve connectivity to other transit and rail systems in the greater San Francisco Bay Area and Sacramento region (see **Figure 2**). The extension of the State supported Capitol Corridor intercity rail service will have planned stops at the Tamien Station in San Jose, Morgan Hill and Gilroy in Santa Clara County, and in Pajaro/Watsonville, Castroville, and Salinas in Monterey County. The Rail Extension to Monterey County project improves connectivity to other transit and rail systems, including: San Benito County Express, Santa Clara Valley Transportation Authority, Caltrain, Altamont Commuter Express, Bay Area Rapid Transit, the planned Coast Daylight service and will provide connector service to California’s High Speed Rail service via the Gilroy and San Jose stations.



The Station is located at the connection from the Union Pacific Coast Mainline tracks to the Santa Cruz branch line. The Santa Cruz County Regional Transportation Commission is currently evaluating service options for the branch line, including passenger rail service to Pajaro/Watsonville. Monterey-Salinas Transit and Santa Cruz Metro would provide regional and local transit at the Pajaro/ Watsonville Multimodal Station. Both transit providers currently stop in the Community of Pajaro and the nearby City of Watsonville and would have their buses stop at the train station to meet the trains and serve as a transfer facility for Pajaro.

This multimodal station project is a prime example of modal integration. In addition to the modes present at the station itself (rail, bus, bicycle and pedestrian access) and the connectivity to other rail lines in the San Francisco Bay Area, the Rail Extension to Monterey County Project also enhances access to the three major area airports: Mineta San Jose International Airport, San Francisco International Airport, and Oakland International Airport.

The Monterey Bay region, comprised of Monterey County, Santa Cruz County and San Benito County, is a rural and diverse region along California’s Central Coast. **Table 3** provides population information for the project area region, which includes Monterey and Santa Cruz Counties, while **Figure 5** shows the commute profile of the region that would benefit from the Rail Extension to Monterey County project (based on U.S. Census American Community Survey 2009-2013 estimates).

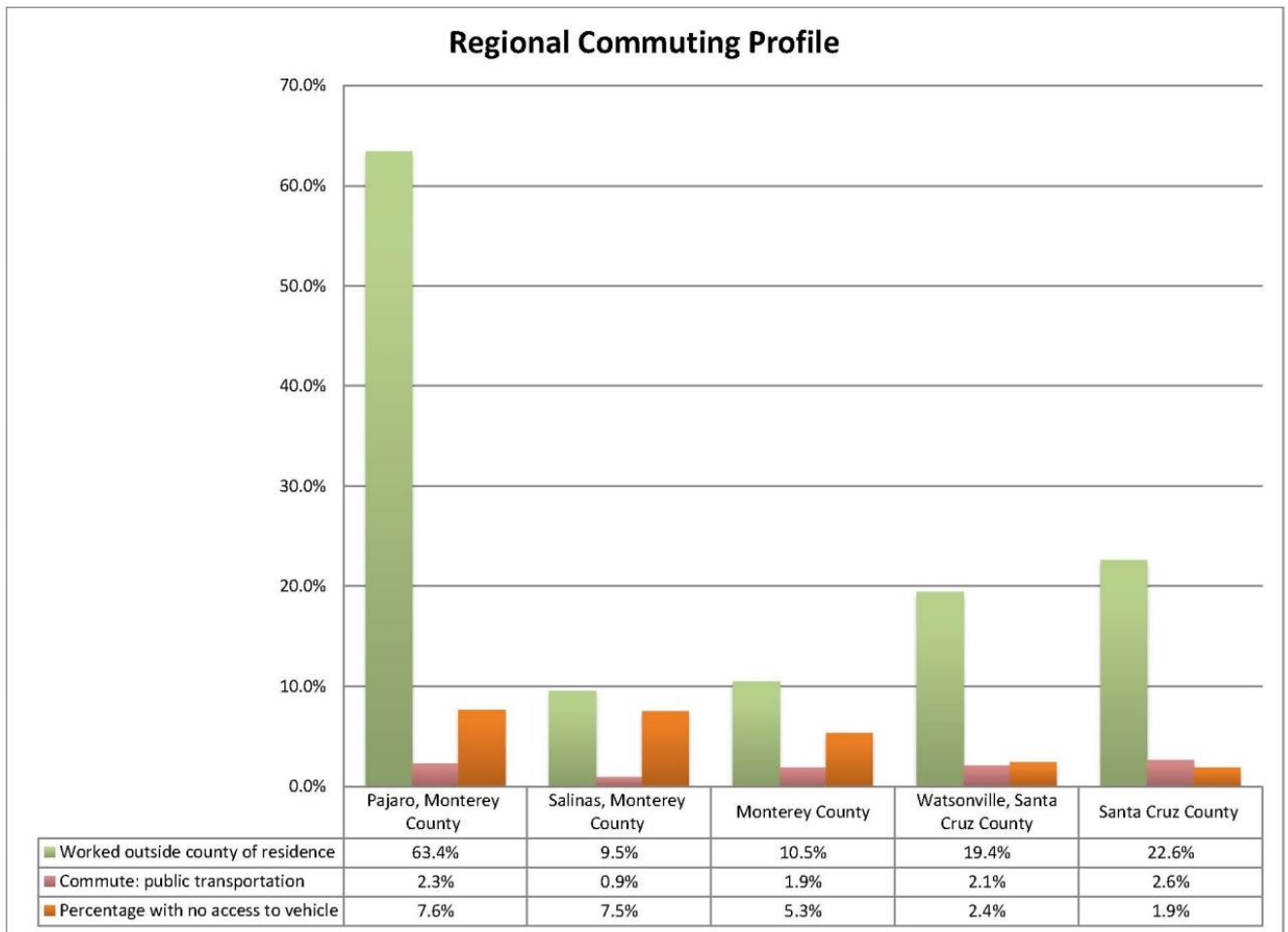
**Table 3: Demographic Profile**

	<u>Pajaro, Monterey County</u>	<u>Salinas, Monterey County</u>	<u>Monterey County</u>	<u>Watsonville, Santa Cruz County</u>	<u>Santa Cruz County</u>
<b>Population</b>	3,070	150,441	415,057	51,199	262,238
<b>% Hispanic or Latino</b>	97.6%	76.1%	55%	81%	32%
<b>Median Income</b>	\$37,975	\$49,264	\$59,168	\$43,905	\$66,519
<b>% living below federal poverty line</b>	36.3%	21% <del>%</del>	17%	20.7%	14.6%

Source: U.S. Census 2010; 2009-2013 American Community Survey Estimates

Monterey County has a significant transit-dependent population: approximately 30.6% of the population under the age of 18, and 10.6% of the population 65 years old or older are transit dependent. Additionally, 13% of Monterey County’s population is below or at the Federal Poverty Level. As **Figure 5** demonstrates, approximately 5.3% of Monterey County’s population does not have a vehicle available for their commute; this number is even higher in Pajaro, at 7.6%. However, only 2.3% of Pajaro’s residents and 1.9% of Monterey County residents currently commute via public transportation. Implementing this project would help to increase that percentage by providing a convenient transit hub for Pajaro and northern Monterey County residents.

**Figure 5: Regional commute profile in the Project Area**



Source: American Community Survey 2009-2013 Estimates

**Table 4** demonstrates that there is a significant transit dependent population in both Pajaro and Watsonville, and there will be a growing market of transit users in the future.

**Table 4: Population and transit mode share in Pajaro and Watsonville**

	2010	2014	2015	2020	2035	2040 <sup>11</sup>
<b>PAJARO</b>						
Population	3,070	3,090	3,095	3,119	3,195	3,221
Transit Mode Share (%)	2.3	2.3	2.3	2.3	2.3	2.3
Transit Daily Ridership Estimate	70.6	71.1	71.2	71.7	73.5	74.1
<b>WATSONVILLE</b>						
Population	51,199	52,508	53,611	59,446	65,762	69,117
Transit Mode Share (%)	2.10	2.10	2.10	2.10	2.10	2.10
Transit Daily Ridership Estimate	1,075	1,103	1,126	1,248	1,381	1,451
<b>Pajaro + Watsonville Daily Ridership</b>	<b>1,146</b>	<b>1,174</b>	<b>1,197</b>	<b>1,320</b>	<b>1,454</b>	<b>1,526</b>

Source: American Community Survey 2009-2013; Association for Monterey Bay Area 2014 Regional Growth Forecast

### C. Project Parties

This project is the result of more than a decade of planning and partnerships among key local and regional actors. Key partners include:

**Transportation Agency for Monterey County (TAMC)** is a 23-member agency composed of representatives from Monterey County and its incorporated cities, as well as ex-officio members of other regional organizations. TAMC is the Regional Transportation Planning Agency for Monterey County that has planning responsibility for the Rail Extension to Monterey County project. TAMC is designated by California Government Code Section 67930-67931 as the rail planning agency for Monterey County, and will serve as the grant recipient and administrator for this project. The Rail Extension to Monterey County Project is a key part of TAMC's Regional Transportation Plan and its top rail priority project.

**Capitol Corridor Joint Powers Authority (CCJPA)** has been working with TAMC on the Rail Extension to Monterey County project since 2009, and will serve as the operator of the Capitol Corridor Extension service. The CCJPA is a partnership among Placer County Transportation Planning Agency, Solano Transportation Authority, Yolo County Transportation District, Sacramento Regional Transit District, San Francisco Bay Area Rapid Transit District, and the

<sup>11</sup> 2040 estimates prepared by TAMC staff using the Association for Monterey Bay Area Government's Regional Growth Forecast 2014 assumptions.





Santa Clara Valley Transportation Authority, that share in the administration and management of the Capitol Corridor train service along the Auburn-Sacramento-Oakland-San Jose rail route. The CCJPA maintains a positive working relationship with its host railroad, Union Pacific Railroad. In February 2013, the TAMC Board of Directors and the Capitol Corridor Joint Powers Authority jointly adopted Principles of Agreement<sup>12</sup>, and in June 2013 the agencies jointly presented a draft operating plan to the California Transportation Commission<sup>13</sup>.

**Union Pacific Railroad (UP)** is the host railroad for this Project. UP has been a partner of the project over the last ten years of project development, and most recently reviewed and commented on the 60% design plans for the Pajaro station. Union Pacific has been an engaged partner, providing input on station design concepts and a draft term sheet for negotiating purposes. **Attachment 2** is a copy of TAMC’s project reimbursement agreement with Union Pacific, which demonstrates that Union Pacific staff has been involved with TAMC on the Rail Extension to Monterey County Project.

The **California Department of Transportation (Caltrans) Division of Rail and Mass Transit** provides oversight and grant monitoring for the project. Caltrans has included the Rail Extension to Monterey County project and the new Coast Daylight rail service in the State Rail Plan, the Interregional Transportation Plan, and the State vehicle equipment purchasing plan.

The **California Transportation Commission** is the statewide oversight body for various funding sources, and has allocated nearly \$50 million of State funds to the Rail Extension to Monterey County Project.

**Santa Clara Valley Transportation Authority (VTA)** has committed \$18 million in Traffic Congestion Relief Program funds to this project. TAMC will use this funding for improvements at the three planned Santa Clara County stations: Gilroy, Morgan Hill and San Jose-Tamien.

The **Association of Monterey Bay Area Governments (AMBAG)** is the three-county Metropolitan Planning Organization (MPO) for the Monterey Bay Region. This project is included in the federally mandated Metropolitan Transportation Program (MTP) and the state-required Sustainable Communities Strategy (SCS), “Moving Forward 2035 Monterey Bay”.<sup>14</sup>

The **Santa Cruz County Regional Transportation Commission (SCCRTC)** is the regional transportation planning agency for Santa Cruz County, and has been a key partner throughout the development of the Rail Extension to Monterey County – Pajaro/Watsonville Multimodal

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<sup>12</sup> Principles of Agreement: <http://www.tamcmonterey.org/programs/rail/pdf/railextension-POA2013.pdf>

<sup>13</sup> Draft Operating and Maintenance Plan:  
[http://www.catc.ca.gov/meetings/agenda/2013Agenda/2013\\_06/YMH\\_94\\_3.14.pdf](http://www.catc.ca.gov/meetings/agenda/2013Agenda/2013_06/YMH_94_3.14.pdf)

<sup>14</sup> Moving Forward 2035 Monterey Bay: <http://www.ambag.org/programs-services/planning/metro-transport-plan>



Station Project. SCCRTC is currently evaluating the feasibility of passenger rail service on the Santa Cruz Branch Line, which connects to the Pajaro/Watsonville Multimodal Station.

The **Monterey-Salinas Transit District (MST)** operates transit service within Monterey County and southern Santa Cruz County, with 57 routes serving a population of over 426,000. MST is dedicated to expanding transit service throughout the region and will incorporate the Pajaro/Watsonville Station into the regional transit network.

The **Santa Cruz Metropolitan Transit District (Metro)** operates transit service within Santa Cruz County and Santa Clara County, with 34 routes serving a population of over 262,000. Santa Cruz Metro is dedicated to expanding transit service throughout the region and will incorporate the Pajaro/Watsonville Station into the regional transit network.

**Monterey County** has jurisdiction over the unincorporated community of Pajaro. The Economic Development Department views this proposed station as transformative project for the Pajaro community that will be a catalyst for new development in this disadvantaged community.

The **City of Watsonville**, in the County of Santa Cruz, is immediately across the river from Pajaro, and is a long-time supporter of this project and its new rail and transit linkages to Salinas and the Silicon Valley. It is expected that a majority of the riders boarding at the Station reside in the City.

**San Luis Obispo Council of Governments (SLOCOG)** is the Regional Transportation Planning Agency with rail planning responsibilities for San Luis Obispo County. TAMC and SLOCOG have partnered, via the Coast Rail Coordinating Council, to reinstate the Coast Daylight intercity rail service, which will connect San Francisco and Los Angeles via the coast, with a stop in Pajaro/Watsonville.

**Coast Rail Coordinating Council (CRCC)** is a coalition of coastal county transportation and planning agencies organized to improve passenger rail services on the coast route between San Francisco and Los Angeles by implementing the Coast Daylight, an extension of the successful Pacific Surfliner train.

**Amtrak** will be the service operator for the planned Capitol Corridor extension and Coast Daylight services.

In addition to the entities listed above, this project has the support of a wide array of community, regional and statewide stakeholders who have submitted letters in support of the project, including: Congressman Sam Farr (CA-20), State Senator and Senate Majority Leader Bill Monning (Senate District 17), State Senator Anthony Cannella (Senate District 12), Assembly



Member Luis Alejo (30<sup>th</sup> Assembly District), Assembly Member Mark Stone (29<sup>th</sup> Assembly District), Council of San Benito County Governments, Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN), the Silicon Valley Leadership Group, CHISPA (Community Housing Improvement Systems and Planning Association, Inc.), and Santa Cruz County. The letters of support are included in **Attachment 3**.

## **D. Grant Funds and Sources/Uses of Project Funds**

TAMC is currently pursuing a phased implementation approach for the Rail Extension project. Phase one, known as the “Kick-Start” project, includes improvements at the Salinas Intermodal Transportation Center, track improvements, and improvements at Santa Clara County stations. The Kick-Start first phase of the Rail Extension to Monterey County project, estimated to cost \$69,689,000, is fully funded through State and local sources.

If this \$23,033,000 TIGER grant is approved, TAMC will incorporate the Pajaro/Watsonville Multimodal Station into the Kick-Start project for a total Rail Extension project budget of \$92,722,000. The TIGER grant request of \$23,033,000 will therefore leverage funding of \$69,689,000, which is a 75% match to the TIGER grant request. **Table 5** shows the project costs and secured State and local funding commitment to the project.

There are no other federal funding requests pending for the Pajaro/Watsonville Multimodal Station Project or the Rail Extension to Monterey County project.

**Table 5: Project funding Sources and Uses.**

	<b>Funding Source</b>	<b>%</b>	<b>Amount</b>
<b>PROJECT COSTS</b>	<b>Rail Extension to Monterey County</b>	State Transportation Improvement Program	25% \$23,376,000
		State Traffic Congestion Relief Program	21.6% \$20,000,000
		Valley Transportation Authority – State Funds	19.6% \$18,123,000
		Proposition 116 Rail Bond	7.7% \$7,180,000
		Regional Surface Transportation Program	0.3% \$345,000
		Local Funding	0.7% \$665,000
	<b>Pajaro/Watsonville Station</b>	TIGER Grant Request	25% \$23,033,000
<b>TOTAL SOURCES</b>			<b>\$92,722,000</b>
<b>USES OF FUNDS</b>	<b>Rail Extension to Monterey County</b>	Project Approval & Environmental Documentation	\$2,397,816
		Plans Specifications & Engineering	\$10,548,000
		Right-of-Way Acquisition	\$15,472,051
		Construction Costs	\$61,132,133
	<b>Pajaro/Watsonville Station</b>	Project Approval & Environmental Documentation	\$0
	Plans Specifications & Engineering	\$1,000,000	
	Right-of-Way Acquisition	\$2,102,000	
	Construction Costs	\$19,931,000	
<b>TOTAL USES</b>			<b>\$92,722,000</b>

The Pajaro/Watsonville Station will be constructed within the Monterey County unincorporated community of Pajaro. A new platform will be constructed on the west side of the railroad tracks (between the tracks and Salinas Road) as a side platform along the westerly mainline track, with direct interface to the Santa Cruz branch line track (see **Figure 1**).

Amenities included in the Pajaro/Watsonville Station plans are:

- Rail passenger loading platform
- Platform shelters, lighting, furniture and fixtures
- Ticket vending machines, information displays
- Track, turnouts and railroad signaling, as required
- Site drainage, landscaping
- Bus, shuttle, and van loading/unloading berths, shelters
- Bicycle facilities, sidewalks, and circulation roadways
- Automobile parking spaces, including accessible parking
- Electric vehicle charging stations

**Table 6** demonstrates the costs for the Pajaro/Watsonville Multimodal Station, which are estimated to the year of proposed delivery.

**Table 6: Pajaro/Watsonville Multimodal Station costs.**

Element	Cost
<b>Guideway &amp; Track</b>	\$5,563,000
<b>Station Stops</b>	\$2,776,000
<b>Sitework</b>	\$6,039,000
<b>Systems/Signals</b>	\$631,000
<b>Right-of-Way &amp; Relocation</b>	\$2,102,000
<b>Professional Services</b>	\$4,829,000
<b>Project Management</b>	\$1,093,000
<b>TOTAL:</b>	<b>\$23,033,000</b>

## E. Selection Criteria

### i. Primary Selection Criteria

#### a. Safety

The Rail Extension to Monterey County Project will help reduce the number, rate of injuries and fatalities related to automobile crashes and injuries among drivers along the Salinas to San Jose corridor. The Rail Extension Project is also expected to improve safety for non-drivers, since the Pajaro/Watsonville Station will add new sidewalks, crosswalks, and bicycle lanes.

The Pajaro/Watsonville Station saves an estimated **\$4 million** over the 35 year benefit/cost analysis period. It is important to note that this estimate is conservatively underestimated, as the benefit/cost analysis only considers savings from Capitol Corridor ridership, and does not include monetized savings from Coast Daylight rail or local Monterey-Salinas Transit and Santa Cruz Metro bus ridership.

#### b. State of Good Repair

The US 101 corridor from Monterey County to the employment centers in the San Francisco Bay Area is already heavily congested, and daily traffic is projected to grow by 20% between 2015 and 2030. Traffic delays on Monterey County freeways are expected to swell from **1,184 daily vehicle hours of delay in 2014 to more than 6,000 in 2035<sup>15</sup>**. Most of the US 101 corridor in Monterey County is only four lanes. As of 2008, US 101 was operating at a deficient level of service for the entire stretch north of the City of Salinas into southern Santa Clara County.

By Year 2030, this entire segment of US 101 is projected to operate at level of service (LOS) F, failing, with peak period traffic within Monterey County over 75% greater than the roadway's capacity. The cost of widening this segment of US 101 is cost prohibitive and would affect sensitive habitat in the Elkhorn Slough and Pajaro River watersheds; however, even if widened to 4 lanes, US 101 in this corridor would still be at LOS F. Other routes in the corridor are projected to be similarly affected by rising congestion. State Routes 152 and 129, providing service between southern Santa Cruz County and Santa Clara County/US-101 are both projected to operate at LOS F in 2030. **Figure 6** illustrates the projected future traffic conditions between Monterey County and Santa Clara County.

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<sup>15</sup> PeMS 2014.

Figure 6: Projected traffic conditions in the region.



***Asset Management Approach to Maintain State of Good Repair***

The Capitol Corridor Joint Powers Authority currently utilizes an asset management approach to maintain its trainsets in a state of good repair, and will continue to do this for the Rail Extension to Monterey County trains. TAMC will collaborate with Monterey County to maintain a state of good repair for the Pajaro/Watsonville Multimodal Station. The project also includes investments in Coast Mainline track improvements, which will be subject to an agreement with Union Pacific, owners of the tracks.



***Sustainable Source of Funding Available for Operations & Maintenance***

TAMC and the CCJPA presented the draft Operations & Maintenance Plan for the Rail Extension to Monterey County Project presented to the California Transportation Commission in 2013<sup>16</sup>. The gross annual operating cost of the Rail Extension to Monterey County project is estimated at approximately \$4.8 million for two daily, round-trip trains. The annual farebox revenue is estimated at approximately \$3.2 million. The net subsidy needed to support the service will be approximately \$1.6 million annually. The Project is listed in the California State Rail Plan to start service in 2020, and, as with all Capitol Corridor service, the operating subsidy will be funded with state intercity rail funds. **Table 5** demonstrates that the Rail Extension to Monterey County will have an estimated farebox recovery ratio of 66%.

**Table 7: Costs and Revenues for the Rail Extension to Monterey County project**

Operating Cost	Revenue	Net Public Cost	Farebox Recovery Ratio
\$4,844,500	\$3,200,000	\$1,644,500	66%

**c. Economic Competitiveness**

***Expands Reliable Transportation Alternatives for the Region’s Workforce***

The Rail Extension to Monterey County Project will expand access to employment opportunities in the San Francisco Bay Area. Currently, in the Monterey Bay Area and San Francisco Bay areas, job distribution and worker housing distribution patterns do not match. The San Francisco Bay counties have job surpluses and this pull of workers has created a large increase in interregional commuter traffic, leading to highway congestion along the US 101 corridor. According to the 2009-2013 American Community 5-Year Estimates, approximately 18,000 Monterey County residents work in another county. Of this number, approximately 32% are employed in Santa Clara or other Bay Area counties. Approximately 28,000 Santa Cruz County residents work in another county. Of this, approximately 73% are employed in Santa Clara County or other Bay Area counties.

***Improves Efficiency and Mobility for the Region’s Residents and Goods***

The Pajaro/Watsonville Multimodal Station will provide an important access point to the regional rail network that will enhance mobility for the region’s residents. Since Pajaro is an unincorporated community with few activity centers, its residents usually travel outside of town to access job, medical and education centers in the surrounding cities, including cities that will be served by the rail line such as, Salinas, Gilroy, San Jose and Oakland.

<sup>16</sup>Draft Operations and Maintenance Plan:  
[http://www.catc.ca.gov/meetings/agenda/2013Agenda/2013\\_06/YMH\\_94\\_3.14.pdf](http://www.catc.ca.gov/meetings/agenda/2013Agenda/2013_06/YMH_94_3.14.pdf)



**Table 8** demonstrates that most of the traffic in the road network surrounding the Pajaro/Watsonville Multimodal Station occurs in the morning peak morning hours of 7:15 a.m. and 8:15 a.m., and in the evening peak hours between 4:30 p.m. and 6:00 p.m. These traffic patterns, along with Pajaro and Watsonville’s demographic profile, indicate that there is a strong demand for transit and intercity rail services during the morning and evening peak hours that would be met by the planned Rail Extension to Monterey County project. Most interregional travel occurs on this local highway network, which creates congestion and worsens air quality. Offering an alternative to driving for these trips will help to reduce congestion and improve air quality.

**Table 8: Traffic counts around the Pajaro/Watsonville Multimodal Station.**

Location	AADT
Main Street at the Pajaro River Bridge	31,139
Salinas Road at Pajaro Road	40,500
Highway 1-Monterey at the Santa Cruz County Line	41,000
Highway 1 at State Route 129	44,000
State Route 129 at Highway 1	23,000
State Route 152 at Highway 1	29,300
State Route 129 at Highway 101	60,000

Sources: TAMC Traffic Counts 2014; Caltrans 2013

The Station is located two miles away from the City of Watsonville’s Downtown Transit Center. Local and interregional buses will serve the Pajaro/Watsonville station when it is constructed, serving southern Santa Cruz County residents, who are expected to be the primary users of the Pajaro/Watsonville Station.

In addition to enhancing mobility for Pajaro and Watsonville residents, the Rail Extension to Monterey County project provides track improvements that will improve freight efficiency.

**Figure 7: Comparison of Existing View to Visual Simulation**



Existing view (2011)



Visual Simulation

***Catalyst for Community Revitalization***

The visual simulation in **Figure 7** demonstrates the transformative impact that the Pajaro/Watsonville station will have on the surrounding community. The new station will provide Pajaro and Watsonville residents with a centralized hub for transit and intercity rail at the currently blighted, industrial location. The new station will be a community gathering center with attractive landscaping and design features that will support new transit-oriented housing, commercial services or retail uses development expected within ½ mile of the station.

CHISPA (Community Housing Improvement Systems and Planning Association, Inc.) is the largest private, nonprofit housing developer in Monterey County. Since its incorporation in 1980, CHISPA has built and renovated 2,268 single-family homes and apartments for low and moderate-income people in Monterey, San Benito, and Santa Cruz Counties. In 1993, CHISPA built the Villa La Posada development in Watsonville, with 42 affordable units, just over the Santa Cruz County line in southern Watsonville. This development is located within two miles of the Pajaro/Watsonville Multimodal Station location. In their support letter (**Attachment 3**), CHISPA indicated that they may locate future affordable housing projects near the station.

The Monterey County General Plan includes goals, objectives, and policies to encourage commuter rail and development near the proposed station area in Pajaro. A regional jobs-training facility has been considered to be sited next to the Pajaro/Watsonville station.

***Expands Economic Opportunities and Enhances Long-Term Job Creation***

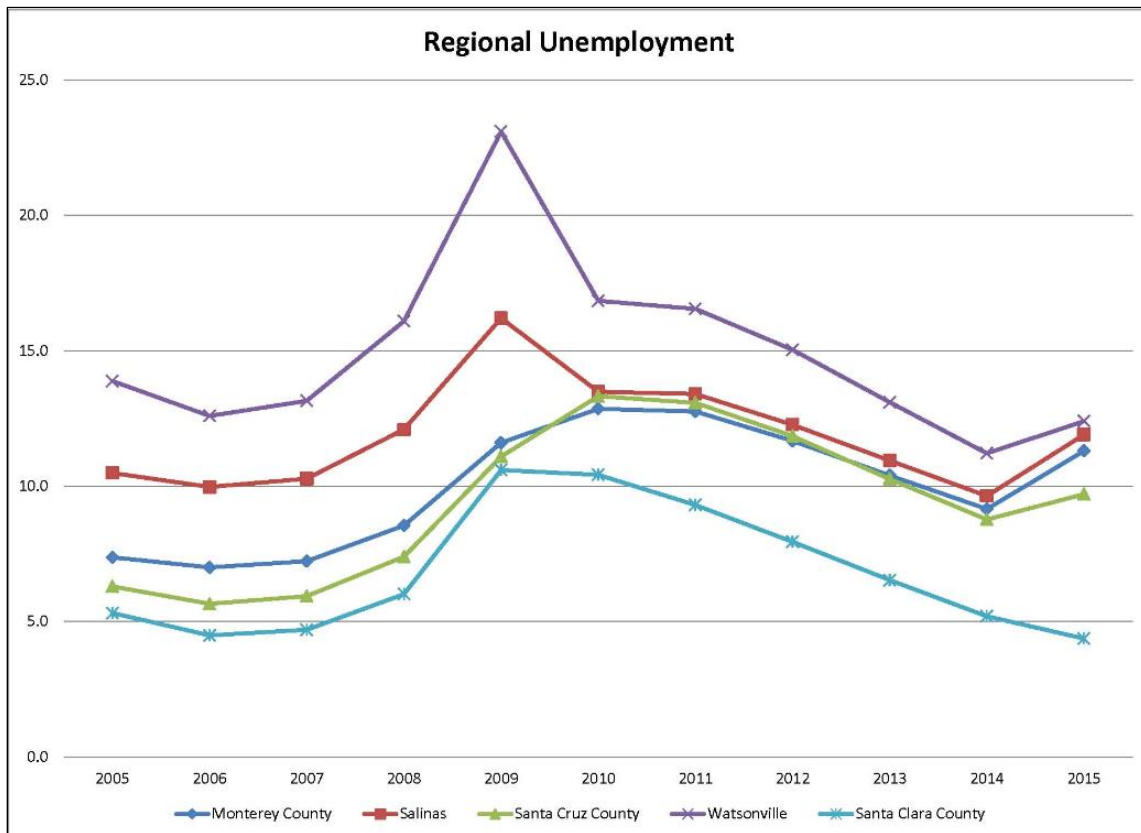
The Pajaro/Watsonville Multimodal Station project will provide a pathway to jobs for the north Monterey County/south Santa Cruz County region. The San Francisco Bay Area is considered jobs rich and housing poor while Monterey County and south Santa Cruz County are considered housing rich and jobs poor. This jobs/housing imbalance generates a prominent interregional commuter traffic pattern, leading to highway congestion and contributing to poor air quality within the region. During the morning hours, commuters from Monterey County and San Benito

County travel north along US 101 to jobs in the San Francisco Bay Area and then south in the late afternoon to their residences.

Santa Clara County has a significant jobs surplus (90,000 more jobs than employed residents in 2010; projected to grow to over 160,000 by 2035<sup>17</sup>) and relies on many out-of-county residents to address this need. According to recent census data, an estimated 3.5% of Monterey County residents, and approximately 22.3% of Santa Cruz County residents commute to work outside the County, predominately into Santa Clara, San Mateo and San Francisco Counties. The percentage is even higher in Pajaro and Watsonville, where 63% and 19.4%, respectively, of workers are employed outside of their home County.

Improving access to jobs is critical for Monterey County residents. **Figure 8** depicts the high unemployment rates in Monterey County and in the areas around the three communities directly served by the project. By reducing transportation access barriers to jobs, reductions to the County’s unemployment numbers may be achievable.

**Figure 8: Comparison of Regional Unemployment**



Source: U.S. Bureau of Labor Statistics

<sup>17</sup> Association for Bay Area Governments, 2010-2040 Jobs Housing Connection Strategy.  
[http://planbayarea.org/pdf/JHCS/May\\_2012\\_Jobs\\_Housing\\_Connection\\_Strategy\\_Appendices\\_Low\\_Res.pdf](http://planbayarea.org/pdf/JHCS/May_2012_Jobs_Housing_Connection_Strategy_Appendices_Low_Res.pdf)

#### d. Quality of Life

The Pajaro/Watsonville Multimodal Station, and the Rail Extension to Monterey County Project, will provide a direct quality of life benefit to residents living in the disadvantaged communities of Pajaro and Watsonville by offering a viable transportation alternative that improves interregional transportation, reduces congestion on regional roads, reduces greenhouse gas emissions, and improves air quality in the Monterey Bay Area region and beyond. In addition to providing access to intercity rail and transit service, the Pajaro/Watsonville Multimodal Station will also include active transportation amenities, such as sidewalks, bike routes, and bike storage.

#### e. Environmental Sustainability

##### *Reduces Energy Use and Air Pollution*

The Rail Extension to Monterey County project will reduce greenhouse gas emissions, and the Pajaro/Watsonville Multimodal Station in particular will reduce **25,900 tons of Carbon Dioxide (CO<sub>2</sub>)** emissions over the benefit/cost analysis period (see **Attachments 5 and 6**). This is a significant benefit that will improve air quality in the region, and **save approximately \$11,236,709 in vehicle operating expenses** over the benefit/cost analysis period.

TAMC's greenhouse gas emissions reductions calculations are conservatively underestimated. These results do not include projected ridership from Coast Daylight service. The greenhouse gas reductions benefits for the Rail Extension to Monterey County Project, as well as for the Pajaro/Watsonville Multimodal Station –rail and transit use, are therefore understated. In addition, the greenhouse gas reductions benefits from Santa Cruz Metro's compressed natural bus fleet are not captured in this analysis.

##### *Avoids Adverse Environmental Impacts*

The Pajaro/Watsonville Multimodal Station is located in the Pajaro Valley floodplain. TAMC's 2013 California Environmental Quality Act (CEQA) Environmental Impact Report Addendum indicates that the station would have no significant impact on the flood plain, since the proposed improvements are such that the 100-year water surface increase (compared to pre-project conditions) is less than one foot. Since the station is at a highly-disturbed area with historical freight railroad usage, the document found that there are no habitat impacts or other negative environmental impacts.<sup>18</sup>

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<sup>18</sup> Capitol Corridor Extension to Monterey County Environmental Impact Report Addendum, TAMC, August 2013. [http://www.tamcmonterey.org/programs/rail/pdf/CapitolCorridorExtension-Addendum\\_FINAL2.pdf](http://www.tamcmonterey.org/programs/rail/pdf/CapitolCorridorExtension-Addendum_FINAL2.pdf)

## ii. Secondary Selection Criteria

### a. Innovation

In order to expedite the completion of the Pajaro/Watsonville Multimodal Station, TAMC will utilize a design-build approach to procure engineering and construction services for the Station. The proposed design-build approach is expected to save months in the project-delivery process. The Station's design will include environmental sustainability measures, with the latest stormwater management features and electric vehicle charging stations.

### b. Partnerships

The Rail Extension to Monterey County project enjoys extensive local, regional and State support. The project has financial commitments from Caltrans, VTA and TAMC. 75% of the overall project costs are provided by these non-federal entities. The Pajaro/Watsonville Multimodal Station, in particular, is a collaborative two county partnership that enjoys the support of Monterey-Salinas Transit, Santa Cruz Metro, the County of Monterey, the County of Santa Cruz and the City of Watsonville.

As a future Coast Daylight station stop, the Pajaro/Watsonville Multimodal Station also enjoys the support of the Coast Rail Coordinating Council (CRCC) and the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN).

As a future Capitol Corridor stop, the station enjoys the support of the CCJPA. TAMC and the CCJPA jointly adopted the “Principles of Agreement for Cooperative Development and Planning for the Purpose of Establishing Passenger Rail Service between San Jose and Salinas” that guides the development of the project and determines the role of both agencies.<sup>19</sup> TAMC's responsibility is to complete planning, environmental review, construct the stations, coordinate with stakeholders, and obtain project funding. The Capitol Corridor's responsibility is to negotiate with host railroads, including Union Pacific Railroad and Caltrain, coordinate with Amtrak, and develop an operating and administrative/management support plan for the Project. TAMC has been proactive in collaborating with partner agencies on the Rail Extension to Monterey County project, and will continue with these efforts as the project moves forward.

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<sup>19</sup>Principles of Agreement: <http://tamcmonterey.org/programs/rail/pdf/railextension-POA2013.pdf>

### iii. Demonstrated Project Readiness

#### a. Technical Feasibility

The Pajaro/Watsonville Multimodal Station project has been in development for many years and has achieved numerous important milestones. The Pajaro/Watsonville station is currently at 60% design. Union Pacific, the Capitol Corridor, and Monterey County staff have preliminarily reviewed those designs. The following tasks have been completed:

- Project Study Report 2006
- Conceptual Plans 2006
- California Environmental Quality Act Environmental Clearance 2006
- Alternatives Analysis 2009
- 60% Design 2012
- Construction Cost Estimates 2012
- CEQA Addendum 2013
- Travel Forecast and Ridership Modeling 2013
- Draft Operating and Maintenance Plan 2013

In 2009, TAMC staff completed the federally-required Alternatives Analysis, and drafted the National Environmental Policy Act (NEPA) Environmental Assessment (EA) for the project in order to qualify for a Federal Transit Administration (FTA) Small Starts grant. FTA staff has reviewed the draft EA, but TAMC was not awarded a Small Starts grant. If this TIGER grant funding is awarded, TAMC will work with the Federal Railroad Administration (FRA) to finalize the EA.

#### b. Financial Feasibility

The Rail Extension to Monterey County project enjoys extensive support from a variety of local, regional and State partners. As **Table 5** demonstrates, 75% of the project's \$92,722,000 cost has committed funding from a combination of State and local sources. As noted in the financial operations section of the application, the net operating cost of \$1.6 million per year will be paid out of the State of California's intercity rail operations program.



### c. Project Schedule

TAMC will be responsible for Project development and construction. Once awarded, TAMC will issue a Request for Proposals to contract for the final design and construction of the station, and property acquisition services. TAMC’s project manager and finance department will provide oversight of these contracts. The proposed Pajaro/Watsonville Multimodal Station project schedule is as follows:

- Federal Environmental Review 2015-2016
- Final Station Design 2016-2017
- Property Acquisition 2016-2018
- Construction 2018-2020
- Start of Service 2020

#### *(i) Pre-construction*

The project has already received its state environmental clearance under CEQA. FTA staff has reviewed the administrative draft NEPA document for the Rail Extension to Monterey County Project. If this grant is awarded, prior to initiating right-of-way acquisition, TAMC will work with the FRA to finalize the NEPA document for the project.

#### *(ii) Right-of-Way Acquisition*

Once the NEPA document is finalized, TAMC will issue a Request for Proposals to contract for the Pajaro/Watsonville Station right-of-way acquisition. Union Pacific currently owns the land proposed for the station.

#### *(iii) Construction*

TAMC will utilize a design-build procurement process to expedite the construction of the Station, scheduled to start in 2018.

### d. Required Approvals

#### *(i) Environmental Permits and Reviews*

TAMC adopted a Project Study Report for the Rail Extension to Monterey County project in 2006 and completed its CEQA review by adopting a Final Environmental Impact Report (FEIR) in August 2006 and an Addendum to the FEIR in August 2013.<sup>20</sup>

As the schedule above indicates, TAMC’s administrative draft NEPA document for the Rail Extension to Monterey County project will be finalized if awarded. TAMC has had discussions with the Federal Railroad Administration about finalizing the NEPA document.

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<sup>20</sup> All CEQA documents may be found on the project website:  
[http://www.tamcmonterey.org/programs/rail/salinas\\_rail.html](http://www.tamcmonterey.org/programs/rail/salinas_rail.html).



Both documents detail how the project will obtain required reviews and coordinate with state and federal permitting agencies, as required.

### *(ii) Legislative Approvals*

No special legislation is required to implement this project. TAMC is designated by California Government Code Section 67930-67931 as the rail planning agency for Monterey County, and will serve as the grant recipient and administrator for this project.

### **e. Assessment of Project Risks and Mitigation Strategies**

While the Rail Extension to Monterey County enjoys extensive support, there are a few risks that the project must overcome. The first risk has to do with negotiating track ownership rights. The Rail Extension to Monterey County Project would operate on Union Pacific tracks between San Jose and Salinas, and the Capitol Corridor Joint Powers Authority has been working with Union Pacific on track rights.

The second risk is establishing a formal operating agreement with the Capitol Corridor. TAMC and the Capitol Corridor took the first step in that process by jointly adopting the “Principles of Agreement” in February 2013. In addition, TAMC has obtained letters of support from the Capitol Corridor, indicating their support for moving toward a solution to these challenges.

Notwithstanding the risks to the Rail Extension to Monterey County project, the Pajaro/Watsonville station can still provide a significant benefit with transit service to the surrounding community.

The Pajaro/Watsonville Multimodal Station’s location poses a final risk. Although the station is located in a floodplain, TAMC’s 2013 Environmental Impact Report Addendum indicates that the station would have no significant impact on the flood plain, since the proposed improvements are such that the 100-year water surface increase (compared to pre-project conditions) is less than one foot<sup>21</sup>. Nonetheless, this is an environmental constraint that the engineering team will need to consider.

### **iv. Project Costs and Benefits**

The Pajaro/Watsonville Multimodal Station project will generate multiple benefits. TAMC’s 35-year benefit/cost analysis period quantifies only the benefits of Capitol Corridor ridership. Local transit and Coast Daylight ridership are excluded from this analysis, so that the benefit/cost analysis conclusions understate the actual project benefits.

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<sup>21</sup> Capitol Corridor Extension to Monterey County Environmental Impact Report Addendum, TAMC, August 2013.  
[http://www.tamcmonterey.org/programs/rail/pdf/CapitolCorridorExtension-Addendum\\_FINAL2.pdf](http://www.tamcmonterey.org/programs/rail/pdf/CapitolCorridorExtension-Addendum_FINAL2.pdf)



TAMC prepared this benefit/cost analysis based on the U.S. Department of Transportation’s (USDOT) guidance for TIGER Discretionary Grants. The four major categories of benefits that are monetized in the Benefit/Cost Analysis are:

- 1) travel time savings;
- 2) vehicle operating costs savings;
- 3) accident reductions; and
- 4) vehicle emissions reductions.

In addition to these monetized benefits, the project also provides other benefits that are not included in this quantitative analysis, including:

- Improved access to housing, jobs, healthcare and education;
- Enhanced transit integration; and
- Improved public health, due to reduced vehicle emissions.

Results from the benefit-cost analysis include:

- Net Present Value - defined as the difference between present value benefits and costs
- Benefit/Cost Ratio - defined as the ratio of present value of benefits to costs

A project with an estimated Net Present Value greater than zero and a Benefit/Cost Ratio greater than one can be described as worthy in economic terms. The Benefit/Cost Ratio indicates the return on investment as a percentage above the break-even point. The Net Present Value reflects the total value of a project to society.

**The Net Present Value is \$14.8 million at a 3% discount rate, and \$1.7 million at a 7% discount rate.**

**The Benefit/Cost Ratio for the Pajaro/Watsonville Multimodal Station project is 1.7 at a 3% discount rate, and 1.1 at a 7% discount rate.**

Given these benefit levels, it is clear that this project will be cost-effective, providing a 10% to 70% net benefit in return for each dollar investment.

**Attachment 4** describes the benefit-cost analysis methodology and results. The spreadsheet data for the benefit-cost analysis is included in **Attachments 5, 6, 7, 8 and 9**.

## **F. Conclusion**

The Rail Extension to Monterey County – Pajaro/Watsonville Multimodal Station Project is a cost-effective and transformative project that will enhance mobility for Monterey County and Santa Cruz County residents and visitors. The project will create a new intercity rail and bus transit hub in Pajaro that will improve interregional travel, reduce greenhouse gas emissions



and promote economic development around the station. With a benefit/cost ratio of 1.7, the project proves to be a cost-effective federal funding investment.

## **H. Federal Wage Rate Certification**

TAMC understands and will comply with the federal wage rate requirements. The federal wage rate certification is **Attachment 10**.

## PUBLIC PROJECT REIMBURSEMENT AGREEMENT

**THIS AGREEMENT FOR DESIGN REVIEW SERVICES** ("Agreement") is made effective November 1, 2010 (the "Effective Date") by and between Transportation Agency for Monterey County ("Client") and Union Pacific Railroad Company, a Delaware corporation ("UPRR").

**WHEREAS**, Client has expressed an interest in proceeding with establishing commuter rail operations between Gilroy, California; and Salinas, California.

**WHEREAS**, Client desires to engage UPRR to provide certain services to permit Client to conduct an evaluation of the design of the Project;

**NOW, THEREFORE**, in consideration of the mutual covenants and agreements set forth herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties, intending to be legally bound, hereby covenant and agree as follows:

**1. Scope of Services.** Client has engaged UPRR to perform services in connection with the Project, which may include provision of preliminary engineering services, developing cost estimates and reviewing station and associated track designs, any or all of the services set forth on Exhibit A, or such other related services as are agreed upon by the parties (the "Services"). The Services may be performed directly by UPRR or by a UPRR contractor.

**2. Fees and Payments.** Client shall reimburse UPRR for all Costs (as defined below) related to UPRR's performance of the Services, in an amount not to exceed \$200,000 (two hundred thousand dollars) (the "Maximum Cost") without prior written approval from the Client. On the date of execution of this Agreement, UPRR may require that Client provide a refundable deposit to UPRR (the "Deposit"). If a Deposit is required, the amount of the Deposit will be set forth on Exhibit A hereto. To the extent that Services are performed by UPRR, the Deposit will be applied against the total Cost of such Services plus Taxes (as defined below). Notwithstanding the foregoing, if the total Cost of the Services plus Taxes is less than the Deposit amount, the parties agree that UPRR shall refund the difference to Client. If UPRR is required to pay or collect any federal, state, local, sales and use, value-added, goods and services, or any other similar taxes and/or duties imposed on the Services provided as a result of this Agreement including, but not limited to, taxes and/or duties imposed on the Services or on tangible/intangible property consumed in, or acquired for, the provisioning of the Services, then such taxes and/or duties shall be invoiced to and paid by Client pursuant to the terms herein; provided, however, that Client shall not be required to pay any taxes based on UPRR's net income. For purposes of this agreement, "Taxes" shall mean all amounts reimbursable pursuant to the preceding sentence. In addition, Taxes are separate and apart from Cost and are an addition to the Maximum Cost. Except in relation to Taxes, the Maximum Cost may only be increased with Client's written consent.

Any amount not paid within thirty (30) days following delivery of an invoice by UPRR shall accrue interest at a rate of one percent (1%) per month or the maximum lawful rate, whichever is less. For purposes of this Agreement, "Cost" shall mean all costs and expenses paid



to a UPRR Contractor for the performance of any of the Services, and all costs and expenses of labor, travel, lodging, meals, supplies and material incurred for or in connection with UPRR's provision of the Services, including, without limitation, delivery charges, and UPRR's additives (includes direct and indirect labor additives and overhead) as set forth in Exhibit A. Notwithstanding the foregoing, additives are subject to periodic adjustments by UPRR in its sole discretion.

**3. Further Engagement.** If Client elects to move forward with the Project after the Services are performed, the parties, may, but are not required to, negotiate a separate agreement for the design and/or construction of the Project and other activities.

**4. Ownership.** Any and all work product, ideas, inventions, innovations, or intellectual property produced by UPRR for Client during the provision of Services, including, but not limited to the specific items identified as deliverables on Exhibit A ("UPRR Proprietary Information") shall at all times remain solely with, and be the exclusive property of, UPRR. Subject to the terms and conditions of this Agreement, UPRR hereby grants to Client a non-exclusive, non-transferable, limited license and right to use any UPRR Proprietary Information solely in connection with the Project. With respect to use of any UPRR Proprietary Information by a Client that is deemed a government entity, including a State or federal entity, all UPRR Proprietary Information shall be deemed confidential and propriety to the extent allowed by applicable law and any use, reproduction, release or disclosure of the UPRR Proprietary Information shall be governed solely by the terms of this Agreement and shall be prohibited except to the extent expressly permitted by the terms of this Agreement.

**5. Confidential and Proprietary Information ("CP&I").** Client agrees to treat as confidential all information, in whatever form or medium, furnished or disclosed by UPRR, or any of its agents, to Client. C&PI excludes information already known or developed by Client other than through a breach by Client of any of its obligations hereunder or from a third party known by Client, to be breaching a confidentiality duty to UPRR. With respect to use of any CP&I by a Client that is deemed a government entity, including a State or federal entity, all UPRR Proprietary Information shall be deemed confidential and propriety to the extent allowed by applicable law and any use, reproduction, release or disclosure of any CP&I shall be governed solely by the terms of this Agreement and shall be prohibited except to the extent expressly permitted by the terms of this Agreement. In the event Client is required by law, regulation or legal process to disclose any of CP&I, Client agrees to (i) give UPRR advance notice prior to disclosure so UPRR may contest the disclosure or seek a protective order, and (ii) limit the disclosure to minimum amount that is legally required to be disclosed. Further, the deliverables noted on Exhibit A may be disclosed to other governmental entities that have a need-to-know in connection with the development of the Project.

**6. Warranty.** THE SERVICES, INCLUDING WITHOUT LIMITATION THE INFORMATION PROVIDED TO CLIENT BY UPRR HEREUNDER ARE PROVIDED "AS IS". UPRR MAKES NO WARRANTIES OF ANY KIND, EXPRESS OR IMPLIED, WITH RESPECT TO THE SERVICES, INCLUDING WITHOUT LIMITATION THE WARRANTIES OF MERCHANTABILITY OR WARRANTIES OF FITNESS FOR A PARTICULAR PURPOSE. UPRR DOES NOT WARRANT THE ACCURACY OR



COMPLETENESS OF ANY INFORMATION PROVIDED TO CLIENT BY UPRR HEREUNDER.

**7. Limitation of Liability.** UPRR'S AGGREGATE LIABILITY UNDER THIS AGREEMENT, WHETHER FOR BREACH OR IN TORT OR OTHERWISE, IS LIMITED TO THE FEES PAID BY CLIENT FOR THE SPECIFIC SERVICE(S) DIRECTLY GIVING RISE TO SUCH LIABILITY. IN NO EVENT SHALL UPRR BE LIABLE UNDER ANY THEORY OF TORT, CONTRACT, STRICT LIABILITY OR OTHER LEGAL OR EQUITABLE THEORY FOR LOST PROFITS, EXEMPLARY, PUNITIVE, SPECIAL, INCIDENTAL, INDIRECT OR CONSEQUENTIAL DAMAGES OR THE LIKE, EACH OF WHICH IS HEREBY EXCLUDED BY AGREEMENT REGARDLESS OF WHETHER SUCH DAMAGES WERE FORESEEABLE OR WHETHER CLIENT HAD BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. THE LIMITATIONS OF LIABILITY REFLECT THE ALLOCATION OF RISK BETWEEN THE PARTIES. THE LIMITATIONS SPECIFIED IN THIS SECTION WILL SURVIVE AND APPLY EVEN IF ANY LIMITED REMEDY SPECIFIED IN THIS AGREEMENT IS FOUND TO HAVE FAILED OF ITS ESSENTIAL PURPOSE.

**8. Term.** The term of this Agreement shall commence on the Effective Date and shall expire upon UPRR's completion of Services ("Term"), unless earlier terminated by the parties. This Agreement may be terminated immediately by UPRR at any time if Client breaches any provision herein.

**9. Governing Law.** The parties mutually acknowledge and agree that this Agreement shall be construed and enforced in accordance with the laws of the State of Nebraska, without regard to any conflict-of-law provisions. The parties agree that in any dispute exclusive jurisdiction and venue shall be in the state and federal courts of Nebraska. The parties mutually acknowledge and agree that they shall not raise in connection therewith, and hereby waive, any defenses based upon venue, inconvenience of forum or lack of personal jurisdiction in any action or suit brought in accordance with the foregoing.

**10. Injunctive Relief.** Client acknowledges and agrees that if it breaches any obligations hereunder, UPRR may suffer immediate and irreparable harm, for which monetary damages alone shall not be a sufficient remedy, and that, in addition to all other remedies that UPRR may have, UPRR shall be entitled to seek injunctive relief, specific performance or any other form of relief in a court of competent jurisdiction, including, but not limited to, equitable relief, to remedy a breach or threatened breach hereof by Client and to enforce this Agreement, and Client hereby waives any and all defenses and objections it may have on grounds of jurisdiction and venue, including, but not limited to, lack of personal jurisdiction and improper venue, and waives any requirement for the securing or posting of any bond in connection with such remedy.

**11. Appropriations.** Client represents to UPRR that Client appropriated funds sufficient to pay UPRR the Maximum Amount plus Taxes, and will have appropriated funds to pay UPRR for any increase to the Maximum Amount plus Taxes subsequently approved by Client.



**12. General.** Client may not assign this Agreement or any of its respective rights or obligations hereunder, without the prior written consent of UPRR. This is the entire agreement between the parties regarding the Services. Headings are for ease of reference only, and are not part of the Agreement.

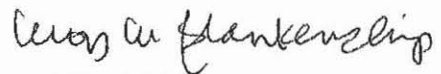
*(Signature Block on Following Page)*

IN WITNESS WHEREOF, the parties have executed this Agreement by their duly authorized representatives as of the Effective Date.

**UNION PACIFIC RAILROAD COMPANY**

**TRANSPORTATION AGENCY FOR  
MONTEREY COUNTY**

By:  By:   
Title: VP Manager Planning & Operations Title: Executive Director

APPROVED AS TO FORM:  
  
LEROY W. BLANKENSHIP  
TAMC Counsel

## EXHIBIT A

### SCOPE OF SERVICES

**A. Services.** Client shall reimburse UPRR for the actual costs associated with the following services relating to UPRR's evaluation of the Project, as appropriate:

- Conference call participation
- On-site visits (hy-rails)
- Attendance at public meetings
- Attendance at project meetings, including California Public Utilities Commission (CPUC) diagnostic review
- Rail Traffic Controller (RTC) model development
- RTC model application (running the model)
- RTC report preparation
- Review of preliminary engineering
- Unit costs for track material, signal material, and UP force account labor
- Real estate investigation and analysis
- Development of infrastructure requirements and costs
- Relocation option and alternative alignment analysis
- Review of station and related track plans by others
- Preparation of signal plans and cost estimates

**B. Deliverables.**

- An initial capacity analysis identifying recommended infrastructure requirements to enable proposed passenger train operation on UPRR-owned corridor, consistent with UPRR's passenger principles.
- Preliminary cost estimates for signaling and work to be performed by UPRR
- Review comments of 60%, 95% and 100% station and related track plans by others

Note: Infrastructure requirements and preliminary cost estimates are intended for high level feasibility study and are subject to further analysis and review as the process continues.



C. Not-to-exceed Agreement Amount: \$200,000

D. UPRR's Additives: 66.1%

SAM FARR  
20TH DISTRICT, CALIFORNIA

COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEES:

AGRICULTURE, RURAL DEVELOPMENT, FOOD AND  
DRUG ADMINISTRATION, AND RELATED AGENCIES  
MILITARY CONSTRUCTION, VETERANS' AFFAIRS,  
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(831) 424-2229

701 OCEAN STREET  
ROOM 318  
SANTA CRUZ, CA 95060  
(831) 429-1976

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**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-0520**

May 29, 2015

Anthony R. Foxx  
Secretary  
U. S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**SUBJECT: Support for Rail Extension to Monterey County –  
Pajaro/Watsonville Multimodal Station Project**

Dear Secretary Foxx:

I am writing to express my strong support for the TIGER grant request from the Transportation Agency for Monterey County, CA for \$23 million for a new multimodal intercity rail and bus transit station in Pajaro, an economically disadvantaged community in Monterey County.

Because the Pajaro Station is adjacent to Watsonville in Southern Santa Cruz County, it will be a multimodal transportation hub for both Monterey and Santa Cruz County residents. This multijurisdictional project is a transformative surface transportation investment that will promote Ladders of Opportunity for the Monterey Bay region, by increasing connectivity to employment, education and healthcare services, supporting workforce development, and contributing to Pajaro's revitalization. Overall, the project will provide greater mobility options for Monterey County and Santa Cruz County residents, promote economic growth and transit-oriented development, and benefit the economically disadvantaged communities of Pajaro and Watsonville.

With a combined \$2.5 billion in annual tourism expenditures in both Monterey and Santa Cruz counties, the Station will enhance visitors' access to the region through intercity passenger rail and transit service, with connections to the Capitol Corridor Extension and the Coast Daylight. The Rail Extension to Monterey County service will provide transportation alternatives for those daily commuters traveling from Salinas to the Silicon Valley, San Francisco Bay Area, and as far north as Sacramento. The rail corridor between Gilroy and Salinas, located in my congressional district, will increase regional and interregional transportation alternatives for the heavily congested corridors between San Jose and Monterey County.

I enthusiastically endorse this innovative TIGER grant proposal and urge you to give it your most favorable consideration based on its outstanding merits.

Sincerely,



SAM FARR  
Member of Congress

# California State Senate

SENATOR  
**BILL MONNING**

SEVENTEENTH SENATE DISTRICT



**SENATE CAPITOL OFFICE**  
STATE CAPITOL, ROOM 313  
SACRAMENTO, CA 95814  
PHONE: (916) 651-4017

**MONTEREY DISTRICT OFFICE**  
99 PACIFIC AVE., SUITE 575-F  
MONTEREY, CA 93940  
PHONE: (831) 657-6315

**SAN LUIS OBISPO DISTRICT OFFICE**  
1026 PALM STREET, SUITE-201  
SAN LUIS OBISPO, CA 93401  
PHONE: (805) 549-3784

**GILROY DISTRICT OFFICE**  
7800 ARROYO CIRCLE, SUITE-A  
GILROY, CA 95020  
PHONE: (408) 847-6101

**SANTA CRUZ DISTRICT OFFICE**  
701 OCEAN STREET, SUITE 318-A  
SANTA CRUZ, CA 95060  
PHONE: (831) 425-0401

**WEB:** <http://sd17.senate.ca.gov/>

June 3, 2015

Anthony Foxx, Secretary  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx:

This letter is to express my support for the Transportation Agency for Monterey County's application for a \$23 million grant from 2015 Transportation Investment Generating Economic Recovery (TIGER) funds for the Rail Extension to Monterey County – Pajaro/Watsonville Station Project.

The proposed extension of Capitol Corridor rail service from San Jose, California to Salinas, California would provide a new multi-modal transportation station in the Pajaro/Watsonville area and connect local residents, by train and bus, to Silicon Valley and the Bay Area. This multi-jurisdictional project will promote the U.S. Department of Transportation Ladders of Opportunity initiative in the Monterey Bay region.

The mobility provided by the Rail Extension to Monterey County – Pajaro/Watsonville Station Project will promote economic growth, reduce carbon emissions and assist disadvantaged communities in both Monterey and Santa Cruz Counties, and I respectfully request that you give all due consideration to the Transportation Agency for Monterey County's request for a 2015 TIGER grant.

Thank you for your time.

Sincerely,

A handwritten signature in black ink, appearing to read "W. Monning".

WILLIAM W. MONNING  
Senator, 17<sup>th</sup> District

WWM:tuv

STATE CAPITOL  
SACRAMENTO, CA 95814  
(916) 651-4012

2561 THIRD STREET  
SUITE A  
CERES, CA 95307  
(209) 581-9827

1640 N STREET  
SUITE 210  
MERCED, CA 95340  
(209) 726-5495

369 MAIN STREET  
SUITE 208  
SALINAS, CA 93901  
(831) 769-8040

# California State Senate

SENATOR  
**ANTHONY CANNELLA**  
TWELFTH SENATE DISTRICT



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May 28, 2015

Anthony R. Foxx, Secretary  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**SUBJECT: Support for a Rail Extension to Monterey County – Pajaro/Watsonville  
Multimodal Station Project**

Dear Secretary Foxx:

I am writing to express my strong support for the Rail Extension to Monterey County – Pajaro/Watsonville Station Project that will extend Capitol Corridor rail service from San Jose to Salinas. As Vice Chair of the Senate Transportation and Housing Committee, I fully understand the importance of convenient, reliable and cost effective public transportation. This project will play a role in strengthening the California economy and improving overall mobility for Monterey and San Benito County residents and visitors.

I support the Transportation Agency for Monterey County's request for \$23,033,000 of Transportation Investment Generating Economic Recovery (TIGER) funds for a new multimodal intercity rail and bus transit station in Pajaro, which is a Monterey County disadvantaged community adjacent to the City of Watsonville in Santa Cruz County. This multijurisdictional project is a transformative surface transportation investment that will promote Ladders of Opportunity for the Monterey Bay Area region, by increasing connectivity to employment, education and healthcare services.

The Pajaro/Watsonville station will be a multimodal transportation station that will provide Monterey and Santa Cruz County residents and visitors access to intercity passenger rail and transit service. The Capitol Corridor extension to Salinas will expand alternative transportation options for San Benito County residents and visitors, connecting them via the Gilroy station to Monterey County, Santa Cruz County, the greater San Francisco Bay Area and as far north as Sacramento.

This project will make a significant difference to the lives of my constituents in both Monterey and San Benito Counties. I strongly support this important regional rail project and ask that you approve this project's grant request.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'AC', written in a cursive style.

Anthony Cannella  
State Senator  
12th Senate District

cc: Debra Hale, Executive Director, Transportation Agency for Monterey County

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0030  
(916) 319-2030  
FAX (916) 319-2130

DISTRICT OFFICE  
100 WEST ALISAL STREET, SUITE 134  
SALINAS, CA 93901  
(831) 759-8676  
FAX (831) 759-2961

E-MAIL  
[Assemblymember.Alejo@assembly.ca.gov](mailto:Assemblymember.Alejo@assembly.ca.gov)

# Assembly California Legislature



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

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JUDICIARY  
GOVERNMENTAL ORGANIZATION  
VETERANS AFFAIRS

June 5, 2015

Anthony R. Foxx, Secretary  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: Support for Rail Extension to Monterey County –Pajaro/Watsonville Multimodal Station Project

Dear Secretary Foxx,

As the California State Assemblymember for District 30, I write to express my strong support for the Transportation Agency for Monterey County rail extension project. The extension of Capitol Corridor rail service from San Jose to Salinas will assist the agency's goal of increasing inter-regional connectivity. This project would also create alternative transportation options for thousands of Monterey and Santa Clara County residents to access jobs, health care and education in the Silicon Valley.

I support the Transportation Agency's request for \$23,033,000 of Transportation Investment Generating Economic Recovery (TIGER) funds for a new multimodal intercity rail and bus transit station in Pajaro, an unincorporated area of Monterey County. The community of Pajaro is a disadvantaged community of over 90 percent Latino population. It is adjacent to the City of Watsonville in Santa Cruz County. This multi-jurisdictional project will increase connectivity to employment, education and healthcare services as well as support workforce development. The rail extension project would not only contribute to Pajaro's economic growth but help revitalize the North Monterey County and Pajaro Valley region.

In advance, I want thank you for your attention and consideration of this request. If you have any questions or need additional information, please contact me at my District Office at (831) 759-8676 or via email at [Assemblymember.Alejo@asm.ca.gov](mailto:Assemblymember.Alejo@asm.ca.gov).

Sincerely,

A handwritten signature in blue ink that reads "Luis A. Alejo".

Luis A. Alejo  
Assembly Member  
30th District

cc: Debra Hale, Executive Director, Transportation Agency for Monterey County

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CHAIR: EXPANDING ACCESS TO  
CALIFORNIA'S NATURAL RESOURCES

# Assembly California Legislature



**MARK STONE**  
CHAIR, JUDICIARY  
ASSEMBLYMEMBER, TWENTY-NINTH DISTRICT

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0029  
(916) 319-2029  
FAX (916) 319-2129

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701 OCEAN STREET, SUITE 318B  
SANTA CRUZ, CA 95060  
(831) 425-1503  
FAX (831) 425-2570

99 PACIFIC STREET, SUITE 575G  
MONTEREY, CA 93940  
(831) 649-2832  
FAX (831) 649-2935

May 28, 2015

Anthony R. Foxx, Secretary  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**SUBJECT: Support for Rail Extension to Monterey County –  
Pajaro/Watsonville Multimodal Station Project**

Dear Secretary Foxx:

I am writing in support of the Transportation Agency for Monterey County (TAMC) Rail Extension to Monterey County – Pajaro/Watsonville Station Project. Initiating rail service in Monterey County will assist the Transportation Agency for Monterey County in meeting its goal to increase regional and interregional transportation alternatives.

I support the Transportation Agency's request for Transportation Investment Generating Economic Recovery (TIGER) funds for a new multimodal intercity rail and bus transit station in Pajaro, a disadvantaged community in Monterey County which is located adjacent to the City of Watsonville in Santa Cruz County. This multijurisdictional project is a transformative surface transportation investment that will promote Ladders of Opportunity grant competitiveness for the Monterey Bay Area region, by increasing connectivity to employment, education and healthcare services, supporting workforce development, and contributing to Pajaro's revitalization.

Convenient, reliable and cost-effective public transportation is critical for low-income disadvantaged communities, improves air quality and mitigates congestion. I have long been an advocate for multi-modal solutions to transportation issues, and I wholeheartedly support TAMC's Pajaro/Watsonville Station, which will provide environmental and economic benefits to my district's most disadvantaged community.

Thank you for your consideration of this project. I respectfully ask that you approve the project's grant request.



Sincerely,

A handwritten signature in black ink that reads "Mark Stone". The signature is written in a cursive style with a long horizontal flourish at the end.

Mark Stone  
Assembly Member  
29th Assembly District

cc: Debra Hale, Executive Director, Transportation Agency for Monterey County



**DEPARTMENT OF TRANSPORTATION**  
DIVISION OF RAIL AND MASS TRANSPORTATION  
1120 N STREET  
P. O. BOX 942874 – MS 74  
SACRAMENTO, CA 94274-0001  
PHONE (916) 654-6542  
FAX (916) 653-4565  
TTY 711  
www.dot.ca.gov



*Serious drought.  
Help save water!*

June 3, 2015

The Honorable Anthony Foxx  
Secretary  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx:

I am writing to express the California Department of Transportation, Division of Rail and Mass Transportation's support of the Transportation Agency for Monterey County's request for \$23,033,000 of Transportation Investment Generating Economic Recovery (TIGER) grant funds for the Rail Extension to Monterey County - Pajaro/Watsonville Multimodal Station project. The TIGER grant funds will be used for a new multimodal intercity rail and bus transit station in Pajara, a disadvantaged community in Monterey County adjacent to the City of Watsonville in Santa Cruz County.

Fast, convenient, reliable, safe, and cost-effective public transportation is important to the economy, air quality, congestion mitigation, and overall mobility. The Capitol Corridor extension to Salinas will provide a new option for residents and visitors traveling from Monterey County, Santa Cruz County, and South Santa Clara County to Silicon Valley, San Francisco Bay Area and as far north as Sacramento. Initiating passenger rail service to Monterey County is included in the 2013 California State Rail Plan, and will assist in our mutual goal to increase regional and interregional transportation alternatives. The State of California has displayed their support of the Capitol Corridor extension to Salinas project consistent with the Capitol Corridor's policy on this rail extension by allocating State funds to the project, including: \$7 million through voter-approved Proposition 116, \$38 million in the Traffic Congestion Relief Act, and \$23 million in State Transportation Improvement Program funds.

Thank you for your consideration of this project.

Sincerely,

A handwritten signature in black ink, appearing to read "BRUCE ROBETS".

FOR  
BRUCE ROBETS, P.E., Chief  
Division of Rail and Mass Transportation

Mr. Anthony Foxx  
June 3, 2015  
Page 2

c: Debra Hale, Executive Director, Transportation Agency for Monterey County



May 27, 2015

Anthony R. Foxx, Secretary  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

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14<sup>TH</sup> FLOOR EAST  
OAKLAND, CA 94612  
(V) 510.464.6995  
(F) 510.464.6901  
www.capitolcorridor.org

**SUBJECT: Support for TIGER Application for the Pajaro/Watsonville  
Multimodal Station Project**

Dear Secretary Foxx:

I am writing on behalf of the Capitol Corridor Joint Powers Authority (CCJPA), the managing agency for the state-supported Capitol Corridor intercity passenger rail (IPR) service, to support the Transportation Agency for Monterey County's request for \$23 million in Transportation Investment Generating Economic Recovery (TIGER) funds for the Pajaro/Watsonville Multimodal Station Project, a new multimodal intercity rail and bus transit station in a Monterey County disadvantaged community adjacent to the City of Watsonville in Santa Cruz County.

In the long term, the Transportation Agency for Monterey County (TAMC) is working with the CCJPA to extend Capitol Corridor train service (the 3<sup>rd</sup> busiest in the Amtrak system) to Salinas/Monterey County. In addition, TAMC is working to include the station as part of the proposed Coast Daylight (Los Angeles-San Luis Obispo-San Jose-San Francisco) state-supported IPR service. The Capitol Corridor Extension and the Coast Daylight, when both are in operation, would serve the station. In the near term, Monterey-Salinas Transit and Santa Cruz Metro would serve the station, making the Pajaro/Watsonville station a major transit hub.

This multi-jurisdictional project is a transformative surface transportation investment that will promote Ladders of Opportunity for the Monterey Bay Area region, by increasing connectivity to employment, education and healthcare services, supporting workforce development, and contributing to Pajaro's revitalization. Overall, the project will provide greater mobility options for Monterey County and Santa Cruz County residents, promote economic growth, spur sustainable transit-oriented development, and benefit the disadvantaged communities of Pajaro and Watsonville.

The CCJPA supports this important alternative transportation project and asks that you approve TAMC's request for funding. Thank you for your consideration of this project.

Sincerely,

David B. Kutrosky  
Managing Director

cc: CCJPA Board of Directors  
Debra Hale, Executive Director, Transportation Agency for Monterey County



May 22, 2015

Anthony R. Foxx, Secretary  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**SUBJECT: Support for Rail Extension to Monterey County –  
Pajaro/Watsonville Multimodal Station Project**

Dear Secretary Foxx:

I am writing on behalf of the Coast Rail Coordinating Council to express support for the Transportation Agency for Monterey County's Rail Extension to Monterey County - Pajaro/Watsonville Multimodal Station Project. The Pajaro/Watsonville station will be a multimodal transit station that will provide Monterey County and Santa Cruz County residents and visitors access to intercity passenger rail, including the Coast Daylight, and local and regional transit service.

The Coast Rail Coordinating Council is a coalition of coastal county transportation and planning agencies organized to improve passenger rail services on the coast route between San Francisco and Los Angeles by implementing the Coast Daylight, an extension of the successful Pacific Surfliner train. In addition to the Coast Daylight project, the Transportation Agency for Monterey County is also working on an extension of Capitol Corridor service from San Jose to Salinas, which will initially add two daily round trip trains, providing a new option for Monterey County residents and visitors traveling to the Silicon Valley, San Francisco Bay Area and as far north as Sacramento.

The Coast Rail Coordinating Council supports the Transportation Agency for Monterey County's request for for \$23,033,000 of Transportation Investment Generating Economic Recovery (TIGER) funds for a new multimodal intercity rail and bus transit station in Pajaro, a Monterey County disadvantaged community adjacent to the City of Watsonville in Santa Cruz County. This multijurisdictional project is a transformative surface transportation investment that will promote Ladders of Opportunity for the Monterey Bay Area region, by increasing connectivity to employment, education and healthcare services, supporting workforce development, and contributing to Pajaro's revitalization. Overall, the project will provide greater mobility options for Monterey County and Santa Cruz County residents, promote economic growth and transit-oriented development, and benefit the disadvantaged communities of Pajaro and Watsonville.

The Coast Rail Coordinating Council supports this important regional alternative transportation project and asks that you approve the project's grant request. Thank you for your consideration of this project.

Sincerely,

Dave Potter  
Coast Rail Coordinating Council Chair

cc: Debra Hale, Executive Director, Transportation Agency for Monterey County





Since 1989

May 29, 2015

The Honorable Anthony Foxx  
Office of the Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

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Regional Rail Authority

Union Pacific

Dear Secretary Foxx:

On behalf of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), I am pleased to support the Transportation Agency for Monterey County's (TAMC) application for the Rail Extension to Monterey County - Pajaro/Watsonville Multimodal Station Project as part of the Transportation Investments Generating Economic Recovery (TIGER) grant application program.

The LOSSAN Agency is a joint powers authority comprised of rail owners and operators along the 351-mile rail corridor between San Diego, Los Angeles, Santa Barbara, and San Luis Obispo. The LOSSAN Agency works collaboratively with our members to increase passenger rail ridership and revenue, and to enhance on-time performance, operational flexibility, and safety in the rail corridor for both passenger and freight rail services. In addition, the LOSSAN Agency is preparing to assume management responsibility for the Pacific Surfliner service in July 2015, following the execution of an interagency transfer agreement with the State of California.

The Coast Rail Coordinating Council is a coalition of coastal county transportation and planning agencies organized to improve passenger rail services on the coast route between San Francisco and Los Angeles by implementing the Coast Daylight, a proposed extension of the successful Pacific Surfliner intercity rail service. In addition to the Coast Daylight project, TAMC is working on the extension of Capitol Corridor service from San Jose to Salinas that will initially add two daily round trip trains, providing a new option for Monterey County residents and visitors traveling to the Silicon Valley, San Francisco Bay Area, and as far north as Sacramento.

The LOSSAN Agency supports TAMC's request for consideration of TIGER funds for a new multimodal intercity rail and bus transit station in Pajaro, a Monterey County disadvantaged community adjacent to the City of Watsonville in Santa Cruz County. This multijurisdictional project is a transformative surface transportation investment that will promote

The Honorable Anthony Foxx  
May 29, 2015  
Page 2

ladders of opportunity for the Monterey Bay Area region, by increasing connectivity to employment, education and healthcare services, supporting workforce development, and contributing to Pajaro's revitalization. The project will provide greater mobility options for Monterey County and Santa Cruz County residents, promote economic growth and transit-oriented development, and benefit the disadvantaged communities of Pajaro and Watsonville.

Thank you for your consideration of this project.

Sincerely,

A handwritten signature in black ink, appearing to read "David Golonski". The signature is written in a cursive style with a large initial "D" and a prominent flourish at the end.

David Golonski  
Chairman

DG:ml

c: Debra Hale, Executive Director, TAMC



May 19, 2015

Anthony R. Foxx, Secretary  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**SUBJECT: Support for Rail Extension to Monterey County –  
Pajaro/Watsonville Multimodal Station Project**

Dear Secretary Foxx:

The Association of Monterey Bay Area Governments (AMBAG) supports the Rail Extension to Monterey County – Pajaro/Watsonville Multimodal Station Project. The Capitol Corridor extension to Salinas will provide a new option for Monterey County residents and visitors traveling to the Silicon Valley, San Francisco Bay Area and as far north as Sacramento.

As the metropolitan planning organization for the three-county Monterey Bay Area that includes Monterey, Santa Cruz, and San Benito Counties, AMBAG is responsible for developing the Sustainable Communities Strategy as part of the Metropolitan Transportation Plan. Alternative transportation projects such as the extension of Capitol Corridor trains to Monterey County are included in the Plan, and are key to reducing the region's greenhouse gas emissions and meeting the requirements set forth in California state law related to climate change and greenhouse gas emissions reductions.

AMBAG supports the Transportation Agency for Monterey County's request for \$23,033,000 of Transportation Investment Generating Economic Recovery (TIGER) funds for a new multimodal intercity rail and bus transit station in Pajaro, a Monterey County disadvantaged community adjacent to the City of Watsonville in Santa Cruz County. This multijurisdictional project is a transformative surface transportation investment that will promote Ladders of Opportunity for the Monterey Bay Area region by increasing connectivity to employment, education and healthcare services, supporting workforce development, and contributing to Pajaro's revitalization. Overall, the project will provide greater mobility options for Monterey County and Santa Cruz County residents, promote economic growth and transit-oriented development, and benefit the disadvantaged communities of Pajaro and Watsonville.

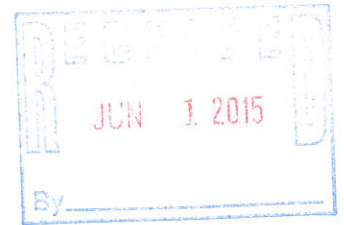
AMBAG supports this important regional alternative transportation project and asks that you approve the project's grant request. Thank you for your consideration of this project.

Sincerely,

Maura F. Twomey  
Executive Director

cc: Debra Hale, Executive Director, Transportation Agency for Monterey County





May 28, 2015

The Honorable Anthony R. Foxx, Secretary  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**SUBJECT: Support for Rail Extension to Monterey County –  
Pajaro/Watsonville Multimodal Station Project**

Dear Secretary Foxx:

Please accept this letter as an indication of the Santa Clara Valley Transportation Authority's (VTA) strong support for the Transportation Agency for Monterey County's (TAMC) application to the Transportation Investment Generating Economic Recovery (TIGER) program for the Pajaro/Watsonville Multimodal Station Project.

Once completed, this station will be served by the Capitol Corridor Extension to Monterey County and the Coast Daylight. It will also be served by Monterey-Salinas Transit and Santa Cruz Metro bus service, making the Pajaro/ Watsonville station a major transit hub. A new multimodal intercity rail and bus transit station in Pajaro, a Monterey County disadvantaged community adjacent to the City of Watsonville in Santa Cruz County, is a multijurisdictional project and a transformative surface transportation investment. VTA is a partner agency in the Capitol Corridor Joint Powers Board as well as having partnerships with Santa Cruz Metro and TAMC.

The station will promote Ladders of Opportunity for the Monterey Bay Area region, by increasing connectivity to employment, education and healthcare services, supporting workforce development, and contributing to Pajaro's revitalization. Overall, the project will provide greater mobility options for Monterey County and Santa Cruz County residents, promote economic growth and transit-oriented development, and benefit the disadvantaged communities of Pajaro and Watsonville.

The VTA is committed to regional connectivity and supports this important alternative transportation project. We ask you to approve the TAMC's request for funding for this regionally significant project.

Thank you for your consideration of this project.

Sincerely,

Nuria I. Fernandez  
VTA General Manager/CEO

cc: Debra Hale, Executive Director, Transportation Agency for Monterey County





2001 Gateway Place, Suite 101E  
San Jose, California 95110  
(408)501-7864 svlg.org

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Established in 1978 by

DAVID PACKARD

June 2, 2015

Mr. Anthony Foxx  
Secretary of Transportation  
US Department of Transportation  
1200 New Jersey Ave, SE  
Washington DC 20590

Dear Secretary Foxx:

The Silicon Valley Leadership Group would like to express its support for the Rail Extension to Monterey County – Pajaro/Watsonville Multimodal Station Project.

By way of background, the Silicon Valley Leadership Group, founded in 1978 by David Packard of Hewlett-Packard, represents nearly 400 of Silicon Valley's most respected employers on issues, programs and campaigns that affect the economic health and quality of life in Silicon Valley, including energy, transportation, education, housing, health care, tax policies, economic vitality and the environment. Leadership Group members collectively provide nearly one of every three private sector jobs in Silicon Valley and have more than \$6 trillion in annual revenue.

The Capitol Corridor extension to Salinas will provide a new option for Monterey County residents and visitors traveling to the Silicon Valley, San Francisco Bay Area and as far north as Sacramento. This multijurisdictional project is a transformative surface transportation investment that will promote Ladders of Opportunity for the Monterey Bay Area region, by increasing connectivity to employment, education and healthcare services, supporting workforce development, and contributing to Pajaro's revitalization. Overall, the project will provide greater mobility options for Monterey County and Santa Cruz County residents, promote economic growth and transit-oriented development, and benefit the disadvantaged communities of Pajaro and Watsonville.

For the aforementioned reasons, the Silicon Valley Leadership Group supports this important regional alternative transportation project and asks that you approve the project's grant request. Thank you for your consideration of this project.

Sincerely,

Bena Chang  
Vice President, Transportation

cc: Debra Hale, Executive Director, Transportation Agency for Monterey County



June 2, 2015

Anthony R. Foxx, Secretary  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**SUBJECT: TIGER - Support for Rail Extension to Monterey County –  
Pajaro/Watsonville Multimodal Station Project**

Dear Secretary Foxx:

The Santa Cruz County Regional Transportation Commission (RTC) supports the Rail Extension to Monterey County - Pajaro/Watsonville Multimodal Station Project. As the Regional Transportation Planning Agency for Santa Cruz County, the RTC urges your support of the Transportation Agency for Monterey County's request for \$23 million in Transportation Investment Generating Economic Recovery (TIGER) funds for a new multimodal intercity rail and bus transit station in Pajaro, which is immediately adjacent to the City of Watsonville in Santa Cruz County.

This multijurisdictional project is a transformative surface transportation investment that will provide greater mobility options for Monterey County and Santa Cruz County residents and promote Ladders of Opportunity by increasing connectivity to employment, higher education and healthcare services, supporting workforce development, and contributing to revitalization of low income, disadvantaged communities in Monterey and Santa Cruz Counties.

The Rail Extension project, including the Pajaro/Watsonville station, will expand transportation options for those traveling from Monterey County and southern Santa Cruz County to the Silicon Valley, San Francisco Bay Area, and Sacramento. The Rail Extension project connects at the Pajaro/Watsonville station with the 32-mile Santa Cruz Branch Rail Line recently purchased by the RTC. The RTC is currently evaluating the feasibility of connecting passenger rail services.

**The Regional Transportation Commission supports this important alternative transportation project and strongly recommends that you approve this grant request.**

Thank you for your consideration of this project. Please contact me at 831-460-3200 if you have any questions.

Sincerely,

George Dondero  
Executive Director

cc: Debra Hale, Executive Director, Transportation Agency for Monterey County



May 22, 2015

Anthony R. Foxx, Secretary  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**SUBJECT: Support for Rail Extension to Monterey County –  
Pajaro/Watsonville Multimodal Station Project**

Dear Secretary Foxx:

I am writing on behalf of the Council of San Benito County Governments to express support for the Rail Extension to Monterey County – Pajaro/Watsonville Multimodal Station Project.

The Council of Governments is San Benito County's regional transportation planning agency, and is committed to enhancing and improving transportation through planning, financing and constructing transportation projects, funding bus transit, and promoting ridesharing.

The Council of Governments supports the Transportation Agency for Monterey County's request for \$23,033,000 of Transportation Investment Generating Economic Recovery (TIGER) funds for a new multimodal intercity rail and bus transit station in Pajaro, a Monterey County disadvantaged community adjacent to the City of Watsonville in Santa Cruz County. This multijurisdictional project is a transformative surface transportation investment that will promote Ladders of Opportunity for the Monterey Bay Area region, by increasing connectivity to employment, education and healthcare services, supporting workforce development, and contributing to Pajaro's revitalization. Overall, the project will provide greater mobility options for Monterey County and Santa Cruz County residents, promote economic growth and transit-oriented development, and benefit the disadvantaged communities of Pajaro and Watsonville.

The Capitol Corridor extension to Salinas will expand alternative transportation options for San Benito County residents and visitors, connecting them via the Gilroy station to Monterey County, Santa Cruz County, the greater San Francisco Bay Area and as far north as Sacramento. The extension of Capitol Corridor service from San Jose to Salinas will initially add two daily round trip trains, providing an important alternative transportation mode for the region.

Council of San Benito County Governments ■ Measure A Authority  
Airport Land Use Commission ■ Service Authority for Freeways and Expressways

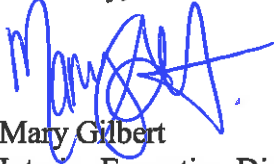
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330 Tres Pinos Road, Suite C7 ■ Hollister, CA 95023 ■ Phone: 831-637-7665 ■ Fax: 831-636-4160  
[www.SanBenitoCOG.org](http://www.SanBenitoCOG.org)

*Anthony R. Foxx*  
*May 22, 2015*  
*Page 2*

The Council of Governments supports this important alternative transportation project and asks that you approve the project's grant request. Thank you for your consideration of this project.

Sincerely,



Mary Gilbert  
Interim Executive Director

cc: Debra Hale, Executive Director, Transportation Agency for Monterey County



# MONTEREY COUNTY



## BOARD OF SUPERVISORS

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June 1, 2015

Anthony R. Foxx, Secretary  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

### **Re: Support: Rail Extension to Monterey County - Pajaro/Watsonville Multimodal Station Project**

Dear Secretary Foxx:

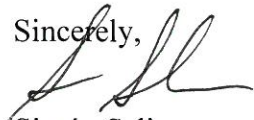
I am writing on behalf of the Monterey County Board of Supervisors to express support for the Rail Extension to Monterey County – Pajaro/Watsonville Multimodal Station Project.

The County of Monterey supports the Transportation Agency for Monterey County's request for \$23 million in Transportation Investment Generating Economic Recovery (TIGER) funds for a new multimodal intercity rail and bus transit station in Pajaro, a Monterey County disadvantaged community adjacent to the City of Watsonville in Santa Cruz County.

This multijurisdictional project is a transformative surface transportation investment that will promote Ladders of Opportunity for the Monterey Bay Area region, by increasing connectivity to employment, education and healthcare services, supporting workforce development, and contributing to Pajaro's revitalization. Overall, the project will provide greater mobility options for Monterey County and Santa Cruz County residents, promote economic growth and transit-oriented development, and benefit the disadvantaged communities of Pajaro and Watsonville.

The Rail Extension to Monterey County service will provide transportation alternatives for those traveling from Monterey County to the Silicon Valley, San Francisco Bay Area and as far north as Sacramento. The Rail Extension to Monterey County and the Coast Daylight, when both are in operation, would serve the station. In addition, Monterey-Salinas Transit and Santa Cruz Metro would also serve the station, making the Pajaro/Watsonville station a major transit hub that will enhance mobility options for our residents.

The County of Monterey supports this important alternative transportation project and asks that you approve the project's grant request. Thank you for your consideration of this project.

Sincerely,  
  
Simón Salinas  
Chair, Board of Supervisors

cc: Debra Hale, Executive Director, Transportation Agency for Monterey County (TAMC)  
Monterey County Board of Supervisors  
Lew C. Bauman, CAO, Monterey County  
Nicholas E. Chiulos, Assistant CAO, Monterey County  
Carl Holm, Acting Director, Resource Management Agency, Monterey County  
Robert Murdoch, Public Works Director, Monterey County  
Charles J. McKee, County Counsel, Monterey County  
Clerk of the Board, Monterey County  
John E. Arriaga, JEA & Associates  
Brent R. Heberlee, Nossaman LLP  
Jennifer Capitolo, Nossaman LLP  
Ashley Setoudeh, Nossaman LLP



# County of Santa Cruz

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## BOARD OF SUPERVISORS

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**ZACH FRIEND**  
SECOND DISTRICT

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**GREG CAPUT**  
FOURTH DISTRICT

**BRUCE MCPHERSON**  
FIFTH DISTRICT

June 1, 2015

Anthony R. Foxx, Secretary  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**RE: SUPPORT FOR RAIL EXTENSION TO MONTEREY COUNTY –  
PAJARO/WATSONVILLE MULTIMODAL STATION PROJECT**

Dear Secretary Foxx:

I am writing to express support for the Transportation Agency for Monterey County's request for \$23 million in Transportation Investment Generating Economic Recovery (TIGER) funds for a new multimodal intercity rail and bus transit station in Pajaro, a Monterey County disadvantaged community adjacent to the City of Watsonville in Santa Cruz County.

This multijurisdictional project is a transformative surface transportation investment that will promote Ladders of Opportunity for the Monterey Bay Area region by increasing connectivity to employment, education and healthcare services, supporting workforce development, and contributing to Pajaro's revitalization. Overall, the project will provide greater mobility options for Monterey County and Santa Cruz County residents, promote economic growth and transit-oriented development, and benefit the disadvantaged communities of Pajaro and Watsonville.

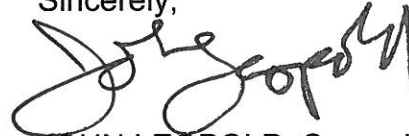
The Rail Extension to Monterey County and the Coast Daylight, when both are in operation, would serve the station. In addition, Monterey-Salinas Transit and Santa Cruz METRO would also serve the station, making the Pajaro/Watsonville station a major rail and transit hub that will enhance mobility options for our residents.

As the Chair of the Santa Cruz County Regional Transportation Commission and as a member of the Board of Supervisors working on regional transportation issues, I support

June 1, 2015  
Page 2

this important alternative transportation project and ask that you approve the project's grant funding request. Thank you for your consideration of this project.

Sincerely,

A handwritten signature in black ink, appearing to read "John Leopold", written in a cursive style.

JOHN LEOPOLD, Supervisor  
First District

JL:ted

cc: Debra Hale, Executive Director, Transportation Agency for Monterey County  
George Dondero, Executive Director, Regional Transportation Commission

2379A1



# MST

MONTEREY-SALINAS TRANSIT

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**TRANSIT DISTRICT MEMBERS:**

*City of Carmel-by-the-Sea • City of Del Rey Oaks • City of Gonzales • City of Greenfield  
City of King • City of Marina • City of Monterey • City of Pacific Grove • City of Salinas  
City of Sand City • City of Seaside • City of Soledad • County of Monterey*

May 15, 2015

Anthony R. Foxx, Secretary  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**SUBJECT: Support for Rail Extension to Monterey County –  
Pajaro/Watsonville Multimodal Station Project**

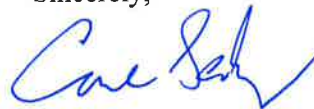
Dear Secretary Foxx:

I am writing on behalf of Monterey-Salinas Transit (MST) to express support for the Rail Extension to Monterey County – Pajaro/Watsonville Station Project. The Capitol Corridor extension to Salinas would provide a new option for Monterey County residents and visitors traveling to the Silicon Valley, San Francisco Bay Area and as far north as Sacramento. MST has been coordinating with the Transportation Agency for Monterey County on this project and will continue to work to ensure the project is integrated into the regional transit network with bus connections at Monterey County stations.

MST supports the Transportation Agency for Monterey County's request for request for \$23,033,000 of Transportation Investment Generating Economic Recovery (TIGER) funds for a new multimodal intercity rail and bus transit station in Pajaro, a Monterey County disadvantaged community adjacent to the City of Watsonville in Santa Cruz County. This multijurisdictional project is a transformative surface transportation investment that would promote Ladders of Opportunity for the Monterey Bay Area region by increasing connectivity to employment, education and healthcare services, supporting workforce development, and contributing to Pajaro's revitalization. And, this project would support the economic vitality of the City of Watsonville, a city of 52,000 residents and one experiencing among the highest unemployment levels in the State. Overall, the project would provide greater mobility options for Monterey County and Santa Cruz County residents, promote economic growth and transit-oriented development, and benefit the disadvantaged communities of Pajaro and Watsonville.

MST supports this important rail project and asks that you approve the project's grant request. Thank you for your consideration of this project.

Sincerely,



Carl Sedoryk  
General Manager/CEO

cc: Debra Hale, *Executive Director - Transportation Agency for Monterey County*

*Santa Cruz Metropolitan  
Transit District*



June 4, 2015

Anthony R. Foxx, Secretary  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

SUBJECT: Support for Rail Extension and Pajaro/Watsonville Multimodal Station Project

Dear Secretary Foxx:

I am writing on behalf of the Santa Cruz Metropolitan Transit District (Santa Cruz Metro) to express support for the Rail Extension to Monterey County - Pajaro/Watsonville Multimodal Station Project.

Fast, convenient, reliable, safe and cost-effective public transportation is important to the economy, air quality, congestion mitigation and overall mobility. The Rail Extension to Monterey County service will provide transportation alternatives for those traveling from Monterey County and southern Santa Cruz County to the Silicon Valley, San Francisco Bay Area and as far north as Sacramento. Santa Cruz Metro supports the Transportation Agency for Monterey County on this project and will work to ensure the project is integrated into the regional transit network with bus connections at the Pajaro/Watsonville station.

Santa Cruz Metro supports the Transportation Agency for Monterey County's request for \$23,000,000 of Transportation Investment Generating Economic Recovery (TIGER) funds for a new multimodal intercity rail and bus transit station to operate in the cities of Pajaro and the adjacent Watsonville; both disadvantaged communities in Monterey County and Santa Cruz County, respectively. This multijurisdictional project is a transformative surface transportation investment that will promote economic opportunity for the Monterey Bay Area region, by increasing connectivity to employment, education and healthcare services, supporting workforce development, and contributing to Pajaro's revitalization. Overall, the project will provide greater mobility options for Monterey County and Santa Cruz County residents, promote economic growth and transit-oriented development, and benefit the disadvantaged communities of Pajaro and Watsonville.

Santa Cruz Metro supports this important rail project and asks that you approve the Transportation Agency for Monterey County's Pajaro/Watsonville Multimodal Station Project grant request. Thank you for your consideration of this project.

Sincerely,

A handwritten signature in blue ink that reads "Alex Clifford". The signature is fluid and cursive, written over a white background.

Alex Clifford  
CEO/General Manager

cc: Debra Hale, Executive Director, Transportation Agency for Monterey County

# CITY OF WATSONVILLE

*"Opportunity through diversity; unity through cooperation"*



June 1, 2015

Anthony R. Foxx, Secretary  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**SUBJECT: Support for Rail Extension to Monterey County –  
Pajaro/Watsonville Multimodal Station Project**

Dear Secretary Foxx:

The City of Watsonville supports the Transportation Agency for Monterey County's request for \$23 million in Transportation Investment Generating Economic Recovery (TIGER) funds for a new multimodal intercity rail and bus transit station in Pajaro, a Monterey County disadvantaged community adjacent to the City of Watsonville in Santa Cruz County.

This multijurisdictional transit project is a transformative surface transportation investment that will promote Ladders of Opportunity for the Monterey Bay Area region, by increasing connectivity to employment, education and healthcare services, supporting workforce development, and contributing to Pajaro's revitalization. Overall, the project will provide greater mobility options for Monterey County and Santa Cruz County residents, promote economic growth and transit-oriented development, and benefit the disadvantaged communities of Pajaro and Watsonville.

The Rail Extension to Monterey County project will provide transportation alternatives for those traveling from Monterey County and southern Santa Cruz County to the Silicon Valley, San Francisco Bay Area and as far north as Sacramento. A station in Pajaro/ Watsonville will expand the mobility options available to our residents. This project will support the economic vitality of the City of Watsonville, a city of 52,000 residents and one experiencing among the highest unemployment levels in the state.

The City of Watsonville supports this important alternative transportation project and asks that you approve the grant request. Thank you for your consideration of this project.

Sincerely,

A handwritten signature in blue ink that reads "Marcela Tavantzis".

Marcela Tavantzis,  
Interim City Manager  
City of Watsonville

CC: Debra Hale, Executive Director, Transportation Agency for Monterey County  
George Dondero, Executive Director, Santa Cruz County Regional Transportation  
Commission





May 28, 2015

Anthony R. Foxx, Secretary  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**SUBJECT: Support for Rail Extension to Monterey County –  
Pajaro/Watsonville Multimodal Station Project**

Dear Secretary Foxx:

I am writing on behalf of the Community Housing Improvement Systems and Planning Association, Inc. (CHISPA) to express support for the Pajaro/Watsonville Multimodal Station Project.

As the largest private, nonprofit affordable housing developer in Monterey County, CHISPA incorporates transit-oriented development in its effort to improve the quality of life and provide affordable housing for Monterey County residents. CHISPA supports the Transportation Agency for Monterey County's request for \$23,033,000 of Transportation Investment Generating Economic Recovery (TIGER) funds for a new multimodal intercity rail and bus transit station in Pajaro, a Monterey County disadvantaged community adjacent to the City of Watsonville in Santa Cruz County. CHISPA currently has an affordable housing development located within less than two miles of the future Pajaro/Watsonville station, and may locate future developments near the station.

The Pajaro/Watsonville station will be a multimodal transit station that will provide Monterey County and Santa Cruz County residents and visitors access to intercity passenger rail, including the Coast Daylight and Capitol Corridor, and local and regional transit service. This multijurisdictional project is a transformative surface transportation investment that will promote Ladders of Opportunity for the Monterey Bay Area region, by increasing connectivity to employment, education and healthcare services, supporting workforce development, and contributing to Pajaro's revitalization. Overall, the project will provide greater mobility options for Monterey County and Santa Cruz County residents, promote economic growth and transit-oriented development, and benefit the disadvantaged communities of Pajaro and Watsonville.

CHISPA strongly supports this important alternative transportation project and asks that you approve TAMC's request for funding. Thank you for your consideration of this project.

Sincerely,

Dana Cleary  
Director of Real Estate Development

cc: Debra Hale, Executive Director, Transportation Agency for Monterey County

# Pajaro/Watsonville Multimodal Station Benefit Cost Analysis Report

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## Benefit Cost Analysis

### Pajaro/Watsonville Multimodal Station Project Overview

The Pajaro/Watsonville Multimodal Station is the second phase of the \$93 million Rail Extension to Monterey County Project that will extend the Capitol Corridor service to provide viable alternative transportation options for commuters, visitors and residents traveling from Monterey, Santa Cruz, and San Benito counties to the San Francisco Bay Area and beyond.

The requested \$23,033,000 in TIGER funds for the Pajaro/Watsonville Multimodal Station Project will fund a new multimodal transit and intercity rail station in Pajaro, a disadvantaged community in northern Monterey County, adjacent to Watsonville in Santa Cruz County. Part of the greater Rail Extension to Monterey County Project, the Pajaro/Watsonville station will be a major transit hub that will reduce greenhouse gas emissions, increase ridership on regional rail and transit services, provide greater mobility options for Monterey County and Santa Cruz County residents, promote economic growth and transit oriented development, and benefit the disadvantaged community of Pajaro.

### Overview of the Benefit Cost Analysis

This report presents the methodology, assumptions, and results for the benefit-cost analysis of the Pajaro/Watsonville Multimodal Station project. It is based on the U.S. Department of Transportation's (USDOT) guidance for benefit-cost analysis of TIGER Discretionary Grants.

Results from a benefit-cost analysis include:

- Net Present Value - defined as the difference between present value benefits and costs;
- Benefit/Cost Ratio - defined as the ratio of present value of benefits to costs.

A project with an estimated Net Present Value greater than zero and a Benefit/Cost Ratio greater than one can be described as worthy in economic terms. The Benefit/Cost Ratio indicates the return on investment as a percentage above the breakeven point. The Net Present Value reflects the total value of a project to society.

**The Benefit/Cost Ratio for the Pajaro/Watsonville Multimodal Station project is 1.7 at a 3% discount rate, and 1.1 at a 7% discount rate.**

**The Net Present Value is \$14.8 million at a 3% discount rate, and \$1.7 million at a 7% discount rate.**

## Methodology

The Pajaro/Watsonville Multimodal Station is part of a larger Rail Extension to Monterey County project, which will extend Capitol Corridor service from Gilroy, California to Salinas, California. For this Benefit Cost Analysis, the Pajaro/Watsonville station is treated as a standalone project and only costs and benefits from this station are considered.

## Project Scenarios

The model was run under both a “No Build Scenario” and a “Build Scenario”, with a base year of 2020 and a forecast year of 2055. Thus, the analysis covers 35 years of operations. The “Build Scenario” assumes the construction of the Pajaro/Watsonville Multimodal Station and the expansion of rail service to the area. While the “No Build Scenario” does not include the station or expanded rail service and instead assumes that vehicle traffic and congestion will continue to grow. Both scenarios are described in detail below with descriptions of the inputs and sources for the data.

## Benefit Cost Model

To conduct the Benefit Cost Analysis for the Pajaro/Watsonville Multimodal Station, the Transportation Agency utilized the California Department of Transportation’s *2015 Cal-B/C TIGER Grant Application Model*<sup>1</sup>. This model can be used to analyze many types of highway construction and operational improvement projects, as well as rail and transit projects.

The *2015 Cal-B/C TIGER Grant Application Model* assumes a 20-year lifecycle for the given project entered into the model; however the Pajaro/Watsonville Multimodal Station project is expected to have a lifecycle in excess of thirty-five years. As such, the *2015 Cal-B/C TIGER Grant Application Model* was run twice. The two separate model runs were necessary to determine the Net Present Value and Internal Rate of Return for the years 1 through 20 in the first run, and then a second run for years 20 through 39 with the model values updated to reflect the latter years of the project. The dollar values for both model runs were in 2014, with the model automatically adjusting for inflation at the specified 3% and 7% costs of capital.

Taking the output values from the two separate model runs and combining them together then determined the Net Present Value and the Internal Rate of Return for years 1 through 35. The final Benefit/Cost Ratio was then calculated using the combined 35-year lifecycle costs and benefits. These final results are displayed in **Table 4** at the end of this report.

## The Opportunity Cost of Capital

The opportunity cost associated with the delayed consumption of benefits and the alternative uses of the capital for the implementation of the project is measured by the discount rate. All benefits and costs are discounted to reflect the opportunity costs of committing resources to the project. Calculated real discount rates are applied to all future costs and benefits as a representation of how the public sector evaluates investments. A seven percent real discount rate is used in the analysis, with a sensitivity test

---

<sup>1</sup> [http://www.dot.ca.gov/hq/tpp/offices/eab/LCBC\\_Analysis\\_Model.html](http://www.dot.ca.gov/hq/tpp/offices/eab/LCBC_Analysis_Model.html)

using three percent. The three percent discount rate is likely to be more reflective of a publicly funded project, such as the Pajaro/Watsonville Multimodal station, that does not use privately held funds with the associated higher costs of capital.

## Forecasting Traffic and Ridership

The Average Daily Traffic and Annual Person Trips for years 1 through 20 of the project have been documented in various planning documents, the sources for which are cited in Tables 2 and 3. However, to determine the values for year 21 through 40, a linear progression was used assuming a 2.03% constant growth rate the same as that during the initial twenty year period.

The Annual Rail Car Miles is calculated for the model based on the total length of the proposed segment, multiplied by the number of train cars, and multiplied again by the number of daily trips. The model extrapolates this information into an annualized value. The proposed service with four daily trips, at 48-miles, is assumed to grow from five train cars in the base year to seven train cars in year 20 and remain constant throughout the remainder of the project lifecycle.

**Table 1: Forecasted Traffic and Ridership Values for Years 1 through 39**

Year	No Build: US-101 Traffic	Build: Pajaro/Watsonville Multimodal Station Ridership	
	Average Daily Traffic	Annual Person Trips	Annual Rail Car Miles
1	78,203	22,000	960
20	107,666	32,884	1,344
21	109,217	33,457	1,344
39	138,680	44,341	1,344

## Summary of Project Scenarios

### No Build Scenario

Under the “No Build Scenario”, the Pajaro Station would not exist and travelers would need to continue driving, or taking transit under very limited service, in order to reach destinations in Silicon Valley. Motorists from this area would use US-101 to reach San Jose, with an estimated trip time of 55 minutes. This is a highly congested facility operating under Level of Service F in both the base and forecast years<sup>2</sup>. Monterey-Salinas Transit does not currently provide transit service from Pajaro. However, Santa Cruz Metro provides express bus service from Soquel/Santa Cruz to San Jose (Highway 17 express), but from Watsonville it requires a second bus and connection, for a total trip time of 1 hour and 40 minutes.

The information in the table below represents the values for the “No Build Scenario” and are entered in Sections “1B: Highway Design and Traffic Data” and “1C: Highway Accident Data” of the Caltrans 2015 Cal-B/C TIGER Grant Application Model.

<sup>2</sup> Regional Development Impact Fee Nexus Study Update:  
<http://tamcmonterey.org/programs/devimpfee/pdf/2013-TAMC-RDIF-Nexus-Study.pdf>



**Table 2: Cal-B/C TIGER Model Inputs for Sections 1B and 1C**

Model Input	Year 1-20 Value	Year 20-39 Value	Description
<b>Number of general traffic lanes</b>	4	4	The number of general purpose (not HOV or bus) lanes in both directions.
<b>Exclusive ROW for Buses</b>	No	No	Indicates whether buses have exclusive right of way. This information is used by the model to estimate emissions.
<b>Highway Free-Flow Speed</b>	55	55	The free-flow traffic speed for US-101 under congested conditions. <b>Source:</b> Association of Monterey Bay Area Governments Regional Travel Demand Model
<b>Length (in miles) Highway Segment</b>	55	55	The mileage from the proposed station site in Pajaro to Diridon Station in San Jose.
<b>Average Daily Traffic – Current</b>	72,000	109,217	The current average daily traffic on US-101 near the Pajaro Station site. <b>Year 1-20 Source:</b> 2013 Caltrans Traffic Volumes <b>Year 21-40 Source:</b> Forecasted
<b>Average Daily Traffic - Forecast</b>	107,666	138,680	The forecasted average daily traffic on US-101 near the Pajaro Station site. <b>Year 1-20 Source:</b> Association of Monterey Bay Area Governments Regional Travel Demand Model <b>Year 21-40 Source:</b> Forecasted
<b>Actual 3-Year Accident Data</b>	Fatality: 0.007 Injury: 0.27 Property Damage Only: 0.53		<b>Source:</b> California Statewide Accident Rate Averages from Caltrans TASAS Table B

### Build Scenario

Under the “Build Scenario”, the Pajaro Station will have been constructed in 2020, offering new commuter rail service from Watsonville, California to the Silicon Valley and San Francisco Bay Area. This

48-mile rail line will offer two trains operating twice daily during peak commute hours. The service will initially include five train cars in the base year, and expanding to seven cars in the forecast year. In addition, bus transit service will be expanded to the station from Monterey-Salinas Transit and Santa Cruz METRO, to provide rail travelers with travel options to reach the station without having to drive.

The information in the table below represents the values for the “Build Scenario” and are entered in Section “1D: Rail and Transit Data” of the Caltrans 2015 Cal-B/C TIGER Grant Application Model.

**Table 3: Cal-B/C TIGER Model Inputs for Sections 1D**

Model Input	Year 1-20 Value	Year 20-39 Value	Description
<b>Annual Person Trips – Base Year</b>	22,000	33,457	The estimated annual person trips for the first year of service under the Build Scenario. <b>Year 1-20 Source:</b> Salinas Rail Extension Draft Environmental Impact Report <b>Year 21-40 Source:</b> Forecasted
<b>Annual Person Trips – Forecast Year</b>	32,884	44,341	The estimate annual person trips for the forecast year of service under the Build Scenario. <b>Year 1-20 Source:</b> Salinas Rail Extension Draft Environmental Impact Report <b>Year 21-40 Source:</b> Forecasted
<b>Annual Rail Car Miles – Base Year</b>	960	1,344	The base year Annual Vehicle Miles is based on the total length of the proposed service (48 miles), times the number of daily trips (4), and times the number of rail cars in the base year (5). <b>Year 1-20 Source:</b> 2013 Operations and Maintenance Plan <b>Year 21-40 Source:</b> Forecasted
<b>Annual Rail Car Miles – Forecast Year</b>	1,344	1,344	The forecast year Annual Vehicle Miles is based on the total length of the proposed service (48 miles), times the number of daily trips (4), and times the number of

			<p>rail cars in the base year (7).  <b>Year 1-20 Source:</b> 2013 Operations and Maintenance Plan  <b>Year 21-40 Source:</b> Forecasted</p>
<b>Average Vehicles / Train</b>	6	6	<p>The number of rail cars in the base year will be 5, expanding to 7 in the forecast year.  <b>Source:</b> 2013 Operations and Maintenance Plan</p>
<b>Average Transit Travel Time – Non Peak</b>	60	60	<p>The Average Transit Travel Time during both Peak and Non-Peak times is estimated at 60 minutes for the trains to run from Pajaro Station to Diridon Station.  <b>Source:</b> 2013 Operations and Maintenance Plan</p>
<b>Average Transit Travel Time – Peak</b>	60	60	<p>The Average Transit Travel Time during both Peak and Non-Peak times is estimated at 60 minutes for the trains to run from Pajaro Station to Diridon Station.  <b>Source:</b> 2013 Operations and Maintenance Plan</p>

## Project Benefits & Costs

The Pajaro/Watsonville Multimodal Station project will generate multiple benefits. The four major categories of benefits that are monetized in this Benefit Cost Analysis (BCA) are: 1) travel time savings; 2) vehicle operating costs savings; 3) accident reductions; and 4) vehicle emissions reductions.

In addition to these monetized benefits, the project also provides various other benefits that are not included in this BCA, including better-quality access to housing and jobs, enhanced transit integration, and improved public health

Costs included in the analysis include capital construction costs and operating and maintenance (O&M) costs for the Pajaro/Watsonville Multimodal Station.

A description of the benefits and costs associated with the Pajaro/Watsonville Multimodal Station project are provided in the following subsection.

### Travel Time Savings

The Pajaro/Watsonville Station Project will provide a viable transit option for many residents, leading to increased rail and transit ridership, including many travelers changing from automobile to transit. Once the station is constructed and rail service to the area begins, travel time along US-101 will be reduced as a mode shift occurs and vehicle traffic in the baseline “No Build Scenario” is converted to rail transit trips in the “Build Scenario.” The US-101 is currently a heavily congested facility operating at Level of Service F during peak periods. With this shift, both autos and trucks will have improved mobility. As

some drivers change to transit riders, the Pajaro/Watsonville Multimodal Station Project will also lead to substantial reductions in Automobile and Truck Vehicle Miles Travelled.

The Caltrans 2015 Cal-B/C TIGER Grant Application Model estimates travel time savings using standard values for time, and calculates savings based on the data entered from vehicle miles traveled. The 35-year Travel Time Savings benefit is calculated at \$21.0 million at a 3% discount rate, and \$12.8 million at a 7% discount rate.

### Vehicle Operating Costs Savings

In addition to the overall savings in time travel, the reduction in Vehicle Miles Travelled also generates savings in the costs associated with the operation and maintenance of automobiles and trucks.

In the analysis, vehicle operating costs include fuel, oil, depreciation, tire wear, and maintenance and repair. The vehicle operating cost savings are part of the overall calculation of benefits attributable to the project improvement. The Pajaro/Watsonville Multimodal Station will provide the only regional rail service for the area, and help to greatly expand transit service as well. Lacking this critical infrastructure, travelers now utilize the heavily congested US-101 to access Silicon Valley. As some previous drivers become rail and transit riders, they avoid vehicle operation costs which would have been associated with those car trips.

The 35-year Vehicle Operating Costs Savings benefit is calculated at \$11.2 million at a 3% discount rate, and \$6.4 million at a 7% discount rate.

### Accident Reductions

The reduction in accident costs, like other variable costs, is dependent on the reduction of vehicle-miles on the affected roadways. Similar to the other benefit savings considered in the analysis, the mode shift from vehicle traffic to rail and transit will lead to greater overall safety for all travelers. For this segment of US-101, increased traffic volume hinders vehicles trying to enter the highway from local roads, resulting in traffic incidents of varying degrees. However, for this Benefit Cost Analysis, the California statewide accident rates were used as a conservative estimate of the accident reduction benefits.

The 35-year Accident Reductions benefit is calculated at \$4.0 million at a 3% discount rate, and \$2.3 million at a 7% discount rate.

### Vehicle Emissions Reductions

Emissions reduction benefits arise from the reduced auto and truck Vehicle Miles Traveled based on estimates of traffic in the Watsonville and Santa Clara regions before and after the Pajaro/Watsonville station construction. When the station construction is completed, and some people transition from drivers to transit users, the resulting reduced Vehicle Miles Traveled will lead to fewer emissions. Emissions measured include volatile organic compounds (VOC), carbon monoxide (CO), carbon dioxide (CO<sub>2</sub>), Nitrous Oxide (NO<sub>2</sub>), Sulfur Dioxide (SO<sub>2</sub>), and Particulate Matter (PM), varying by auto and truck,

as well as the emissions from the rail service. Overall, the expanded rail service will result in emissions benefits.

The 35-year Accident Reductions benefit is calculated at \$755,000 at a 3% discount rate, and \$428,000 at a 7% discount rate.

## Non-Monetized Benefits

- **Access to Housing and Jobs:** Transit oriented development is expected within ½ mile of the station, which will likely also have a positive impact on greenhouse gas reductions over the life of the Pajaro/Watsonville Multimodal Project. The Monterey County General Plan has incorporated goals, objectives, and policies aimed at encouraging commuter rail and TOD near the proposed station area in Pajaro. A regional jobs-training facility has been proposed next to the station in Pajaro/Watsonville. In their support letter (see Appendix D), CHISPA has indicated that they may locate future affordable housing developments near the station.
- **Transit Integration:** the Rail Extension to Monterey County Project integrates well with California’s various rail and transit operations, including Monterey-Salinas Transit, Santa Cruz METRO, Santa Clara Valley Transportation Authority, and California High Speed Rail. In addition, the Pajaro/Watsonville Multimodal Station connects to the Santa Cruz branch line. The Santa Cruz County Regional Transportation Commission is currently evaluating service options for the branch line, including passenger rail service to Pajaro/Watsonville. Currently, Amtrak’s Coast Starlight provides the only passenger rail service available to Monterey County residents. The Coast Starlight stops twice a day in Salinas on its way between Los Angeles to Seattle, and does not provide enough reliable service to meet the demands of County residents and visitors.
- **Public Health:** Bicycle lanes and bicycle parking will be provided at the Pajaro/Watsonville Multimodal Station. This will enhance the active transportation network around the Station and will increase the proportion of walking/bicycling trips, increase safety and mobility for pedestrians and improve public health. The Rail Extension to Monterey County Project also expands transportation alternatives and mobility, particularly for senior citizens and those with physical disabilities.

## Construction and Operating and Maintenance Costs

The costs of the Pajaro/Watsonville Multimodal Station project consist of initial construction costs associated with the station, as well as operation and maintenance (O&M) costs. The construction costs for the station is expected to cost \$23 million.

Since the Pajaro/Watsonville Multimodal Station is part of the larger Rail Extension to Monterey County project and the full service will already be underway by the time the Pajaro/Watsonville station is constructed, operation and maintenance costs are limited only to the Pajaro station. As such, O&M costs consist are expected to be minimal for station and parking upkeep. Operating and maintenance costs for the station are estimated to total \$50,000 annually.

## Overview of the Benefit Cost Analysis Results

The following tables present the results of the cost benefit analysis for the Pajaro/Watsonville Multimodal Station Project. It should be noted that these are exceptionally conservative estimates based on solely the ridership from the Pajaro/Watsonville Station rail service. In addition to this ridership, there will also be expanded transit from Monterey-Salinas Transit and Santa Cruz METRO that will provide service to the station, and added rail service from the Coast Daylight. All of which will take additional motorists off the roadway and increase the overall benefits of the station.

**Table 4: Overview of Cost Benefit Analysis Results**

	3% Discount Rate	7% Discount Rate
<b>Costs</b>	\$22.20	\$20.20
<b>Benefits</b>	\$37.03	\$21.94
<b>B/C</b>	1.7	1.1
<b>Net Present Value</b>	\$14,795,818.49	\$1,705,514.43

**Table 5: Calculation of Annual Benefits at 3% Discount Rate**

Discount Rate: 3%				
Year	Travel Time Savings	Vehicle Operating Cost Savings	Accident Reductions	Vehicle Emission Reductions
1	\$2,475	\$415,553	\$151,184	\$24,475
2	\$23,268	\$413,530	\$150,604	\$24,539
3	\$45,604	\$411,251	\$149,931	\$24,585
4	\$69,586	\$408,734	\$149,169	\$24,618
5	\$95,329	\$406,413	\$148,324	\$24,670
6	\$122,957	\$404,020	\$147,402	\$24,709
7	\$152,611	\$401,289	\$146,407	\$24,736
8	\$184,443	\$398,375	\$145,346	\$24,772
9	\$218,625	\$395,290	\$144,222	\$24,772
10	\$255,345	\$392,047	\$143,041	\$24,778
11	\$294,814	\$389,057	\$141,805	\$24,791
12	\$337,268	\$385,925	\$140,521	\$24,798
13	\$382,968	\$382,661	\$139,191	\$24,796
14	\$432,208	\$379,145	\$137,819	\$24,802
15	\$485,317	\$375,648	\$136,409	\$24,785
16	\$542,664	\$372,427	\$134,964	\$24,802
17	\$604,666	\$369,103	\$133,488	\$24,826
18	\$671,795	\$365,683	\$131,983	\$24,832
19	\$744,585	\$362,176	\$130,453	\$24,847



20	\$823,642	\$358,588	\$128,900	\$24,858
21	\$895,251	\$355,405	\$127,332	\$25,049
22	\$976,000	\$353,325	\$125,747	\$25,314
23	\$1,067,584	\$349,975	\$124,146	\$25,413
24	\$1,172,118	\$348,285	\$122,531	\$25,735
25	\$1,292,263	\$345,352	\$120,905	\$25,905
26	\$1,431,418	\$343,916	\$119,270	\$26,296
27	\$1,593,969	\$340,823	\$117,628	\$26,075
28	\$1,785,663	\$338,431	\$115,980	\$26,298
29	\$2,014,151	\$338,431	\$114,328	\$26,836
30	\$2,289,803	\$335,850	\$112,675	\$27,058
31	\$2,626,961	\$336,538	\$111,020	\$27,756
32	\$3,045,932	\$334,902	\$109,366	\$28,124
33	\$3,576,244	\$336,409	\$107,715	\$28,972
34	\$4,262,204	\$334,438	\$106,067	\$29,340
35	\$5,172,803	\$338,758	\$104,423	\$30,669
<b>Total:</b>	<b>\$21,008,390</b>	<b>\$11,236,709</b>	<b>\$4,031,706</b>	<b>\$754,770</b>

**Table 6: Calculation of Annual Benefits at 7% Discount Rate**

Discount Rate: 7%				
Year	Travel Time Savings	Vehicle Operating Cost Savings	Accident Reductions	Vehicle Emission Reductions
1	\$2,125	\$356,813	\$129,813	\$21,015
2	\$19,232	\$341,802	\$124,482	\$20,282
3	\$36,285	\$327,211	\$119,292	\$19,561
4	\$53,296	\$313,051	\$114,249	\$18,855
5	\$70,283	\$299,637	\$109,355	\$18,189
6	\$87,264	\$286,737	\$104,613	\$17,536
7	\$104,260	\$274,152	\$100,022	\$16,899
8	\$121,297	\$261,987	\$95,585	\$16,291
9	\$138,401	\$250,240	\$91,301	\$15,682
10	\$155,604	\$238,909	\$87,167	\$15,099
11	\$172,941	\$228,224	\$83,184	\$14,543
12	\$190,448	\$217,924	\$79,349	\$14,003
13	\$208,170	\$208,003	\$75,660	\$13,478
14	\$226,153	\$198,387	\$72,114	\$12,977
15	\$244,448	\$189,209	\$68,708	\$12,484
16	\$263,115	\$180,575	\$65,439	\$12,026
17	\$282,218	\$172,273	\$62,303	\$11,587
18	\$301,828	\$164,296	\$59,298	\$11,157
19	\$322,025	\$156,637	\$56,420	\$10,746
20	\$342,900	\$149,288	\$53,664	\$10,349

21	\$358,779	\$142,432	\$51,030	\$10,039
22	\$376,518	\$136,305	\$48,510	\$9,765
23	\$396,453	\$129,965	\$46,102	\$9,437
24	\$419,000	\$124,503	\$43,802	\$9,199
25	\$444,680	\$118,839	\$41,605	\$8,914
26	\$474,151	\$113,921	\$39,508	\$8,710
27	\$508,257	\$108,676	\$37,507	\$8,314
28	\$548,096	\$103,879	\$35,599	\$8,072
29	\$595,117	\$99,995	\$33,780	\$7,929
30	\$651,271	\$95,523	\$32,047	\$7,696
31	\$719,235	\$92,141	\$30,396	\$7,599
32	\$802,770	\$88,265	\$28,824	\$7,412
33	\$907,301	\$85,348	\$27,327	\$7,350
34	\$1,040,907	\$81,676	\$25,903	\$7,165
35	\$1,216,065	\$79,638	\$24,549	\$7,210
<b>Total:</b>	<b>\$12,800,894</b>	<b>\$6,416,460</b>	<b>\$2,298,507</b>	<b>\$427,574</b>

### Overview of the Cal B/C Model Inputs

The following figures present the inputs of values discussed previously into the Caltrans 2015 Cal-B/C TIGER Grant Application Model.

1A

## PROJECT DATA

**Type of Project** Enter data in both sections 1B & 1E  
 Select project type from list Passenger Rail

**Project Location** (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural) 3

Length of Construction Period 4 years  
 One- or Two-Way Data Current enter 1 or 2

**Length of Peak Period(s)** (up to 24 hrs) 5 hours

Figure 1: Cal B/C Model Section 1A Inputs for Years 1 – 20



1A

## PROJECT DATA

<b>Type of Project</b>	Enter data in both sections 1B & 1E
Select project type from list	<input style="width: 100%;" type="text" value="Passenger Rail"/>
<b>Project Location</b> (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	<input style="width: 100%;" type="text" value="3"/>
Length of Construction Period	<input style="width: 100%;" type="text" value="23"/> years
One- or Two-Way Data	<input style="width: 100%;" type="text" value="Current"/> enter 1 or 2
<b>Length of Peak Period(s)</b> (up to 24 hrs)	<input style="width: 100%;" type="text" value="5"/> hours

Figure 2: Cal B/C Model Section 1A Inputs for Years 20 – 39

1B		<b>HIGHWAY DESIGN AND TRAFFIC DATA</b>	
<b>Highway Design</b>			
		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		4	4
Number of HOV/HOT Lanes			
HOV Restriction (2 or 3)			
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		55	55
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles) Highway Segment		55.0	55.0
Impacted Length		55.0	55.0
<b>Average Daily Traffic</b>			
Current		72,000	
		No Build	Build
Base (Year 1)		78,203	78,203
Forecast (Year 20)		107,666	107,666
<b>Average Hourly HOV/HOT Lane Traffic</b>			
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			0
<b>Percent Traffic in Weave</b>			100%
<b>Percent Trucks</b> (include RVs, if applicable)		9%	9%
<b>Truck Speed</b>			

Figure 3: Cal B/C Model Section 1B Inputs for Years 1 – 20

1B		<b>HIGHWAY DESIGN AND TRAFFIC DATA</b>	
<b>Highway Design</b>			
		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		4	4
Number of HOV/HOT Lanes			
HOV Restriction (2 or 3)			
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		55	55
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles) Highway Segment		55.0	55.0
Impacted Length		55.0	55.0
<b>Average Daily Traffic</b>			
Current		107,666	
		No Build	Build
Base (Year 1)		107,666	107,666
Forecast (Year 20)		137,129	137,129
<b>Average Hourly HOV/HOT Lane Traffic</b>			
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			0
<b>Percent Traffic in Weave</b>			100%
<b>Percent Trucks</b> (include RVs, if applicable)		9%	9%
<b>Truck Speed</b>			

Figure 4: Cal B/C Model Section 1B Inputs for Years 20 – 39

1C		<b>HIGHWAY ACCIDENT DATA</b>	
<b>Actual 3-Year Accident Data (from Table B)</b>			
		Count (No.)	Rate
Total Accidents (Tot)			0.81
Fatal Accidents (Fat)			0.007
Injury Accidents (Inj)			0.27
Property Damage Only (PDO) Accidents			0.53

Figure 5: Cal B/C Model Section 1C Inputs for Years 1 - 20, and Years 20 – 39

1D			<b>RAIL AND TRANSIT DATA</b>		
<b>Annual Person-Trips</b>			<b>No Build</b>	<b>Build</b>	
	Base (Year 1)			22,000	
	Forecast (Year 20)			32,884	
<b>Percent Trips during Peak Period</b>			41%		
<b>Percent New Trips from Parallel Highway</b>				100%	
<b>Annual Rail Car Miles</b>			<b>No Build</b>	<b>Build</b>	
	Base (Year 1)			960	
	Forecast (Year 20)			1,344	
<b>Average Vehicles/Train</b> (if rail project)			6	6	
<b>Reduction in Transit Accidents</b>					
Percent Reduction (if safety project)					
<b>Average Transit Travel Time</b>			<b>No Build</b>	<b>Build</b>	
<b>In-Vehicle</b>	Non-Peak (in minutes)		60.0	60.0	
	Peak (in minutes)		60.0	60.0	
<b>Out-of-Vehicle</b>	Non-Peak (in minutes)		0.0	0.0	
	Peak (in minutes)		0.0	0.0	

Figure 6: Cal B/C Model Section 1D Inputs for Years 1 – 20

1D			<b>RAIL AND TRANSIT DATA</b>		
<b>Annual Person-Trips</b>			<b>No Build</b>	<b>Build</b>	
	Base (Year 1)			32,884	
	Forecast (Year 20)			43,768	
<b>Percent Trips during Peak Period</b>			41%		
<b>Percent New Trips from Parallel Highway</b>			100%		
<b>Annual Rail Car Miles</b>			<b>No Build</b>	<b>Build</b>	
	Base (Year 1)			1,344	
	Forecast (Year 20)			1,344	
<b>Average Vehicles/Train</b> (if rail project)			6		
<b>Reduction in Transit Accidents</b>					
Percent Reduction (if safety project)					
<b>Average Transit Travel Time</b>			<b>No Build</b>	<b>Build</b>	
<b>In-Vehicle</b>	Non-Peak (in minutes)		60.0	60.0	
	Peak (in minutes)		60.0	60.0	
<b>Out-of-Vehicle</b>	Non-Peak (in minutes)		0.0	0.0	
	Peak (in minutes)		0.0	0.0	

Figure 7: Cal B/C Model Section 1D Inputs for Years 20 - 39



June 5, 2015

Anthony R. Foxx, Secretary  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**Re: Federal Wage Rate Certification for TIGER VII Discretionary Grant Funding**

Dear Secretary Foxx:

I hereby certify that the Transportation Agency for Monterey County, as the grant administrator, will comply with the requirements of subchapter IV of Chapter 31 of Title 40 of the United State Code (Federal Wage Rate Requirements) if awarded this TIGER grant.

Sincerely,

A handwritten signature in blue ink, appearing to read "DLH", is written over the word "Sincerely,".

Debra L. Hale  
Executive Director

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**  
**AND HDR ENGINEERING, INC.**  
**AGREEMENT FOR PROFESSIONAL SERVICES**  
**APPROVED BY THE TAMC BOARD ON:**

This is an agreement between the Transportation Agency for Monterey County, hereinafter called "TAMC," and HDR Engineering, Inc., a Nebraska corporation, 2121 N. California Blvd., Suite 475, Walnut Creek, CA 94596-7334, hereinafter called "Consultant."

The parties agree as follows:

1. Employment of Consultant. TAMC hereby engages Consultant and Consultant hereby agrees to perform the services set forth in Exhibit A, in conformity with the terms of this Agreement. Consultant will complete all work in accordance with the work schedule set forth in Exhibit A.
  - (a) The work is generally described as follows:

Assistance with preparation of a Benefit-Cost Analysis for an application for federal "Transportation Investments Generating Economic Recovery" ("TIGER") funds for the Pajaro/ Watsonville multimodal station.
  - (b) Consultant represents that Consultant and its agents, subcontractors and employees performing work hereunder are specially trained, experienced, competent, and appropriately licensed to perform the work and deliver the services required by this Agreement.
  - (c) Consultant, its agents, subcontractors, and employees, shall perform all work in a safe, skillful, and professional manner and in compliance with all applicable laws and regulations. All work performed under this Agreement that is required by law to be performed or supervised by licensed personnel shall be performed in accordance with such licensing requirements. Consultant shall ensure for itself and for any subcontractors under this Agreement that the applicable requirements of Labor Code section 1725.5, concerning the registration of contractors for public works, shall be in force and maintained for the term of this Agreement.
  - (d) Consultant shall furnish, at its own expense, all materials and equipment necessary to carry out the terms of this Agreement, except as otherwise provided herein. Consultant shall not use TAMC premises, property (including equipment, instruments, or supplies) or personnel for any purpose other than in the performance of its obligations hereunder.
  - (e) Consultant's project manager shall be the person specified in Exhibit A. If Consultant desires to change the project manager, Consultant shall get written approval from TAMC of the new project manager.

- (f) Consultant will be reimbursed for hours worked at the rates of compensation specified in Exhibit B to this Agreement, which rates shall be inclusive of direct salary costs, employee benefits, overhead and fees, if any. These rates are not adjustable for the performance period of this Agreement.
2. Term of Agreement. The term of this Agreement shall begin upon May 15, 2015, and Consultant shall commence work only after a Notice to Proceed has been issued by TAMC's Project Manager specified in Section 31. Unless earlier terminated as provided herein, this Agreement shall remain in force until June 30, 2015. Consultant acknowledges that this Agreement is not binding until it is fully executed by TAMC.
3. Payments to Consultant; maximum liability. Subject to the limitations set forth herein, TAMC shall pay to Consultant the amounts provided in Exhibit B: Budget, upon receipt and acceptance of deliverables listed therein. Each payment by TAMC shall be for a specific deliverable outlined in Exhibit A: Scope of Work and Schedule. The maximum amount payable to the Consultant under this Agreement is set forth in Exhibit B: Budget and shall not exceed the amount of Four Thousand, Nine Hundred and Ninety-Nine Dollars (\$4,999.00). If there is any conflict between the terms of this Agreement and the terms of either Exhibit A (Scope of Work) or Exhibit B (Budget), the terms of this Agreement shall prevail. TAMC does not guarantee any minimum amount of dollars to be spent under this Agreement.
4. Cost Principles.
  - (a) Consultant agrees that the contract Cost Principles and Procedures, 48 Code of Federal Regulations (CFR), Chapter 1, Part 31.000 *et seq.*, Federal Acquisition Regulations System, shall be used to determine the cost allowability of individual items.
  - (b) Consultant also agrees to comply with federal procedures in accordance with 49 CFR, Part 1201, Uniform System of Accounts, List of Instructions and Accounts, Regulations Prescribed.
  - (c) Any costs for which payment has been made to Consultant under this Agreement that are determined by subsequent audit to be unallowable under 49 CFR Part 1201 and 48 CFR Part 31, are subject to repayment by Consultant to TAMC.
5. Method of Payment; Monthly Invoices by Consultant.
  - (a) The method of payment for this Agreement will be based on agreed upon rates of compensation specified in the Budget. The specified hourly rates shall include direct salary costs, employee benefits, overhead and any fee. These rates are not adjustable during the term of the Agreement. The total price paid to Consultant will include compensation for all work and deliverables, including travel and equipment and any costs described in Exhibit A, Statement of Work, for this Agreement. No additional compensation will be paid to Consultant, unless there is a change in the Scope of Work, as negotiated and finally approved by TAMC and



Consultant through a written amendment. Rates and prices shall remain firm for the initial term of this Agreement. Thereafter, if this Agreement is extended, any proposed changes in rates must be negotiated and shall not be binding unless mutually agreed upon by TAMC and Consultant through a written amendment.

- (b) Consultant shall submit to TAMC Project Manager an invoice for progress payments, in arrears for work performed and, in a format approved by TAMC, setting forth the amounts claimed by Consultant, the deliverables for which payment is requested, together with an itemized basis for such amounts, and setting forth such other pertinent information TAMC may require. Consultant may submit such invoice monthly or as agreed by TAMC, but in no event shall any invoice be submitted later than Thirty (30) days after completion of the Consultant's work hereunder. It is understood and agreed that Consultant shall complete all work described in Exhibit A notwithstanding Consultant's submission of periodic invoices.
  - (c) TAMC shall review all requests for payment, and the deliverables upon which they are based, promptly to certify satisfaction with performance and the amount(s) requested, and shall make payment of either the requested amount or the amount approved by TAMC within Thirty (30) days of such certification.
  - (d) If, as of the date of execution of this Agreement, Consultant has already received payment from TAMC for work which is the subject of this Agreement, such amounts shall be deemed to have been paid under this Agreement and shall be credited toward TAMC's maximum liability set forth above.
  - (e) Consultant shall be reimbursed for travel expenses not to exceed the State of California approved travel reimbursement rates, which are to be included as part of the maximum contract amount listed in section 3 of this Agreement.
6. Indemnification. To the fullest extent permitted by law, including California Civil Code sections 2782 and 2782.6 Consultant shall defend (with legal counsel reasonably acceptable to TAMC), indemnify and hold harmless TAMC, its officers, agents, and employees, from and against any and all claims, losses, costs, damages, injuries (including injury to or death of an employee of Consultant or its subcontractors), expenses and liabilities of every kind, nature and description (including court costs, attorneys' fees, litigation expenses and fees of expert consultants or expert witnesses incurred in connection therewith and costs of investigation) that arise out of, pertain to, or relate to, directly or indirectly, in whole or in part, the negligence, recklessness, or willful misconduct of Consultant, any subcontractor, anyone directly or indirectly employed by them, or anyone that they control (collectively "Liabilities"). Such obligations to defend, hold harmless and indemnify TAMC, its officers, agents, and employees, shall not apply to the extent that such Liabilities are caused in part by the sole negligence, active negligence, or willful misconduct of TAMC, its officers, agents, and employees. Notwithstanding any other provision of this Agreement, Consultant's obligation to defend, indemnify and hold harmless TAMC shall survive the termination or

expiration of the Agreement for a term to include the applicable statute of limitations related to the Consultant's performance pursuant to the Agreement.

7. Insurance.

- (a) Without limiting Consultant's duty to indemnify as set forth in this Agreement, Consultant shall maintain, at no additional cost to TAMC, throughout the term of this Agreement a policy or policies of insurance with the following coverage and minimum limits of liability (check if applicable):
- ✓ Commercial general liability insurance, including but not limited to premises, personal injury, products, and completed operations, with a combined single limit of One Million Dollars (\$1,000,000) per occurrence.
  - ✓ Professional liability insurance in the amount of not less than One Million Dollars (\$1,000,000) per claim and Three Million Dollars (\$3,000,000) in the aggregate, to cover liability for malpractice or errors or omissions made in the course of rendering professional services. If professional liability insurance is written on a "claims made" basis rather than an "occurrence" basis, Consultant shall, upon the expiration or termination of this Agreement, either maintain coverage for three years following expiration or termination of this agreement or obtain extended reporting coverage ("tail coverage") with the same liability limits. Any such tail coverage shall continue for at least three years following the surviving term of Consultant's obligation to defend, indemnify and hold harmless TAMC as set for in Paragraph 6.
  - ✓ Comprehensive automobile insurance covering all motor vehicles, including owned, leased, hired and non-owned vehicles used in providing services under this Agreement, with a combined single limit of not less than One Million Dollars (\$1,000,000) per occurrence.
- (b) All insurance required under this Agreement shall be with a company acceptable to TAMC and authorized by law to transact insurance business in the State of California. Unless otherwise provided in this Agreement, all such insurance shall be written on an occurrence basis; or, if any policy cannot be written on an occurrence basis, such policy shall continue in effect for a period of two years following the date of Consultant's completion of performance hereunder.
- (c) Each policy of insurance required under this Agreement shall provide that TAMC shall be given written notice at least thirty days in advance of any change, cancellation or non-renewal thereof. Each policy shall provide identical coverage for each subcontractor performing work under this Agreement, or be accompanied by a certificate of insurance for each subcontractor showing identical insurance coverage.

- (d) Commercial general liability and automobile liability policies shall provide an endorsement naming TAMC, its officers, agents, and employees, as additional insureds and shall further provide that such insurance is primary to any insurance or self-insurance maintained by TAMC, and that no insurance of any additional insured shall be called upon to contribute to a loss covered by Consultant's insurance.
- 8. Workers' Compensation Insurance. If during the performance of this contract, Consultant employs one or more employees, then Consultant shall maintain a workers' compensation plan covering all of its employees as required by Labor Code Sec. 3700, either (a) through workers' compensation insurance issued by an insurance company, with coverage meeting the statutory limits and with a minimum of One Million Dollars (\$1,000,000) per occurrence for employer's liability, or (b) through a plan of self-insurance certified by the State Director of Industrial Relations, with equivalent coverage. If Consultant elects to be self-insured, the certificate of insurance otherwise required by this Agreement shall be replaced with consent to self-insure issued by the State Director of Industrial Relations. The provisions of this paragraph apply to any subcontractor employing one or more employees, and Consultant shall be responsible for all subcontractors' compliance herewith.
- 9. Safety Provisions.
  - (a) Consultant shall comply with Division of Occupational Safety and Health (CAL-OSHA) regulations applicable to Consultant regarding necessary safety equipment or procedures. Consultant shall comply with safety instructions issued by TAMC Safety Officer and other TAMC representatives. Consultant personnel shall wear hard hats and safety vests at all times while working on a construction project site.
  - (b) If applicable to work to be performed by Consultant identified in the Scope of Work (Exhibit A), and pursuant to the authority contained in Section 591 of the Vehicle Code, TAMC has determined that such areas are within the limits of the project and are open to public traffic. Consultant shall comply with all of the requirements set forth in Divisions 11, 12, 13, 14, and 15 of the Vehicle Code. Consultant shall take all reasonably necessary precautions for safe operation of its vehicles and the protection of the traveling public from injury and damage from such vehicles.
  - (c) Any subcontract entered into as a result of this Agreement, shall contain all of the provisions of this Section.
  - (d) Consultant must have a CAL-OSHA permit(s), as outlined in California Labor Code Sections 6500 and 6705, prior to the initiation of any practices, work, method, operation, or process related to the construction or excavation of trenches which are five feet or deeper.

10. Certificate of Insurance and Taxpayer Identification. Prior to the execution of this Agreement by TAMC, Consultant shall submit a completed federal W-9 form, Request for Taxpayer Identification Number and Certification, and file certificates of insurance with TAMC's contract administrator evidencing that Consultant has in effect the insurance required by this Agreement. Consultant shall file a new or amended certificate promptly after any change is made in any insurance policy, which would alter the information on the certificate then on file. Acceptance or approval of insurance shall in no way modify any indemnification provision of this Agreement.
  
11. Maintenance of Records. Consultant shall prepare, maintain and preserve all reports and records that may be required by federal, State, and local rules and regulations relating to services performed under this Agreement. Consultant shall retain all such records for at least five years from the date of final payment, or until any litigation relating to this Agreement is concluded, whichever is later. The State, State Auditor, TAMC or any duly authorized representative of the Federal Government, as applicable based upon funding sources, shall have access to any books, records and documents of Consultant that are pertinent to this Agreement for audit, examinations, excerpts and transactions, and copies thereof shall be furnished if requested.
  
12. Audits.
  - (a) TAMC officials, as well as Caltrans, and/or State or Federal officials, as applicable based upon funding sources for this Agreement, shall have the right, at any time during regular working hours and on reasonable advance notice, to examine, monitor and audit all work performed and all records, documents, conditions, activities and procedures of Consultant or its subcontractors relating to this Agreement. This Agreement also incorporates the provisions Government Code Section 8546.7 which provides that an audit by the State Auditor General may be performed up to three years after the final payment under any contract or subcontract involving the expenditure of public funds in excess of Ten Thousand Dollars (\$10,000).
  
  - (b) Consultant and subcontractors' contracts, including cost proposals and indirect cost rates (ICR) are subject to audits or reviews such as, but not limited to, a Contract Audit; an Incurred Cost Audit; an Indirect Cost Rates Audit, or a certified public accountant (CPA) IRC Audit Workpaper Review. If selected for audit or review, the Agreement, cost proposal and ICR and related workpapers, if applicable, will be reviewed to verify compliance with 48 CFR Part 31, and other related laws and regulations. In the instances of a CPA ICR Audit Workpaper Review, it is Consultant's responsibility to ensure Federal, State, or local government officials are allowed full access to the CPA's Workpapers. The Agreement, cost proposal, and ICR shall be adjusted by Consultant and approved by the TAMC Contract Administrator to conform to the audit or review recommendations. Consultant agrees that individual terms of costs identified in the audit report shall be incorporated into the Agreement by this reference if directed by TAMC and TAMC's sole discretion. Refusal by Consultant to

incorporate audit or review recommendations, or to ensure that Federal, State, or local governments have access to CPA workpapers, will be considered a breach of contract and good cause for termination of the Agreement and disallowance of prior reimbursed costs.

13. Confidentiality; Return of Records. Consultant and its officers, employees, agents, and subcontractors shall comply with all federal, State and local laws providing for the confidentiality of records and other information. Consultant shall not disclose any confidential information received from TAMC or prepared in connection with the performance of this Agreement without the express permission of TAMC. Consultant shall promptly transmit to TAMC all requests for disclosure of any such confidential information. Consultant shall not use any confidential information gained through the performance of this Agreement except for the purpose of carrying out Consultant's obligations hereunder. When this Agreement expires or terminates, Consultant shall return to TAMC all records, which Consultant utilized or received from TAMC to perform services under this Agreement.

14. Termination.

- (a) TAMC may terminate this Agreement by giving written notice of termination to Consultant at least thirty (30) days prior to the effective date of termination, which date shall be specified in any such notice. In the event of such termination, the amount payable hereunder shall be reduced in proportion of the services provided prior to the effective date of termination.
- (b) TAMC may also terminate this Agreement at any time for good cause effective immediately upon written notice to Consultant. "Good cause" includes, without limitation, the failure of Consultant to perform the required services at the time and in the manner provided herein, as well as failure to comply with the provisions of Section 12 [Audits], subsection (b), above. If TAMC terminates this Agreement for good cause, TAMC may be relieved of the payment of any consideration to Consultant, and TAMC may proceed with the work in any manner, which it deems proper. Costs incurred by TAMC thereby shall be deducted from any sum otherwise due Consultant.
- (c) It is also mutually understood between TAMC and Consultant that this Agreement may have been written before ascertaining the availability of funds, or appropriation of funds, for the mutual benefit of both parties, in order to avoid program and fiscal delays that would occur if the Agreement were executed after that determination was made. This Agreement is valid and enforceable only if sufficient funds are made available to TAMC for the purpose of this Agreement. It is mutually agreed that if sufficient funds are not appropriated, this Agreement may be amended to reflect any reduction in funds. TAMC retains the right to direct Consultant immediately to stop work and to terminate this Agreement for convenience, pursuant to Section 14(a) above, in order to address any reduction of funds.

- (d) Termination of this Agreement shall not terminate Consultant's duty to defend, indemnify and hold harmless TAMC, as provided in Paragraph 6.

15. Amendments and Modifications. No modification or amendment of this Agreement shall be valid unless it is set forth in writing and executed by the parties hereto.
16. Non-discrimination. Throughout the performance of this Agreement, Consultant will not unlawfully discriminate, harass or allow harassment, against any person because of sex, race, color, religious creed, sex, national origin, ancestry, physical disability (including HIV and AIDS), mental disability, medical condition, marital status, age (over 40), denial of family and medical care leave, denial of pregnancy disability leave, or sexual orientation, either in Consultant's employment practices or in the furnishing of services to recipients. Consultant shall ensure that the evaluation and treatment of its employees and applicants for employment and all persons receiving and requesting services are free of such discrimination. Consultant shall comply fully with all federal, State and local laws and regulations which prohibit discrimination. The provision of services primarily or exclusively to any target population designated herein shall not be deemed prohibited discrimination.
17. Harassment. TAMC maintains a strict policy prohibiting unlawful harassment, including sexual harassment, in any form, including verbal, physical and visual harassment by any employee, supervisor, manager, officer or Board member, or agent of the employer. Vendors, contractors, and consultants shall not engage in conduct that has an effect of unreasonably interfering with a TAMC employee's work performance or creates an intimidating, hostile or offensive work environment.
18. Disadvantaged Business Enterprises (DBE) Participation. TAMC has established 0% goal for the participation of DBE for this Agreement. As applicable, the Consultant shall be fully informed of DBE requirements in Caltrans Local Assistance Procedures Manual Exhibit 10-I and Caltrans Local Assistance Procedures Manual Exhibit 10-J.
19. Independent Contractor. In its performance under this Agreement, Consultant is at all times acting and performing as an independent contractor and not as an employee of TAMC or any of its member jurisdictions. No offer or obligation of employment is intended in any manner, and Consultant shall not become entitled by virtue of this Agreement to receive any form of benefits accorded to employees including without limitation leave time, health insurance, workers' compensation coverage, disability benefits, and retirement contributions. Consultant shall be solely liable for and obligated to pay directly all applicable taxes, including without limitation federal and State income taxes and social security arising out of Consultant's performance of this Agreement. In connection therewith, Consultant shall defend, indemnify, and hold harmless TAMC from any and all liability, which TAMC may incur because of Consultant's failure to make such payments.
20. Delegation of Duties; Subcontracting. Consultant is engaged by TAMC for its unique qualifications and abilities. Consultant may not, therefore, delegate any of its basic duties under this Agreement, except to the extent that delegation to Consultant's employees is contemplated herein through the Scope of Work and Budget. No work shall be subcontracted

without the written consent of TAMC, except as provided in this Agreement or its attachments. Any subcontract in excess of Twenty-Five Thousand Dollars (\$25,000) shall contain the same provisions as found in Paragraphs 4 and 5(b)–(e), inclusive.

Notwithstanding any subcontract, Consultant shall continue to be liable to TAMC for the performance of all work hereunder. Any work performed by a subcontractor shall be done in conformance with this Agreement, and TAMC shall pay Consultant for the work but not any markup, including subcontract management, supervision, administrative and other expenses, or reimbursable costs. Consultant shall not assign, sell, mortgage or otherwise transfer its interest or obligations in this Agreement without TAMC's prior written consent.

21. Agency's Rights to Work Product. All original materials prepared by Consultant in connection with its work hereunder – including but not limited to computer codes, customized computer routines developed using proprietary or commercial software packages, reports, documents, maps, graphs, charts, photographs and photographic negatives shall be the property of TAMC and shall be delivered to TAMC prior to final payment. Consultant may utilize any existing materials developed by Consultant prior to commencement of work under this Agreement, which materials shall remain the property of Consultant.
22. Compliance with Terms of Federal or State Grant. If any part of this Agreement has been or will be funded pursuant to a grant from the federal or State government in which TAMC is the grantee, Consultant shall comply with all provisions of such grant applicable to Consultant's work hereunder, and said provisions shall be deemed a part of this Agreement as though fully set forth herein.
23. Prevailing Wages. Consultant shall comply with the all prevailing wage requirements, including California Labor Code section 1770, et seq., and any Federal or local laws or ordinances, that may be applicable to the work to be performed pursuant to this Agreement.
24. Equipment, Supplies or Consultant Services Purchases.
  - (a) Prior authorization in writing by TAMC's Contract Administrator shall be required before Consultant enters into any unbudgeted purchase order, or subcontract exceeding Five Thousand Dollars (\$5,000) for supplies, equipment, or unbudgeted Consultant services. Consultant shall provide an evaluation of desirability of incurring such costs.
  - (b) For purchase of any items, service or consulting work not covered in Consultant's Cost Proposal and exceeding Five Thousand Dollars (\$5,000), prior authorization is required by TAMC's Contract Administrator; three competitive quotations must be submitted with the request, or the absence of bidding must be adequately justified.
  - (c) Any equipment purchased as a result of this Agreement is subject to the following:





29. Successors and Assigns. This Agreement and all rights, privileges, duties and obligations hereunder, to the extent assignable or delegable, shall be binding upon and inure to the benefit of the parties and their respective successors, permitted assigns and heirs.
30. Time is of the Essence. The parties mutually acknowledge and agree that time is of the essence with respect to every provision hereof in which time is an element. No extension of time for performance of any obligation or act shall be deemed an extension of time for performance of any other obligation or act, nor shall any such extension create a precedent for any further or future extension.
31. Contract Administrators. Consultant's designated principal responsible for administering Consultant's work under this Agreement shall be Chris Williges, Director, Economics & Finance; TAMC's designated administrator of this Agreement shall be Debra L. Hale, Executive Director. TAMC's Project Manager under this Agreement shall be Christina Watson, Principal Transportation Planner.
32. Notices. Notices required under this Agreement shall be delivered personally or by electronic facsimile, or by first class or certified mail with postage prepaid. Notice shall be deemed effective upon personal delivery or facsimile transmission, or on the third day after deposit with the U.S. Postal Service. Consultant shall give TAMC prompt notice of any change of address. Unless otherwise changed according to these notice provisions, notices shall be addressed as follows:
- |   |   |
|---|---|
| To TAMC:  | To Consultant:  |
| Debra L. Hale   | Chris Williges  |
| Executive Director  | Director, Economics & Finance   |
| 55-B Plaza Circle   | 560 Mission Street, Suite 900   |
| Salinas, CA 93901   | San Francisco, CA 94105   |
| Tel: (831) 775-0903   | Tel: (415) 546-4222   |
| Fax: (831) 775-0897   | Fax: (415)  |
| Email: <a href="mailto:debbie@tamcmonterey.org">debbie@tamcmonterey.org</a> | Email: <a href="mailto:chris.williges@hdrinc.com">chris.williges@hdrinc.com</a> |
33. Non-exclusive Agreement. This Agreement is non-exclusive and both parties reserve the right to contract with other entities for the same or similar services.
34. Execution of Agreement. Any individual executing this Agreement on behalf of an entity represents and warrants that he or she has the requisite authority to enter into this Agreement on behalf of such entity and to bind the entity to the terms and conditions hereof. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same agreement.
35. Debarment and Suspension Certification. Consultant's signature affixed below shall constitute a certification under penalty of perjury under the laws of the State of California that the Consultant has complied with CFR Title 49, Part 29, Debarment and Suspension Certificate which certifies that Consultant or any person associated with Consultant in the capacity of owner, partner, director, officer, or manager is not currently under suspension,

debarment, voluntary exclusion, or determination of ineligibility by any federal agency; has not been suspended, debarred, voluntarily excluded, or determined ineligible by an federal agency within the past three (3) years; does not have a proposed debarment pending; and has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three (3) years. Any exceptions to this certification must be disclosed to the TAMC.

36. Rebates, Kickbacks or Other Unlawful Consideration Prohibited. Consultant warrants that this Agreement was not obtained or secured through rebates, kickbacks or other unlawful consideration, either promised or paid to any TAMC employee. TAMC shall have the right, in its sole and absolute discretion to do any of the following for breach or violation of this warranty: terminate the Agreement without liability; pay for the value of the work actually performed; or to deduct from the compensation to be paid under this Agreement (or otherwise recover) the full amount of any such rebate, kickback or unlawful consideration.

37. Prohibition of Expending Local Agency, State or Federal Funds for Lobbying.

- (a) Consultant certifies to the best of his, her or its knowledge and belief that:
- i. No State, Federal or local agency appropriated funds have been paid, or will be paid, by or on behalf of Consultant to any person for influencing or attempting to influence an officer or employee of any state or federal agency; a member of the State Legislature or United States Congress; an officer or employee of the State Legislature or United States Congress; or any employee of a Member of the Legislature or Congress, in connection with the awarding of any State or Federal contract; in connection with the making of any State or Federal grant; in connection with the making of any State or Federal loan; in connection with the entering into of any cooperative agreement, and in connection with the extension, continuation, renewal, amendment, or modification of any State or Federal contract, grant, loan or cooperative agreement.
  - ii. If any funds other than Federal appropriated funds have been paid, or will be paid, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress; or an employee of a Member of Congress, in connection with this contract, grant, loan or cooperative agreement, then Consultant shall complete and submit a Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (b) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Consultant acknowledges that any person who fails to file the required certification shall be subject to a civil penalty of not

less than Ten Thousand Dollars (\$10,000) and not more than One Hundred Thousand Dollars (\$100,000) for such failure.

- (c) By signing this Agreement, Consultant also agrees that Consultant will require that the language of this certification will be included in all lower-tier subcontracts which exceed One Hundred Thousand Dollars (\$100,000), and that all recipients of such subcontracts shall certify and disclose accordingly.

38. Exhibits. The following Exhibits are attached hereto and incorporated by reference:

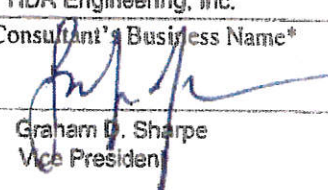
Exhibit A – Scope of Work and Work Schedule

Exhibit B – Budget

39. Entire Agreement. This document, including all exhibits hereto, constitutes the entire agreement between the parties, and supersedes any and all prior written or oral negotiations and representations between the parties concerning all matters relating to the subject of this Agreement.


IN WITNESS WHEREOF, TAMC and Consultant execute this agreement as follows

TAMC  
  
By: Debra L. Hale  
Executive Director

CONSULTANT  
HDR Engineering, Inc.  
Consultant's Business Name\*  
  
By: Graham D. Sharpe  
Name: Graham D. Sharpe  
Title: Vice President

Dated: 5/28/15


Dated: 21 May 2015

  
By: Michael J. Lohman  
Name: MICHAEL J. LOHMAN  
Title: VICE PRESIDENT

Dated: MAY 26, 2015

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 5/14/15

For TAMC internal use:

Work Element number to be used for the contract \_\_\_\_\_

**TIGER Grant Benefit-Cost Analysis Assistance**  
Exhibit A: Scope of Work and Work Schedule

**TASK 1:** Help identify the benefits of the project defined in terms of the main TIGER categories: economic competitiveness, safety, state of good repair, environmental/sustainability, and livability.

**Deliverable:** Description of project benefits

**TASK 2:** Help pick a standardized benefit-cost analysis (BCA) model. Provide you with standard values to monetize the benefits and explain how to run the analysis in the BCA model.

**Deliverable:** BCA model selection and assistance

**TASK 3:** Review the benefit-cost analysis (BCA) results and assumptions and provide feedback.

**Deliverable:** BCA results review and feedback

**TASK 4:** Reading through the BCA appendix that describes how project was analyzed, how BCA was conducted, and the results.

**Deliverable:** BCA appendix review and feedback

**Schedule:** Start work ..... May 15, 2015  
TIGER grant application deadline: ..... June 5, 2015  
Contract expiration date: ..... June 30, 2015

**TIGER Grant Benefit-Cost Analysis Assistance**  
Exhibit B: Budget

Not-to-exceed amount:       \$4,999.00

Hourly rates:

Position	Hourly Rate
Senior Economic Support	\$300
Technical Reviewer	\$260
Mid-Level Economic Support	\$160
Junior Modeler	\$90

Estimated number of hours: 25-40 total



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Michael Zeller, Senior Transportation Planner  
**Meeting Date:** June 24, 2015  
**Subject:** Salinas Community Benefit District

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### RECOMMENDED ACTION:

**APPROVE** the Transportation Agency's vote in favor of membership in the Salinas Community Benefit Assessment District.

### SUMMARY:

The City of Salinas is seeking to establish a Downtown Community Benefit District. The District would provide beautification, cleanup, branding, marketing, and security to the properties in the district. The District would include the train station area, where the Agency is acquiring properties for the extension of rail service to Salinas.

### FINANCIAL IMPACT:

The Agency would pay an initial assessment of \$1,791.67 if the District is established. The assessment could increase up to \$11,000 annually as the Agency acquires properties for the Salinas Rail Extension project. The Agency has a \$55,000 reserve of lease revenue to fund the assessment, and expects to transfer the properties to the City of Salinas within five years.

### DISCUSSION:

Downtown Salinas property owners including the City and County, are embarking upon establishing a Community Benefits District, which will provide enhanced services for the Downtown. After a year's effort working with property owners, the Salinas City Council took action at its Council meeting on May 23, 2015 to approve a resolution declaring its intent to form the Downtown Salinas Community Benefit District and initiate a balloting process to be tabulated at a public hearing to be held July 21, 2015.

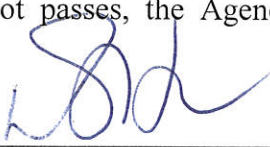
The proposed Downtown Salinas Community Benefit District serves to improve the individual parcels, attract new residents, business and customers to their businesses, and enhance the benefiting individual parcels within the District. The proposed District seeks to fund special benefits that over the next fifteen years will keep the Downtown Salinas area attractive, safe, clean, orderly, well marketed with special events and programs, thus making the district a high quality place to live and entertain guests and to increase commerce within the boundaries.

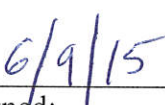
The proposed assessments are based on the three factors related to 131 parcels in the newly defined Downtown: square footage of the lot, linear frontage, and building square footage. Facilities owned by government entities, such as the Transportation Agency, are only assessed the fee based on the linear footage. Sixty percent of the funds will be used to improve safety, clean the sidewalks, and improve landscaping and sanitation. Twenty-two percent of the revenue will be used for district identity including new signage and marketing.

The balloting process to establish this district begins June 6th with the mailing of ballots to property owners. It culminates at the Salinas City Council Meeting on Tuesday, July 21, 2015 at 4:00pm. In order to be counted, ballots of Downtown Property Owners must be received by the City Clerk prior to the close of the public comment portion of the public hearing.

The proposed District would include the Salinas train station area, where the Agency is acquiring properties for the extension of rail service to Salinas. The Transportation Agency would receive an initial assessment of \$1,791.67 if the Community Benefit District is established. The Agency would pay up to \$11,000 annually, after all properties are acquired, until they are transferred to City, subject to a possible 5% annual increase.

This could be funded through lease income from properties acquired for the project. The District is proposed to be a 15-year plan unless renewed, and it could be disbanded through a vote. If the ballot passes, the Agency would request representation on the Oversight Committee.

Approved by:   
Debra L. Hale, Executive Director

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

Consent Agenda

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

Attachment: Property Owner Ballot



**CITY OF SALINAS**  
**DOWNTOWN SALINAS COMMUNITY BENEFIT DISTRICT 2016**  
**PROPERTY OWNER BALLOT**

This ballot is for the property owners of the parcel(s) identified below by Assessment Parcel Numbers (APN), which parcel(s) are located within the proposed Downtown Salinas Community Benefit District (CBD) in the City of Salinas. Please advise the City of Salinas as soon as possible at (831)758-7383, if the information set forth below is incorrect.

This ballot may be used to express either support for or opposition to the proposed Downtown Salinas Community Benefit District assessment. In order to be counted, this ballot must be completed, signed, and dated below by an owner of the identified parcel(s) or by an authorized representative of the owner. **The original signed ballot must be returned to the City Clerk of Salinas either by mail or in person to: Office of the City Clerk, Salinas City Hall, 200 Lincoln Avenue, Salinas, California, 93901, Attn: Downtown Salinas Community Benefit District.**

**Mail Delivery:** If by mail, fold and insert the ballot in the enclosed self-addressed stamped envelope, seal the envelope, and deposit in the U.S. mail.

**Personal Delivery:** If in person, fold and insert the ballot in the enclosed self-addressed envelope, seal the envelope provided and deliver to the City Clerk's office (address shown above) or deliver to the City Clerk at the public hearing on the Downtown Salinas Community Benefit District 2016.

If according to the final tabulation of the ballots, ballots submitted against the assessment exceed the ballots submitted in favor of the assessment, weighted according to the proportional financial obligation of each affected property, the City Council shall not establish the Downtown Salinas Community Benefit District and shall not impose the Downtown Salinas Community Benefit District assessment.

**IN ORDER TO BE COUNTED, THIS ORIGINAL BALLOT MUST BE COMPLETED AND SIGNED AND MUST BE RECEIVED BY THE CITY CLERK PRIOR TO THE CLOSE OF THE PUBLIC COMMENT PORTION OF THE PUBLIC HEARING ON THE DOWNTOWN SALINAS COMMUNITY BENEFIT DISTRICT 2016, WHICH IS SCHEDULED FOR JULY 21, 2015, AT 4:00 PM IN THE CITY HALL ROTUNDA, 200 LINCOLN AVENUE, SALINAS, CALIFORNIA 93901. To cast this ballot, check the appropriate box below (either yes or no), sign the ballot at the bottom, and return either this entire page or the portion below this line in the envelope provided. Invalid ballots shall not be counted.**

---

**BALLOT**

*Please mark in the box below to cast your vote:*

- YES**, I am in favor of the formation of the district and the proposed assessments against the parcel(s) identified on this ballot.
- NO**, I oppose the formation of the district and the proposed assessment against the parcel(s) identified on this ballot.

<u>Owner</u>	<u>APN</u>	<u>Assessment</u>
Transportation Agency	002 172 011 000	\$1,791.67
Total Downtown Salinas Community Benefit District 2016 Assessment Amount (Votes Cast)		<b>\$1,791.67</b>

\_\_\_\_\_  
NAME (PRINTED)

\_\_\_\_\_  
SIGNATURE

\_\_\_\_\_  
DATE

**DRAFT MINUTES**

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

**EXECUTIVE COMMITTEE MEETING**

*Members are: Kimbley Craig (Chair),  
Fernando Armenta (1<sup>st</sup> Vice Chair), Alejandro Chavez (2<sup>nd</sup> Vice Chair),  
Jane Parker (Past Chair),  
Dave Potter (County representative), Robert Huitt (City representative)*

**Wednesday, June 3, 2015**

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

Transportation Agency Conference Room  
55-B Plaza Circle, Salinas

1. **CALL TO ORDER:** Chair Craig called the meeting to order at 9:00 a.m. Committee members present: Chavez, Huitt, alternates Markey for Parker, Martinez for Armenta and Mohammadi for Potter. Staff present: Goel, Hale, Muck, Rodriguez, and Wright. Others present: Agency Counsel Reimann and Sam Teel, MCHA.
  2. **PUBLIC COMMENTS:** None.
- 
3. **CONSENT AGENDA:**  
On a motion by Committee Member Huitt and seconded by Committee Member Chavez, the committee voted 6– 0 to approve the consent agenda.
    - 3.1 **APPROVED** minutes from the Executive Committee meeting of May 6, 2015.
    - 3.2 **RECEIVED** federal legislative update.
    - 3.3 **RECEIVED** state legislative update, and **RECOMMENDED** the Board adopt positions on bills of interest to the Agency.
    - 3.4 **RECOMMENDED** that Board of Directors approve evaluation form, procedure, and timeline for completing annual evaluation for Executive Director and Counsel.

**END OF CONSENT**

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4. **RECEIVED** an update on the Transportation Improvement Measure Outreach Plan, and **PROVIDED** input on the Transportation Improvement Measure Outreach Plan and Expenditure Plan.

Theresa Wright, Community Outreach Coordinator reported that staff and a few Board members met with Clifford Moss, the Agency's Transportation Improvement Measure Public Outreach Plan consultant. An ad hoc steering committee of TAMC Board members will be formed to provide input on the development of the expenditure plan and assist with outreach activities. Ms. Wright asked the Executive Committee for input on which projects to consider including in the expenditure plan.

Committee members suggested the following projects/programs:

- Local projects from the cities/county Capital Improvement Programs;
- Sidewalk improvements (it was noted that these would assist non-drivers such as the elderly and young);
- Route 1 capacity improvements, such as the MST busway, or light rail (if affordable);
- Congestion relief project for travel from Pacific Grove/Monterey to Route 1;
- Fort Ord Trail and Greenway;
- Sand City gaps in the Monterey Bay Sanctuary Scenic Trail;
- State Route 68 improvements

Staff clarified that at \$450 million the light rail project was probably not affordable, given that a 3/8% measure would raise about \$20 million per year, or \$600 million over 30 years. The executive director noted that the MST busway could be a precursor to future rail service or expanded bus rapid transit service.

There was some discussion about the local project money whether it should be unrestricted or whether projects should be listed. The group agreed that the cities and the County should set the priorities for the local share funding, but they should list some specific projects of their choosing in the measure.

Public comment:

Sam Teel reported that he supports the Transportation Improvement Measure, and noted that a certain amount of funding be for unrestricted local transportation needs. He noted that the Monterey County Hospitality Association (MCHA) would support public transportation investments and suggested reduced commuter fares. He expressed concern that there needs to be clarification that the Highway 156 project is not part of the sales tax, and stated that MCHA would assist in this regard.

5. **RECEIVED** report on effort and expense to produce paper agenda packets, and **PROVIDED** direction on options to reduce Agency expenses.

Chair Craig noted that the cost to produce 70, 200 plus page agendas for each TAMC Board meeting is costly, not only to print and send the agenda, but also in terms of staff time. She encouraged the Board to adopt a “light paper” policy in which TAMC sets a default of electronic agendas and noted that she would like to see a 50 percent reduction in paper agendas. Director Hale reported that staff will set up a program that will include:

- Surveying Board and committee members’
- Possibly having an incentive for board members who use the electronic version,
- Providing an e-Agenda training session to the Board members,
- Providing a list of pros and cons of e-agendas, and
- Setting a goal for the Agency to reduce paper agendas by 50%.

Committee members said that while some of them were already using electronic agendas for other boards and committees, others would find it difficult to give up paper, but everyone agreed to try it out.

6. **RECEIVED** a report on the draft agenda for TAMC Board meeting of June 24, 2015:

Executive Director Hale highlighted the draft TAMC Board agenda items proposed for June 24, 2015. She reported that the Board would be asked to approve release of a Request for Proposal to conduct the Highway 156 Level 2 Traffic and Revenue Study; and Adopt the Marina-Salinas Multimodal Corridor Plan. The Board will also receive an update on the Caltrans audit. On the consent agenda, among other items, the Board will be asked to adopt Resolution 2014-11 finding that within Monterey County there are no unmet transit needs, including unmet transit needs that are reasonable to meet, and Resolution 2014-12 allocating Local Transportation Funds to Monterey-Salinas Transit for Fiscal Year 2014-15.

9. **ADJOURNMENT**

Chair Craig adjourned the meeting at 10:13 a.m.

  
Elouise Rodriguez, Senior Administrative Assistant

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
**RAIL POLICY COMMITTEE MEETING**  
*DRAFT Minutes of June 1, 2015*  
 Transportation Agency for Monterey County  
 55-B Plaza Circle, Salinas

	JUNE 14	AUG 14	SEP 14	OCT 14	NOV 14	JAN 15	FEB 15	MAR 15	APR 15	MAY 15	JUNE 15
F. Armenta, Dist. 1 (J. Martinez)	P	P(A)	<b>C</b>	P	<b>C</b>	P	<b>C</b>	P(A)	<b>C</b>	P	P
J. Phillips, Dist. 2 (J. Stratton)	P(A)	P(A)	<b>A</b>	P(A)	<b>A</b>	P(A)	<b>A</b>	P(A)	<b>A</b>	P(A)	P(A)
J. Parker, Dist. 4 (K. Markey)	P(A)	P(A)	<b>N</b>	P(A)	<b>N</b>	P(A)	<b>N</b>	P(A)	<b>N</b>	E	P(A)
D. Potter, Dist. 5, Chair ( <del>K. Lee</del> , J. Mohammadi)	P	P(A)	<b>C</b>	P(A)	<b>C</b>	P	<b>C</b>	P	<b>C</b>	P	P
B. Delgado, Marina (F. O'Connell)	P	P	<b>E</b>	E	<b>E</b>	-	<b>E</b>	P(A)	<b>E</b>	P	-
E. Smith, Monterey (R. Deal)	P	P	<b>L</b>	E	<b>L</b>	P	<b>L</b>	P	<b>L</b>	E	P
K. Craig, Salinas, Vice Chair ( <del>R. Russell</del> , J. Serrano)	P	P	<b>L</b>	P(A)	<b>L</b>	P	<b>L</b>	E	<b>L</b>	P	P
T. Bodem, Sand City (L. Gomez)	P(A)	P	<b>E</b>	P	<b>E</b>	P	<b>E</b>	-	<b>E</b>	P	-
R. Rubio, Seaside (I. Oglesby)	P	P	<b>D</b>	P	<b>D</b>	P	<b>D</b>	P	<b>D</b>	P	E
A. Chavez, Soledad (F. Ledesma)	P	-		E		P		P		P	E
M. Twomey, AMBAG (H. Adamson)	P(A)	-		E		-		-		-	P(A)
O. Monroy-Ochoa, Caltrans District 5	-	-		-		P		-		-	-
C. Sedoryk, MST ( <del>H. Harvath</del> , L. Rheinheimer)	-	-		P(A)		P(A)		P(A)		P(A)	-
B. Sabo, Airport (R. Searle)	-	-		-		-		-		-	-
<b>STAFF</b>											
D. Hale, Exec. Director	P	P		P		P		E		P	E
T. Muck, Deputy Exec. Director	P	P		P		-		P		P	P
C. Watson, Principal Transp. Planner	P	P		P		P		P		P	P
A. Green, Transp. Planner	P	-		P		-		P		E	-
M. Zeller, Sr. Transp. Planner	-	P		E		P		P		P	E
H. Myers, Sr. Transp. Engineer	-	P		E		E		P		-	-
Theresa Wright, Outreach Coordinator		P		-		-		-		-	-
Virginia Murillo, Asst. Transp. Planner				P		P		P		P	P
<b>E – Excused</b> <b>VC – Video Conference</b> <b>P(A) – Alternate</b> <b>TC – Teleconference</b>											

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

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

**OTHERS PRESENT**

Chris Flescher	RailPAC	Don Reynolds	City of Salinas
George Dondero	Santa Cruz Regional Transportation Commission	Diana Ingersoll	City of Seaside

2. **PUBLIC COMMENTS**

None

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3. **CONSENT AGENDA**

M/S/C Craig/Armenta/unanimous  
Committee Member Ed Smith abstained.

3.1 Approved minutes of the May 4, 2015 Rail Policy Committee meeting.

**END OF CONSENT AGENDA**

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4. **PASSANGER RAIL FEASIBILITY ANALYSIS FOR SANTA CRUZ COUNTY**

The Committee received an overview of the draft report for the Santa Cruz County Branch Line passenger rail feasibility analysis.

George Dondero, Executive Director, Santa Cruz County Regional Transportation Commission (RTC), provided an overview of the Santa Cruz Branch Line passenger rail feasibility study. He noted the RTC acquired the Santa Cruz Rail Line after over a decade of negotiation with Union Pacific. The Santa Cruz Branch Line is an active rail corridor extending 32 miles from the Pajaro Junction of the Coast Rail Route through Watsonville, Aptos, Capitola, and Santa Cruz to Davenport. Mr. Dondero noted that in 2014, the RTC was awarded a Caltrans Transit Planning grant and initiated an analysis of passenger rail service along the branch line. He noted that the study includes technical analysis of several public transportation service scenarios, developed based on input from the public, and reviews ridership projections, capital and operating cost estimates, train technologies, and funding options.

Committee Alternate Markey asked about freight integration on the Santa Cruz Branch Line. Mr. Dondero said that Iowa Pacific currently uses the Branch Line for freight. He noted that the RTC is examining the coordination and investments required to operate freight and passenger rail service on the Santa Cruz Branch Line.

Chair Potter asked if the Federal Railroad Administration would regulate the Branch Line. Mr. Dondero said that this depends on the RTC's preferred service scenario.

Committee Member Smith asked about criteria for the station locations. Mr. Dondero noted that rail can be a redevelopment tool that can help communities develop around rail stations, and mentioned that future development projects were a criterion for station location, along with demographic information.

Committee Member Armenta asked about cap and trade funding for transportation projects. AMBAG Alternate Heather Adamson responded that in the first grant cycle, most of the “Affordable Housing & Sustainable Communities” funding went to affordable housing projects. Christina Watson, Principal Transportation Planner, noted that there are other pots of cap and trade funding for rail projects that have yet to be allocated, and that the Governor’s revised budget included more cap and trade funding than what was in the January budget.

Chair Potter said that the Committee is most interested in Santa Cruz Branch Line passenger rail connectivity to the Pajaro Station. Mr. Dondero mentioned that the RTC is working with TAMC on coordination opportunities for the proposed commuter rail station in Pajaro/Watsonville, which would primarily serve residents of southern Santa Cruz County, and which could eventually provide a connection with future potential passenger rail service on the Santa Cruz branch line.

**5. COAST DAYLIGHT PROJECT UPDATE**

The Committee received an update on the status of the planned Coast Daylight train service between San Francisco and Los Angeles.

Christina Watson, Principal Transportation Planner, reported that the progress since the last update to the Committee about the Coast Daylight includes meetings of the Coast Rail Coordinating Council Technical Committee; a meeting with King City on the environmental review; and with Amtrak regarding the feasibility study. Ms. Watson noted that the next step is for the TAMC Board to approve a Request for Proposals for the environmental review of the Salinas-San Jose corridor.

Ms. Watson also reported that Chair Potter testified at a joint hearing of the State Senate Select Committee on Passenger Rail and the Assembly Select Committee on Rail on May 14 in Sacramento.

Chair Potter expressed the need for sustainable intercity rail funding, and the need for the State to be more involved in negotiations with the host railroads. He noted that much of the discussion at the joint hearing centered on rail safety and new federal positive train control requirements. Ms. Watson noted that the federal government has set a 2015 deadline for positive train control implementation. She noted that the Capitol Corridor is in charge of installation of positive train control technologies on its equipment, which is complete, but that Union Pacific is responsible for implementing positive train control on the rail line, which has been deferred. Ms. Watson mentioned that another hearing will be scheduled in the fall.

**6. SALINAS RAIL EXTENSIONS PROJECT UPDATE**

The Committee received an update on the Salinas Rail Extension project.

Christina Watson, Principal Transportation Planner, reported that progress since the last update to the Committee about the project includes meetings with the Salinas City Council Rail Subcommittee, the First Mayor’s House Board of Directors, and the Watsonville City Council. She noted that staff is preparing an application for federal funding for the Pajaro/Watsonville station project, due on June 5. Ms. Watson added that staff will be presenting a project update to the Salinas City Council on June 9 and to the Capitol Corridor Joint Powers Authority Board of Directors on June 17.

Committee Member Armenta asked about concerns about left turns at the Salinas train station. Ms. Watson noted that the Lincoln Avenue extension will provide signalized access.

Ms. Watson reported that Salinas is proposing a Community Benefit Assessment District; if it is approved, TAMC would be assessed a yearly fee, based on property at the train station, that will be used for the beautification of the district.

Committee Member Armenta asked about the boundary of the Community Benefit Assessment District, and asked if the District includes Chinatown. Don Reynolds, City of Salinas, noted that the City's Vibrancy Plan expands the District to include the Salinas train station, but that Chinatown has its own plan.

Committee Member Smith asked about community outreach in developing the new District. Vice-Chair Craig noted that there was an extensive community outreach effort in the development of the proposed District, and that there is community support.

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

None.

8. **ADJOURN**

Chair Potter adjourned the meeting at 4:03 p.m.





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Todd Muck, Deputy Executive Director  
**Meeting Date:** June 24, 2015  
**Subject:** Highway 156 Near Term Improvements

### RECOMMENDED ACTION:

**AUTHORIZE** the use of Transportation Agency undesignated reserve funding for County of Monterey to install radar feedback signs on State Route 156, and

**APPROVE** a revised Master Funding Agreement Exhibit A with County of Monterey incorporating the radar feedback sign project.

### SUMMARY:

Agency staff is seeking to utilize undesignated Transportation Agency reserve funds to cover County of Monterey's costs to purchase and install two radar feedback signs on State Route 156. Radar feedback signs are one of the near term improvements identified for Highway 156 while tolling is being considered to fund the Highway 156 Corridor Project.

### FINANCIAL IMPACT:

The County has estimated it will cost \$40,000 to purchase and install two radar feedback signs. This cost is not in the Transportation Agency's current adopted budget. Transportation Agency staff is requesting the Board approve using up to \$40,000 of undesignated Agency reserve funding as a one-time expense to cover this cost.

### DISCUSSION:

Transportation Agency staff has been in discussions with Caltrans to evaluate the feasibility of implementing the near term safety improvements for Highway 156 identified during the public participation process and submitted by the Transportation Agency to Caltrans in a letter on September 17, 2014. Six near term safety improvements were suggested for consideration:

- Flashing (radar) speed limit signs at each end of the corridor;
- Reduced speed limits along the corridor;
- Double fine zones;
- More enforcement of speed limits;

- Right turn in - right turn out restrictions at residential intersections; and
- Increased use of striping and delineators to improve awareness of residential access points.


Caltrans responded with an evaluation of each of the proposed improvements and advised the flashing radar signs had the least impediments to approve. The other requested near term improvements were either not consistent with state standards or require outside approval, such as legislative authorization to institute double fine zones.

County of Monterey Public Works staff has agreed to purchase and install two radar feedback signs on Highway 156 if the Transportation Agency agrees to reimburse their costs up to \$40,000. Caltrans has agreed to issue an encroachment permit authorizing installation on state property.

To process this funding request, Agency staff is requesting that the Board approve the revised Local Agency Funding Agreement Exhibit A for County of Monterey. The Local Agency Funding Allocation Agreement covers all sources of discretionary funding that passes through the Transportation Agency. The agreement details state and federal requirements for funds and other fiscal provisions required to comply with state and federal regulations.

The Funding Allocation Agreements anticipate that specific projects and amounts may vary for any member agency over time and that the parties will only need to approve revised "Exhibit A" documents, rather than the entire Master Agreement. Each Exhibit A identifies the project for which funds are allocated, the source of the funding, as well as the timing and amount of such funds for each identified project, in order to ensure compliance with state and federal requirements. Exhibit A's will be updated each time new funds are allocated or existing allocations are modified.

The updated Exhibit A for the County of Monterey is attached with this staff report for Board consideration.

Approved by:   
Debra L. Hale, Executive Director

6/11/15  
Date signed:

Regular Agenda

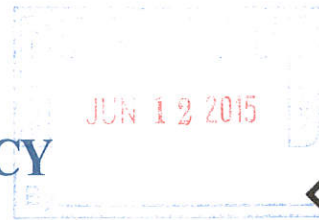
Counsel Approval: N/A  
Admin/Finance Approval: Yes

Attachments: County of Monterey funding request letter  
County of Monterey Funding Agreement Exhibit A

# MONTEREY COUNTY RESOURCE MANAGEMENT AGENCY

Carl P. Holm, AICP, Acting Director  
John Guertin, Acting Deputy Director

Daniel Dobrilovic, Acting Building Official  
Michael Novo, AICP, Director of Planning  
Robert K. Murdoch, P.E., Director of Public Works



168 W. Alisal Street, 2<sup>nd</sup> Floor  
Salinas, CA 93901  
<http://www.co.monterey.ca.us/rma>

June 8, 2015

DEBBIE HALE  
EXECUTIVE DIRECTOR  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY  
55-B PLAZA CIRCLE  
SALINAS CA 93901

**SUBJECT: REQUEST FOR RSTP FUNDS TO INSTALL DRIVER FEEDBACK SIGNS ON  
HWY 156**

Dear Ms. Hale:

Please let this letter serve as an official request for \$40,000 of Regional Surface Transportation Program (RSTP) Funding for the installation of (2) two driver feedback signs on Hwy 156.

The funding would allow the County to install two driver feedback signs on Hwy 156 to alert drivers to their speeds and the posted speed limit. If funded, the County would work with Caltrans to determine the placement of the signs in the State right-of-way.

The requested funds will allow for project development and construction.

If you have any questions or comments, please contact me at (831) 796-3009 or e-mail at [chapmanr@co.monterey.ca.us](mailto:chapmanr@co.monterey.ca.us).

Sincerely,

Ryan D. Chapman, P.E.  
Traffic Engineer

**Transportation Agency for Monterey County**  
**Local Agency Funding Allocation Agreement**  
**Exhibit A**

**County of Monterey**

Agency	Board Approval Date	Fund Expiration Date	Type	Project	Budget	Paid	Balance Outstanding
County	1/22/2014	1/22/2017	TLC	Rico Street Sidewalk Improvements Project	\$ 100,000	\$ 38,280.82	\$ 61,719
County	3/26/2014	3/26/2017	RSTP Fair Share	2014 Fair Share Reserve	\$ 399,667	\$ -	\$ 399,667
County	8/27/2014	8/27/2017	RSTP Fair Share	Unincorporated Monterey County Roadway Striping Project	\$ 930,000	\$ 30,699	\$ 899,301
County	8/27/2014	8/27/2017	RSTP Competitive	SR68/Corral de Tierra Intersection Improvement Project	\$ 49,417	\$ -	\$ 49,417
County	8/27/2014	8/27/2017	RDIF	SR68/Corral de Tierra Intersection Improvement Project	\$ 312,205	\$ -	\$ 312,205
County	8/27/2014	6/30/2020	RSTP Competitive	Holman Highway 68 Roundabout (cannot be claimed until FY 2017/18)	\$ 1,329,671	\$ -	\$ 1,329,671
County	9/24/2014	9/24/2017	TDA 2%	Castroville Railroad Crossing Bicycle Project	\$ 953,192	\$ 306,625	\$ 646,567
County	9/24/2014	9/24/2017	TDA 2%	Monterey Bay Sanctuary Scenic Trail	\$ 219,930	\$ 200,407	\$ 19,523
County	8/27/2014	8/27/2017	TDA 2%	Moss Landing segment of the Monterey Bay Sanctuary Scenic Trail	\$ 57,051	\$ -	\$ 57,051
<b>County</b>	<b>6/24/2015</b>	<b>6/23/2018</b>	<b>RSTP Reserve</b>	<b>Rio Road Repaving and Class II Bike Lanes</b>	<b>\$ 55,000</b>	<b>\$ -</b>	<b>\$ 55,000</b>
<b>County</b>	<b>6/24/2015</b>	<b>6/23/2018</b>	<b>TAMC Undesignated Reserve</b>	<b>Highway 156 Vehicle Speed Signs</b>	<b>\$ 40,000</b>	<b>\$ -</b>	<b>\$ 40,000</b>
					<b>\$ 4,446,133</b>	<b>\$ 576,012</b>	<b>\$ 3,870,121</b>

Last Revised: 6/24/2015

Approved by: \_\_\_\_\_  
 Debra L. Hale, Executive Director



**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

## **Memorandum**

**To:** Board of Directors  
**From:** Todd Muck, Deputy Executive Director  
**Meeting Date:** June 24, 2015  
**Subject:** SR 156 Corridor Project Level 2 Traffic and Revenue Study

### **RECOMMENDED ACTION**

1. **AUTHORIZE** the Executive Director to publish a Request for Proposals (RFP) for a Level 2 Traffic and Revenue Study for the SR 156 Corridor project, and return to the Board of Directors with a recommendation for approval of a consultant, including the final scope of work and **APPROVE** the use of federal earmark funds budgeted to this purpose.
2. **AUTHORIZE** the Executive Director to execute a contract with TJKM, pending Counsel approval, in an amount not to exceed \$30,235, for the Highway 156 Traffic Data Collection project, for the period ending December 2016 and **APPROVE** the use of federal earmark funds budgeted to this purpose; and
3. **AUTHORIZE** Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

### **SUMMARY**

The Transportation Agency is seeking to release a Request for Proposals for a Level 2 Traffic and Revenue Study for the SR 156 Corridor project. In order to best inform this study, it is critical to collect traffic data along Highway 156 and diversion routes during the upcoming peak summer period. After a competitive bid, Agency staff is recommending TJKM for data collection services.

### **FINANCIAL IMPACT**

A total of \$440,000 in federal funding is in the approved budget for this work. The budget for data collection is \$40,000, however the recommended firm prepared a cost proposal at \$30,235. The budget for the Level 2 Traffic and Revenue Study is \$400,000.

### **DISCUSSION**

The SR 156 Corridor project involves constructing a four-lane highway parallel to Highway 156 and converting the existing two lane road into a frontage road. A new interchange would be constructed at the connection of SR 156 and US 101. The Transportation Agency recognizes the congestion relief, safety and local access benefits of the proposed improvements to the Highway 156 West Corridor between Castroville and Prunedale. SR 156 is a key regional corridor linking the San Francisco Bay Area to the Monterey Peninsula. Tolling is being considered as an option for paying for the SR 156 improvement project to allow for its construction in the near-term.

P:\Committees\TAMC\Year 2015\June\TM - SR 156 Level 2 T&R Study RFP.docx

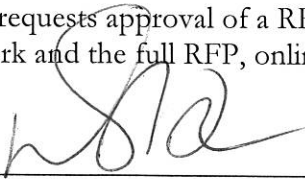
A preliminary "Sketch Level" Tolling Traffic and Revenue study was prepared in 2013. This study was an initial evaluation to determine if tolling was feasible as a means to finance the needed corridor improvements. The Sketch Level study provided some good preliminary information indicating tolling is a feasible option. Subsequent discussions of the results of the study with the public identified several key questions and concerns regarding traffic diversion to other local routes (both current and future), impacts to the local residents (travel patterns and economy), willingness to pay by trip purpose, feasibility of discounts, and travel market sizing and characteristics. In response to public input the Board adopted a set of "Guiding Principles" to insure that local concerns are incorporated into the evaluation process as the project moves forward.

The Transportation Agency is now interested in conducting a more detailed Level 2 Traffic and Revenue study prior to asking the California Transportation Commission to approve entering into a public-private partnership agreement. The Level 2 Traffic and Revenue Study will be significantly more detailed than the "Sketch Level" Traffic and Revenue Study previously completed for the SR 156 Corridor Project. It will provide reliable results about current and future traffic diversion, potential toll rates, toll discounts for local residents and business, and other questions and concerns brought up by the Board and the public, and adopted by the Board of Directors as "Guiding Principles" for evaluating tolling. In addition to evaluating the viability of tolling based on the Guiding Principles, the Level 2 Traffic and Revenue Study will provide the data and analysis needed for the Supplemental Environmental Impact Report required to be completed before the Transportation Agency and Caltrans take action to approve implementing tolling on the SR 156 corridor.

To be able to complete a Level 2 Traffic and Revenue Study in a timely fashion, the Highway 156 Ad Hoc Committee requested that Transportation Agency staff begin the process of collecting the data necessary to complete the study and address the question of diversion routes to the Board in May. A key component of this is determining the amount of diversion traffic that already occurs on Highway 156, particularly during weekends with peak travel periods.

At the May meeting, the Board approved the release of a request for proposals to select a firm to collect traffic data on Highway 156 and other diversionary routes. The Agency received three responses from qualified vendors. A review committee of Agency staff selected TJKM, based on their qualifications that match the request for proposals criteria with experience in traffic data collection for diversion studies, previous experience with Bluetooth traffic data collection, and cost.

The Transportation Agency received a \$937,000 federal earmark specifically for the SR 156 Corridor project. The estimated cost to produce a Level 2 Traffic and Revenue Study is up to \$400,000. The balance of the federal earmark will be used for staff expenses and the Supplemental Environmental Impact Report. Staff requests approval of a RFP for the Level 2 Traffic and Revenue Study (see **attached** scope of work and the full RFP, online as a **web attachment**).

Approved by:   
Debra L. Hale, Executive Director

Date signed: 6/11/15

Regular Agenda

Counsel Approval: Pending  
Finance Approval: Yes

Attachments: 1) Level 2 Traffic & Revenue Study Scope of Work  
2) Traffic Data Collection Scope of Work



# ATTACHMENT A

## STATE ROUTE 156 CORRIDOR LEVEL 2 TRAFFIC AND REVENUE STUDY SCOPE OF WORK

### BACKGROUND

The project involves constructing a four-lane highway parallel to State Route 156 and converting the existing two lane road into a frontage road serving the local community. A new interchange would be constructed at the connection of SR 156 and US 101. The Transportation Agency recognizes the congestion relief, safety and local access benefits of the proposed improvements to the Highway 156 Corridor between Castroville and Prunedale. SR 156 is a key regional corridor linking the Bay Area to the Monterey Peninsula. Tolling is being considered as an option for paying for the SR 156 improvement project to allow for its construction in the near-term. Caltrans is a key stakeholder with the Transportation Agency to develop the SR 156 Corridor Project. Caltrans completed an environmental analysis on the project with an Environmental Impact Report (EIR) and Finding of No Significant Impact (FONSI) signed on January 31, 2013. A Supplemental EIR will be prepared to evaluate the potential impacts of instituting tolling on the SR 156 corridor. Data and results from the Level 2 Traffic and Revenue Study will be utilized to complete the Supplemental EIR.

A preliminary Level 1 “Sketch Level” Tolling Traffic and Revenue study was prepared in 2013 to evaluate highway improvements and financing strategies that could benefit the movement of goods and traffic in the corridor, reduce congestion, enhance travel safety, reduce travel times, and upgrade the route to access controlled standards. The Sketch Level study provided some good preliminary information regarding the tolling option. Subsequent discussions of the results of the study with the public and elected officials identified several key questions and concerns regarding traffic diversion to other local routes (both current and future), impacts to the local residents (travel patterns and economy), willingness to pay by trip purpose, feasibility of discounts, and travel market sizing and characteristics. In response to public input the Transportation Agency Board of Directors adopted a set of “Guiding Principles” to insure that local concerns are incorporated into the decision making process as tolling is evaluated as an option to fund the project.

The Transportation Agency is now interested in conducting a more detailed Level 2 Traffic and Revenue study prior submitting an application to the California Transportation Commission

## DRAFT

requesting to entering into a public-private partnership procurement. The Level 2 Traffic and Revenue Study will be significantly more detailed than the Level 1 Traffic and Revenue Study completed for the SR 156 Corridor Project. It will provide reliable results about current and future traffic diversion, potential toll rates, toll discounts for local residents and business, viability as a toll facility, and other questions and concerns brought up by the Board and the public.

The Transportation Agency has started the process of collecting additional traffic data needed for the study and address the question of diversion routes. The additional traffic data will be collected for use in the Level 2 Traffic and Revenue Study and will augment existing traffic data for the corridor. The data is being collected prior to the Level 2 Traffic and Revenue Study so that peak seasonal traffic travel data can be collected and not delay the completion of the Level 2 Study. A key component of the Study is determining the amount of diversion traffic that already occurs on Highway 156, particularly during weekends with peak travel periods. The corridor carries commuter traffic during the week and is subject to heavy seasonal peaks during the summer months for travel to the Monterey Peninsula and for special events. The corridor is also subject to weekend backups at the connection of SR 156 and US 101 mainline corridor that impact both local and regional traffic movements.

The purpose of the Level 2 Study is to more clearly determine the viability of tolling as a funding option to deliver the project in the near term. The Level 2 Study shall provide more refinements than the Sketch Level Study but not as detailed analysis as for a Level 3 Investment Grade Study. The Study should analyze historical and existing travel conditions in the corridor; provide traffic and revenue forecasts for the study corridor and potential alternative routes; and provide a refined assessment of the overall financial feasibility of each tolling alternative. The evaluation criteria matrix should also consider factors such as the extent that the tolling options provide traffic congestion relief; raise the most money; minimize diversion to other roadways; and minimize the toll impacts on local residents and businesses. Toll transactions and revenue estimates would be prepared and refined for various tolling alternatives and scenarios along the Highway 156 corridor. The Level 2 Study would look more closely at traffic diversion and the factors determining the willingness to pay a toll versus seeking an alternate toll-free route on local roads, as well as the feasibility of tolling only visitors or providing local preference options. Tolling rates would be designed to create a balance between traffic usage, traffic diversion and revenue potential. The consultant would make recommendations; provide oversight to include continuous review and evaluation of the process; communicate the study results; provide traffic simulations and other visual tools to convey Study information to the public; and ensure compliance with statutory and regulatory requirements including applicable state and federal funding standards. It is anticipated that the results of the more detailed Level 2 Study will provide additional analysis that will assist TAMC in the decision making process prior to moving to the procurement phase of a potential public- private partnership process.



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## **WORK DESCRIPTION**

The purpose of the Level 2 Traffic and Revenue Study is to refine toll traffic forecasts and revenue estimates to provide the public and elected officials a high level of confidence in the analysis results used as a bases for policy decisions. Traffic and revenue forecasts for this level of analysis may include an additional level of data collection to validate travel demand forecasts, desired travel patterns and economic development assumptions. The services included under Level 2 Traffic and Revenue shall include the following tasks:

1. Project Initiation- Consultant will mobilize immediately upon receiving a Notice to Proceed (NTP):
  - a. Kickoff Meeting with stakeholders to set priorities and objectives for the study.
  - b. Schedule - The consultant shall provide a proposed milestone schedule for completing the various tasks and deliverables included in this study at the kickoff meeting. The overall study is expected to be completed approximately 6 to12 months after the notice to proceed is given. Consultants should identify any necessary exceptions to this proposed schedule. After the scope of work has been defined the consultant shall provide a more detailed schedule for completion of the individual tasks included in the study and for the draft and final reports.
  - c. Define Project Objectives and Guidelines
    - i. TAMC's SR 156 Corridor Tolling Guiding Principles
    - ii. Refined scope of work
2. Data Collection and Review of Existing Conditions:
  - a. Review of Existing Information- Evaluate all data and information gathered and processed in prior Sketch Level Study and with newly collected traffic data (2015), Review information from Caltrans, TAMC, AMBAG, etc. including previous traffic reports, current and historical traffic volumes, AMBAG's 2014 version regional travel demand model (RTDM), the origin and destination technical report for the 2014 RTDM. Also review data from Caltrans' Traffic Operation Analysis for the SR 156 Draft Environmental Impact Report/Environmental Assessment; and historical and forecast information regarding visitors to Monterey County or other statistical sources, and recommend whether additional data is needed.
  - b. Highway Network Characteristics- Inventory existing highway network characteristics. Evaluate the network impacts for potential toll market, including planned improvements.

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## 3. Demographic and Travel Market Evaluation:

- a. Perform a comprehensive review of the socio-economic data contained within the AMBAG regional travel demand model.
- b. Review regional/interregional socio-economic forecasts from other sources.
- c. Identify and evaluate local businesses and local commuters that could potentially be impacted from implementing tolling in the SR 156 corridor.
- d. Review interregional travel market trip purpose data, such as Caltrans' state-wide travel demand model and San Francisco Bay area travel forecasts.

## 4. Travel Demand / Toll Modeling:

- a. Evaluate using the 2014 version regional travel demand model maintained by AMBAG for this study effort.
- b. Produce a sub-area calibration of AMBAG's regional travel demand model, or propose alternative methodology to produce study results.
- c. Document current traffic diversion that is a result of congestion on the existing SR 156 on the following alternative routes identified in the Level 1 Traffic and Revenue Study:
  - i. San Juan Road / Highway 129
  - ii. Castroville Boulevard
  - iii. Existing Highway 156 (Frontage Road)
  - iv. Blackie Road
  - v. Blanco Road/Reservation Road
  - vi. Davis Road/Reservation Road
  - vii. Highway 68
- d. Forecast future traffic diversion with and without the SR 156 Corridor toll project for the following routes:
  - i. San Juan Road / Highway 129
  - ii. Castroville Boulevard
  - iii. Existing Highway 156 (Frontage Road)

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- iv. Blackie Road
  - v. Blanco Road/Reservation Road
  - vi. Davis Road/Reservation Road
  - vii. Highway 68
- e. Produce a SR 156 Corridor specific toll model to evaluate a wide array of toll rates and scenarios.
5. Public Information/Visualization Products:
- a. Produce micro-simulation(s) of the study sub-area to accurately portray traffic flow with and without the SR 156 Corridor project.
  - b. Produce 2D/3D perspectives of the SR 156/US 101 Interchange.
  - c. Produce visualization tools to explain travel route options for local/regional, and interregional trip movements.
  - d. Develop all maps, tables, graphs, and illustrations necessary to clearly report the results of the Level 2 Traffic and Revenue Study.
6. Toll Price and Scenario Testing:
- a. Develop toll pricing options and sensitivity tests based on the terms defined in the Transportation Agency's SR 156 Corridor Tolling Guiding Principles, including local discounts.
  - b. Evaluate alternative network configurations, modifications to the project scope, tolling policy, pricing schemes, and phasing as needed to eliminate revenue deficits identified in Task 7, or if needed for the Supplemental Environmental Impact Report, or to meet California Transportation Commission guidelines for tolling procurement approval.
7. Traffic and Revenue Forecasting:
- a. Forecast future project costs for two scenarios (Public-Private Partnership and public toll authority), based on:
    - i. Existing estimated design, right-of-way and construction cost for project (Caltrans will provide existing project cost information);
    - ii. Administrative, maintenance and operations for the life of the tolled facility;
    - iii. Financing; and
    - iv. Other related costs as determined by TAMC, working with consultant
  - b. Forecast revenues including:

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- i. Toll revenue streams for each alternative evaluated
    - ii. Bond financing
    - iii. Other funding identified for the project (TAMC will provide existing funding assumptions)
  - c. Evaluate cost and revenue forecasts to provide an assessment of the financial feasibility of tolling scenarios that meet the Transportation Agency's SR 156 Tolling Guiding Principles.
8. Final Documentation: Prepare a technical memorandum to document the forecasting methodology, assumptions, inputs, findings, and results. Evaluate the benefits of the tolling scenarios and make suggested adjustments to the scenarios. Present administrative draft memorandum to TAMC staff for review and comment. Prepare final report integrating comments.
9. Optional Tasks: Provide a list of optional tasks that may enhance the accuracy of the Study's results or provide meaningful benefit to the decision making process. At the Transportation Agency's discretion, Task Orders may be added to the Study's scope for individual tasks. These tasks must be separately included in the sealed cost proposal.
10. Deliverables and Meetings:
  - a. Project Schedule (Including Milestone Deliverable and Meeting Dates)
  - b. Meeting agendas and minutes
  - c. Summary Analysis of Existing Information and Highway Characteristics Utilized in Study as outlined in Tasks 2 and 3
  - d. Level 2 Refined Travel Demand Model and Toll Diversion Model
  - e. Model results necessary to complete the Supplemental Environmental Impact Report evaluation of a SR 156 tolling alternative
  - f. Public information /visualization projects listed in Task 5
  - g. "Administrative Draft" Level 2 Traffic and Revenue Report/Technical Memorandum (in hard copy and electronic copy format)
  - h. "Final" Level 2 Traffic and Revenue Report/Technical Memorandum (in hard copy and electronic copy format)
  - i. Presentations to TAMC Board members (Up to two Ad-hoc committee meetings and two TAMC Board meeting)

## 11. Fees:

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- a. The submittal should include a fixed fee schedule that includes the hourly rate for each classification of employees who will be assigned to the anticipated projects and the fees for related support costs.
- b. The fee schedule must be submitted in a separate sealed envelope and will not be used as part of the evaluation criteria.

### 12. Appendix:

- a. Sketch Level Traffic and Revenue Study (RBF 2013)
- b. SR 156 Corridor Tolling Guiding Principles (TAMC 2014)
- c. Final Environmental Impact Report/Environmental Assessment (Caltrans January 2013)
- d. Documentation for AMBAG's 2014 regional travel demand model and origin and destination technical report.
- e. Available Traffic Data (TAMC 2015)

# **ATTACHMENT A**

## **SCOPE OF WORK**

### **Purpose:**

The Transportation Agency is seeking to conduct a more detailed traffic and revenue study to explore tolling on Highway 156. Referred to as a “Level 2” Traffic and Revenue Study, it will be significantly more detailed than the “sketch-level” Traffic and Revenue Study completed for the SR 156 Corridor Project in 2013. It will provide reliable results about current and future traffic diversion, potential toll rates, toll discounts for local residents and business, and other questions brought up by the Board and the public.

To be able to complete a Level 2 Traffic and Revenue Study in a timely fashion, Transportation Agency staff is seeking to begin the process of collecting the data necessary to complete the study and address the question of diversion routes. A key component of this is determining the amount of diversion traffic that already occurs on Highway 156, particularly during weekends with peak travel periods.

### **Goals:**

With this Request for Proposals, Transportation Agency staff is seeking to select a vendor to provide traffic data collection using Bluetooth technology. In this method, equipment that detects Bluetooth enabled devices are deployed strategically on the SR 156 corridor and potential diversion routes. As a Bluetooth enabled device, such as a cell phone, travels through the corridor, its entry point, exit point and route choices are recorded. The advantages of such a system are the quick deployment periods, the ability to assess speed and travel times, and the ability to anonymously determine travel patterns for origin – destination pairings.

Vendors may propose to use alternative technology to conduct the project, provided that the vendor has used the technology to completed similar projects in the past and that the end products contained in this scope of work can be delivered.

### **Potential List of Study Locations:**

In a preliminary Traffic and Revenue Study prepared by RBF Consulting, the following potential diversion routes were identified:

- San Juan Road / Highway 129
- Castroville Boulevard
- Existing Highway 156 (Frontage Road)
- Blackie Road
- Blanco Road/Reservation Road
- Davis Road/Reservation Road
- Highway 68

Transportation Agency staff will coordinate with the selected vendor to finalize the list of locations to ensure optimal data collection with the ability to identify diversion patterns from Highway 156.

**Timeline:**

The selected vendor must be able to collect a sufficient amount of data throughout August 2015 during both weekday and weekend peak periods.

**Tasks:**

- Deployment of Bluetooth or other appropriate technology, as approved by the Transportation Agency, at appropriate locations.
- Collection of origin – destination pairings, travel times, and vehicle speeds at each study location using Bluetooth technology or other appropriate technology.
- Bi-directional traffic volume counts of two-day duration (Tuesday, Wednesday, and/or Thursday), recorded at hourly intervals, midnight to midnight, at each study location.
- Bi-directional traffic volume counts of two-day duration (Saturday and Sunday), recorded at hourly intervals, midnight to midnight, at each study location.
- Collection of latitude and longitude data at each study location.
- The contractor is expected to notify the designated officials at the local jurisdictions or the Department of Transportation prior to any counts being taken on their facilities. The contractor is expected to arrange for encroachment permits for any counts on a state highway or within local jurisdictions requiring permits. The terms of the permits are to be complied with in full, and the original permit must be with the contractor while work is being performed.

**Products:**

- Summary report of the origin-destination pairings and a detailed report for each study location with travel times, vehicle speeds, and bi-directional traffic volume counts.
- Bi-directional traffic volume counts also in a Microsoft Excel-compatible format:
  - One spreadsheet for each study location, with counts compiled in hourly figures; and
  - A summary spreadsheet listing all locations with the following information: roadway segment, AM and PM peak hour count, total daily count, and coordinates.
- Data to be provided to staff no later than one month after the end of the count cycle. Any deviations in the TAMC traffic monitoring schedule must receive prior approval from staff.
- Results should be consistent and accurate, subject to staff verification. Any situations that might result in invalid counts, such as detours and construction activities, should be immediately reported to TAMC for the purpose of rescheduling the monitoring tasks.

TAMC will decide if circumstances warrant alteration of the existing traffic monitoring schedule.

**Standards of Performance:**

All traffic data collection shall be made using industry standard equipment and will include at least two full twenty-four-hour cycles from Tuesday through Thursday for weekdays and Saturday through Sunday for weekends, within the month specified by the schedule (unless staff has given prior approval for changes). These monitoring events should not include any state or federal holidays, and, if the quality of any monitoring event is degraded, in the sole judgment of TAMC, it shall be the responsibility of the contractor to repeat the volume count until the results are acceptable.





# Memorandum

To: Board of Directors  
From: Ariana Green, Associate Transportation Planner  
Meeting Date: June 24, 2015  
Subject: Marina-Salinas Multimodal Corridor Plan

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## RECOMMENDED ACTION

ADOPT Marina-Salinas Multimodal Corridor Plan.

## SUMMARY

The draft Marina-Salinas Multimodal Corridor Plan was developed with input from partner agencies, stakeholders and members of the community. The plan identifies a corridor connecting Salinas and Marina and proposes conceptual roadway design that will meet the needs of all roadway users.

## FINANCIAL IMPACT

The budgeted funding for the entire scope of work is \$300,738. A Caltrans Community-Based Transportation Planning Grant is contributing \$200,000; of the remaining amount, \$52,738 is covered by local funds and \$48,000 from federal planning funds.

## DISCUSSION

The Draft Marina-Salinas Multimodal Corridor Plan enhances existing planned roadway projects to ensure transportation investments benefit all users and improves regional circulation. The plan coordinates transit, bicycle, pedestrian and auto projects in a corridor connecting the Marina area of former Fort Ord to Salinas. Transportation Agency staff received input from partner agency boards and councils on the draft plan and design in March – June 2015.

Proposed improvements identified in the plan include:

- Roadway widening – widen existing roadways to increase capacity for cars, trucks, transit and bicyclists
- Roundabouts – proposed roundabouts along Imjin Parkway
- Bicycle facilities – Green lanes, buffered lanes, protected/separated paths, bicycle phase/signals
- Sidewalks and multiuse paths
- Transit stops/shelters

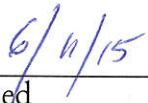
- Transit prioritization at signalized intersections
- Dedicated bus rapid transit facilities
- Pedestrian crossing enhancements.

The total estimated cost to fully develop the Marina-Salinas Multimodal Corridor is \$169,798,000 and is expected to be implemented in phases over the next 15 – 20 years. The greatest expense is related to roadway widening designed to benefit all modes of travel. The Davis Road bridge and widening project makes up the bulk of the cost (~\$70 Million), for which funding has already been secured. The bicycle, pedestrian and transit – only improvements identified in the plan will be good candidates for state and federal grants. Transportation Agency staff anticipates working with partner agencies to secure as much outside funding as possible to implement the plan. The attached table shows the breakdown of cost by benefit to transportation mode.

The Environmental Impact Report for the Regional Transportation Plan and Metropolitan Transportation Plan/Sustainable Communities Strategy provides program level CEQA review for the Marina-Salinas Multimodal Corridor and associated roadway widening projects. Further environmental review will be needed at the project-level to develop appropriate mitigation for individual projects.

Once the plan has been adopted by the Transportation Agency Board, staff will work with partner agencies an agreement memorializing the adopted multimodal corridor alignment and preferred conceptual design and formalizing a commitment to implement the plan. This will replace the Memorandum of Agreement signed by partner agencies in 2010.

Approved by:   
 \_\_\_\_\_  
 Debra L. Hale, Executive Director

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

Regular Agenda


Counsel Approval: Pending  
 Finance Approval: Yes

Attachment: Cost by Mode Benefit Table

Web Attachments:

1. Draft Marina-Salinas Multimodal Corridor Plan
2. Marina-Salinas Multimodal Corridor Executive Summary

## MARINA – SALINAS MULTIMODAL CORRIDOR COST BY MODE BENEFIT

Mode Benefits	Roadway Improvements	Transit Only Improvements	Bicycle/Pedestrian Safety Improvements
	\$100,008,000	\$32,847,000	\$37,440,000
	X		
	X	X	
	X		X
	X		X



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Board of Directors  
**From:** Michael Zeller, Senior Transportation Planner  
**Meeting Date:** June 24, 2015  
**Subject:** Regional Surface Transportation Program Funding for Bike Projects

### RECOMMENDED ACTION:

**APPROVE** Regional Surface Transportation Program funding for County of Monterey to add bicycle lanes to Rio Road and for the City of Marina to repave and add bicycle lanes to Imjin Parkway.

### SUMMARY:

Agency staff is seeking to utilize Regional Surface Transportation Program funds reserved for Complete Streets project implementation for bicycle lanes on Rio Road between Highway 1 and Atherton Drive as part of the County's repaving project and Regional Surface Transportation Program funds for repaving and adding bicycle lanes Imjin Parkway.

### FINANCIAL IMPACT:

The Board previously approved Regional Surface Transportation Program funds to be reserved for Complete Streets project implementation. The County's project would receive \$55,000 of this amount. The City of Marina would receive \$411,000 in current and future Regional Surface Transportation Program.

### DISCUSSION:

Transportation Agency staff is seeking to utilize Regional Surface Transportation Program funding on two active transportation projects with regional significance.

The first project is the County of Monterey's repaving of Rio Road, which the requested \$55,000 would be used to install Class II Bike Lanes in conjunction with an existing asphalt concrete overlay scheduled for this summer. In addition, the inductive loops for the eastbound approach of the traffic signal at the intersection of Highway 1 and Rio Road will be replaced with loops that more readily detect bicycle traffic. The Transportation Agency Board has previously approved a set aside of \$1,410,000 from the Regional Surface Transportation Program FY 2014/15 – FY 2016/17. The requested funding to install bike lanes on the County's repaving project would be deducted from this amount.

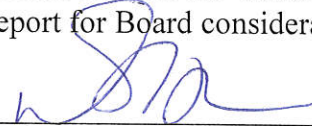


The second project would repave and install bicycle lanes on Imjin Parkway. As a major regional corridor, improvements to Imjin Parkway that provide safety and enhance travel options for bicyclists will have benefits for the county at large. The requested amount of \$411,000 would be funded partially from the remaining balance of the set aside for complete streets project implementation (\$334,000) and the TAMC reserve set aside (\$77,000). The project would extend from Imjin Road to Second Avenue, and would reduce the width of the travel lanes while adding bike lanes to each side. The contribution of Regional Surface Transportation Program funds by the Transportation Agency would constitute roughly half of the total project cost, which would be made up by the City of Marina.

To process these funding requests, Agency staff is requesting that the Board approve the revised Local Agency Funding Agreement Exhibit A for each jurisdiction. The Local Agency Funding Allocation Agreement is designed to comply with a State requirement that the Transportation Agency for Monterey County enter into contracts with its member agencies for the reimbursement of Regional Surface Transportation Program funds. The new version of the Local Agency Funding Allocation Agreement now covers all sources of discretionary funding that passes through the Transportation Agency, including Regional Surface Transportation Program, Transportation Development Act 2%, Regional Development Impact Fees, and Local Transportation Funds. The agreement details state and federal requirements for funds and other fiscal provisions required to comply with state and federal regulations.

These Funding Allocation Agreements anticipate that specific projects and amounts may vary for any member agency over time and that the parties will only need to approve revised "Exhibit A" documents, rather than the entire Master Agreement. Each Exhibit A will identify the project for which funds are allocated, the source of the funding, as well as the timing and amount of such funds for each identified project, in order to ensure compliance with state and federal requirements. Exhibit A's will be updated each time new funds are allocated or existing allocations are modified.

The updated Exhibit A's for the County of Monterey and the City of Marina are attached with this staff report for Board consideration.

Approved by:   
Debra L. Hale, Executive Director

6/11/15  
Date signed:

Regular Agenda

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

- Attachment: 1) County of Monterey Funding Agreement Exhibit A  
2) City of Marina Funding Agreement Exhibit A

**Transportation Agency for Monterey County**  
**Local Agency Funding Allocation Agreement**  
**Exhibit A**

**County of Monterey**

Agency	Board Approval Date	Fund Expiration Date	Type	Project	Budget	Paid	Balance Outstanding
County	1/22/2014	1/22/2017	TLC	Rico Street Sidewalk Improvements Project	\$ 100,000	\$ 38,280.82	\$ 61,719
County	3/26/2014	3/26/2017	RSTP Fair Share	2014 Fair Share Reserve	\$ 399,667	\$ -	\$ 399,667
County	8/27/2014	8/27/2017	RSTP Fair Share	Unincorporated Monterey County Roadway Striping Project	\$ 930,000	\$ 30,699	\$ 899,301
County	8/27/2014	8/27/2017	RSTP Competitive	SR68/Corral de Tierra Intersection Improvement Project	\$ 49,417	\$ -	\$ 49,417
County	8/27/2014	8/27/2017	RDIF	SR68/Corral de Tierra Intersection Improvement Project	\$ 312,205	\$ -	\$ 312,205
County	8/27/2014	6/30/2020	RSTP Competitive	Holman Highway 68 Roundabout (cannot be claimed until FY 2017/18)	\$ 1,329,671	\$ -	\$ 1,329,671
County	9/24/2014	9/24/2017	TDA 2%	Castroville Railroad Crossing Bicycle Project	\$ 953,192	\$ 306,625	\$ 646,567
County	9/24/2014	9/24/2017	TDA 2%	Monterey Bay Sanctuary Scenic Trail	\$ 219,930	\$ 200,407	\$ 19,523
County	8/27/2014	8/27/2017	TDA 2%	Moss Landing segment of the Monterey Bay Sanctuary Scenic Trail	\$ 57,051	\$ -	\$ 57,051
<b>County</b>	<b>6/24/2015</b>	<b>6/23/2018</b>	<b>RSTP Reserve</b>	<b>Rio Road Repaving and Class II Bike Lanes</b>	<b>\$ 55,000</b>	<b>\$ -</b>	<b>\$ 55,000</b>
<b>County</b>	<b>6/24/2015</b>	<b>6/23/2018</b>	<b>TAMC Undesignated Reserve</b>	<b>Highway 156 Vehicle Speed Signs</b>	<b>\$ 40,000</b>	<b>\$ -</b>	<b>\$ 40,000</b>
					<b>\$ 4,446,133</b>	<b>\$ 576,012</b>	<b>\$ 3,870,121</b>

Last Revised: 6/24/2015

Approved by: \_\_\_\_\_  
 Debra L. Hale, Executive Director

**Transportation Agency for Monterey County**  
**Local Agency Funding Allocation Agreement**  
 Exhibit A

**City of Marina**

Agency	Board Approval Date	Fund Expiration Date	Type	Project	Budget	Paid	Balance Outstanding
Marina	8/27/2014	8/27/2017	RSTP Competitive	Beach Road Improvements - SR 1 to Marina Drive	\$ 100,000	\$ -	\$ 100,000
Marina	3/26/2014	3/26/2017	RSTP Fair Share	2014 Fair Share Reserve	\$ 241	\$ -	\$ 241
Marina	3/26/2014	3/26/2017	RSTP Fair Share	Resurfacing of the reservation road and the Imjin Parkway bike lane projects	\$ 261,456	\$ -	\$ 261,456
Marina	6/24/2015	6/24/2018	RSTP Reserve	Imjin Parkway Repaving and Bicycle Lanes	\$ 334,264	\$ -	\$ 334,264
Marina	6/24/2015	6/24/2018	2017 RSTP Reserve	Imjin Parkway Repaving and Bicycle Lanes	\$ 76,736	\$ -	\$ 76,736
					\$ 772,697	\$ -	\$ 772,697

Last Revised: 6/24/2015

Approved by: \_\_\_\_\_  
 Debra L. Hale, Executive Director



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR JUNE 24, 2015 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING

## CONSTRUCTION PROJECTS

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
1.	<b>Route 68 East Hitchcock Road Signal (0T2704)</b>	Along SR 68 near Salinas at Hitchcock Road (PM 19.2)	Install traffic signal	Summer 2015- Winter 2016	\$904,000	SHOPP	Caltrans	David Rasmussen (TL)	Granite Rock Construction, Watsonville	Project was awarded May 18, 2015. Work on utility relocation has begun.
2.	<b>Hwy. 101 Greenfield CAPM (1A7304)</b>	In Monterey Co. in and near Greenfield from Lagomarsino Ave. to south of Hudson Rd. (PM 49.8-55.3)	Pavement Preservation (CAP M)	Dec. 1, 2014— Summer 2015	\$4.7 million	SHOPP	Caltrans	David Rasmussen (FK)	Papich Construction Co. Inc, Pismo Beach	Work consists primarily of night work Monday – Thursday (Fri am)-Work currently suspended due to temp. Scheduled to complete in July 2015
3.	<b>US 101 Airport Blvd. IC East Landscaping Project (349514)</b>	Near Salinas just south to just north of Airport Boulevard Overcrossing (PM 85.0-85.8)	Highway Planting and Irrigation	June 11, 2012- Oct. 4, 2012 (In Plant Establishment until December 2015)	\$687,000	STIP	Caltrans	David Silberberger (AN)	Bortolussi & Watkin, Inc., San Rafael	The project is in the plant establishment phase where plants are monitored for successful growth.





# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR JUNE 24, 2015 TRANSPORTATION AGENCY FOR MONTEREY COUNTY'S MEETING

## CONSTRUCTION PROJECTS (Cont'd.)

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
4.	<b>Hwy. 101/San Juan Road Interchange (31580_)</b>	On Route 101 near Prunedale.4 mile south of Dunbarton Road in Mon. Co. (PM 100.0-101.3)	Construct new interchange at San Juan Road and US 101	Dec. 3, 2012-Summer 2016 (Timeframe includes Plant Establishment Work)	\$46.2 Million	STIP/CMI A/ARRA	Caltrans	David Silberberger (JW)	GCC/MCM A JV, Watsonville	All the ramps are now open. The remaining work is the final touches to the median of Highway 101 and the completion of Dunbarton Road. Roadway construction items should be completed in July of 2015. Plant Establishment is targeted to be completed by Summer 2016. Ribbon Cutting Ceremony scheduled for July 17, 2015.

## PROJECTS IN DEVELOPMENT

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Comments
5.	<b>Route 156 West Corridor (316000)</b>	On SR 156 btwn Castroville and Prunedale (PM R1.6-T5.2)	Construct new 4-lane divided freeway and new interchanges	Fall 2019-Fall 2023	\$264 Million	STIP / Federal Demo	Caltrans	David Silberberger	The project team is now focusing their attention on delivering a Supplemental Environmental Impact Report (EIR) through a standard process, with Caltrans and TAMC partnering to produce the final document. This Supplemental EIR will provide important information regarding the feasibility moving ahead with tolling as a source of revenue for this project.



June 8, 2015

Malcolm Dougherty  
Director  
California Department of Transportation  
1120 N Street  
Sacramento  
916-654-5266

**RE: Comments on the Draft Interregional Transportation Strategic Plan**

Dear Mr. Dougherty:

The Transportation Agency for Monterey County (TAMC) thanks Caltrans for the opportunity to comment on the draft Interregional Transportation Strategic Plan (ITSP). Mobility in our region and across the state depends on a fully-functioning transportation system, regardless of whether a facility is owned by the State, the County or a local city. Our goal is for the ITSP to be consistent with our adopted 2014 Monterey County Regional Transportation Plan, which strives for seamless integration of all road networks and transportation modes.

TAMC offers the following comments and suggestions to assure that our plans are working together to meet our goals:

- 1. Consistency with Adopted Regional Plans.** We are pleased that the ITSP identifies the role of Regional Transportation Planning Agencies and Metropolitan Planning Organizations in preparing Regional Transportation Plans (RTP) and Sustainable Communities Strategies (SCS). However, the ITSP should acknowledge that adequate funding resources are needed to implement both the regional and interregional transportation plans. The ITSP and the Interregional Transportation Improvement Program (ITIP) should recognize that we need to adopt strategies that provide new funding resources to complete priority transportation projects.
- 2. Additional Performance Measures.** The draft ITSP contains a number of performance metrics relating to the various goals and strategies. Our agency appreciates that the analysis and results includes a balance of all the performance metrics, including mobility, access, and safety, and recommends that geographic equity also be taken into consideration.
- 3. Invest Strategically.** Similar to the California Transportation Plan 2040 document, the ITSP recommends against funding projects that add road capacity. This is a concern for TAMC because our region has several key projects that will improve safety and enhance goods moments by filling the gaps in our local and regional road network. Such projects also support the ITSP by aiding the economy and reducing greenhouse gas emissions caused by congestion. As currently written, the strategy limits regions' flexibility in the types of investments that benefit both urban

and rural areas as well as passenger and freight travel. This language also contradicts the draft District System Management Plan, which includes several highway capacity-increasing projects. TAMC suggests re-wording this recommendation to say, "Strategically fund projects that add road capacity."

4. **Regional Priorities.** Our Agency appreciates that investment in the US 101 along the Central Coast corridor is identified in the plan. Please also add improvements to Highway 156 as our top regional priority. As a major corridor serving both visitor traffic and freight goods movement, improvements to Highway 156 have a high statewide economic value. Given that our Agency has been working collaboratively with Caltrans District 5 and Headquarters over the last two years to explore tolling and a public-private partnership for Highway 156, improvements to the facility should be listed as a priority project within the plan.
5. **Rail and Intercity Bus Transit Funding.** The draft ITSP lists several critical multimodal projects planned within Monterey County, such as the Capitol Corridor Extension to Salinas and the Coast Daylight. However, these projects are not identified for Interregional Transportation Improvement Program funding. With Caltrans' goal of making the ITIP more multimodal, projects such as these should be included in the ITSP for priority funding, particularly for statewide rail equipment investment, and state intercity rail operating funds. In fact, the state already has intercity rail bond funds set aside for this corridor. Furthermore, Monterey-Salinas Transit has several intercity bus lines, some of which it operates on behalf of the state intercity rail program. Investment in these long-distance express bus services should also be included in the ITSP, and particularly considered for Cap and Trade transit funding.
6. **Rail Project Descriptions.** On page xvii of the draft ITSP, the document confuses two rail projects as one: "proposed expansion of the Capital Corridor down to the Los Angeles – San Diego – San Luis Obispo Corridor (LOSSAN Corridor), along the Pacific Surfliner tracks." In fact, these are two separate projects: 1) the extension of Capitol Corridor from San Jose to Salinas (see the first paragraph on p. 98 for project description); and 2) the extension of the Pacific Surfliner from San Luis Obispo to San Francisco, known as the Coast Daylight (see the last paragraph on p. 97 for the Coast Daylight project description). This confusion is repeated in the last sentence of the third paragraph on p. 97. The list of emerging corridors on p. 40 omits the Capitol Corridor Extension to Salinas project. Please also amend Figure 8 (page 36) to reflect the proposed Capitol Corridor Extension to Salinas.
7. **Active Transportation.** In addition to rail and transit funding, the ITSP should also identify priority interregional bicycle routes for funding. Our agency appreciates that the document provides a description of the Pacific Coast Bike Route and the California Coastal Trail, which are bicycle routes of statewide importance, utilized by visitors from around the world. However, there is no mapping or discussion of funding opportunities for these active transportation projects. As mentioned previously, to make the ITIP truly multimodal, Caltrans should make a priority of investing in these transportation modes with funds such as Cap and Trade and Active Transportation Program funding.

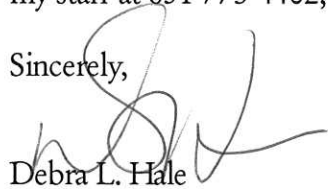
*Letter to Malcolm Dougherty, Caltrans*

*June 8, 2015*

*Page 3*

Thank you for the opportunity to provide comments on the draft Interregional Transportation Strategic Plan. If you have any questions about these comments, please contact Grant Leonard with my staff at 831-775-4402, or by email at [grant@tamcmonterey.org](mailto:grant@tamcmonterey.org).

Sincerely,



Debra L. Hale  
Executive Director

cc: Tim Gubbins, Director, Caltrans District 5  
Jim Kemp, Chair, Central Coast Coalition  
Jerry Barton, Chair, Rural Counties Task Force





55-B Plaza Circle, Salinas, CA 93901-2902 • Tel: (831) 775-0903 • Website: [www.tamcmonterey.org](http://www.tamcmonterey.org)

May 27, 2015

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Prog.

P.O. Box 942874

Sacramento, CA 94274-0001

**RE: Support for City of Monterey Active Transportation/Demand Management Program**

To Whom It May Concern:

The Transportation Agency for Monterey County is submitting this letter in support of the Active Transportation Program Grant Application for the City of Monterey Active Transportation / Demand Management Program. The project is important for implementing adopted plans for shifting trips to bicycle and pedestrian modes.

The transportation network in the City of Monterey is an important component of the regional transportation network of Monterey County. Facilities in the City of Monterey include regional corridors which provide access into and out of the entire Monterey Peninsula. Options for improving these facilities are significantly constrained by the physical geography and the urbanized and historic nature of the community. In 2013, the City of Monterey adopted its Monterey on the Move multi-modal mobility plan, which is focused on addressing the long-term transportation needs of the community by increasing the share bicycle and pedestrian trips taken in the City of Monterey. A transportation demand management program is critical for the City to implement that plan, which also supports other aggressive efforts being taken by the City to improve bicycle and pedestrian infrastructure and connections. This project will result in regional benefits by reducing congestion and increasing the use of healthy transportation options.

The Transportation Agency supports an Active Transportation Program grant supporting the City of Monterey's efforts to expand the use of bicycle and pedestrian transportation and believe this project will serve as a model for other communities to follow in our County. Should you have any questions, please contact me at (831) 775-0903. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Debra", is written over the word "Sincerely,".

Debra L. Hale  
Executive Director

Cc: City of Monterey, Sabine Gordon



May 27, 2015

Caltrans  
Division of Local Assistance, MS 1  
Attn: Office of Active Transportation and Special Programs  
P.O. Box 942874  
Sacramento, CA 94274-0001

**SUBJECT: Active Transportation Program Cycle 2 – County of Monterey,  
Monterey Bay Sanctuary Scenic Trail – Moss Landing**

To Whom It May Concern:

The Transportation Agency for Monterey County is submitting this letter in support of the County of Monterey's Active Transportation Program Grant Application for the Monterey Bay Sanctuary Scenic Trail – Moss Landing Bicycle / Pedestrian Path and Bridge Project. The project will provide a bicycle and pedestrian path and bridge in the community of Moss Landing.

An Active Transportation Program grant will provide funding for the construction of a Class I bicycle and pedestrian path from the North Harbor (northwest side of the existing State Highway 1 Bridge) to Moss Landing Road with a 386 foot bridge over the Elkhorn Slough. Currently, the only alternative for bicycle and pedestrian traffic in this area is along the shoulders of State Highway 1, which has high traffic volumes and highway speeds.

The Monterey Bay Sanctuary Scenic Trail – Moss Landing Project is included in the Transportation Agency's *Bicycle and Pedestrian Master Plan*. Our agency supports the County of Monterey's effort to provide a convenient and safe bicycle and pedestrian facility along the coast of the Monterey Bay for coastal access, recreational, and commute usage.

Should you have any questions, please contact Michael Zeller, Senior Transportation Planner, of my staff at 831-775-4416. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Debra L. Hale", is written over the word "Sincerely,".

Debra L. Hale  
Executive Director

Cc: County of Monterey, Ogarita Carranza





May 27, 2015

Caltrans  
Division of Local Assistance, MS 1  
Attn: Office of Active Transportation and Special Programs  
P.O. Box 942874  
Sacramento, CA 94274-0001

**SUBJECT: Active Transportation Program Cycle 2 – City of Seaside – West Broadway Urban Village Infrastructure Improvements**

To Whom It May Concern:

The Transportation Agency for Monterey County is submitting this letter in support of the City of Seaside's Active Transportation Program (ATP) Grant Application for the *West Broadway Urban Village Infrastructure Improvements*. The project reduces Broadway Avenue to a single lane in each direction between Fremont Street and Del Monte Boulevard, adds pedestrian and bicycle facilities in this area and completes the bicycle corridor between Canyon Del Rey and General Jim Moore Boulevard.

Currently, West Broadway Avenue does not have bike lanes and striped pedestrian crosswalks (across West Broadway) are provided only at select locations. None of the curb ramps meet ADA Guidelines. The Project would reconstruct the corridor to provide one travel lane in each direction, rather than the two that exist today. The additional width gained from the lane reductions would be allocated to bike lanes and wider sidewalks.

The West Broadway Urban Village Infrastructure Improvements project is included in the Transportation Agency's *Bicycle and Pedestrian Master Plan*. Our agency supports the City of Seaside's effort to provide a convenient and safe bicycle and pedestrian facility. The Transportation Agency looks forward to continued collaboration with the City of Seaside to improve safety and quality of life for the residents of Monterey County.

Should you have any questions, please contact Michael Zeller, Senior Transportation Planner, of my staff at 831-775-4416. Thank you for your consideration.

Sincerely,

Debra L. Hale  
Executive Director

Cc: City of Seaside, Carol Dawson



May 27, 2015

Caltrans  
Division of Local Assistance, MS 1  
Attn: Office of Active Transportation and Special Programs  
P.O. Box 942874  
Sacramento, CA 94274-0001

**SUBJECT: Active Transportation Program Cycle 2 – County of Monterey,  
Las Lomas Drive Bicycle And Pedestrian Improvements**

To Whom It May Concern:

The Transportation Agency for Monterey County is submitting this letter in support of the County of Monterey's Active Transportation Program (ATP) Grant Application for the *Las Lomas Drive Bicycle and Pedestrian Improvement Project*. The project constructs sidewalks and roadway improvements for a Class II Bicycle Lane to accommodate pedestrians and cyclist traveling along Las Lomas Drive in the disadvantaged rural community of Las Lomas, Monterey County, California.

Currently, there are no sidewalks or bicycle lanes in the Community of Las Lomas. This project is a first phase of planned pedestrian and bicycle improvements through-out the Community of Las Lomas that will enhance public health and increase walking and bicycling, especially among students, to and from the local schools, school bus stops, MST transit facilities, community centers, and employment centers.

The Las Lomas Drive Bicycle and Pedestrian Improvement Project is included in the Transportation Agency's *Bicycle and Pedestrian Master Plan*. Our agency supports the County of Monterey's effort to provide a convenient and safe bicycle and pedestrian facility within the community of Las Lomas. The Transportation Agency looks forward to continued collaboration with the County of Monterey and Caltrans to improve safety and quality of life for the Community of Las Lomas.

Should you have any questions, please contact Michael Zeller, Senior Transportation Planner, of my staff at 831-775-4416. Thank you for your consideration.

Sincerely,

Debra L. Hale  
Executive Director

Cc: County of Monterey, Florence Kabwasa-Green





May 27, 2015

Mr. James Serrano  
Transportation Planner, Public Works Department  
City of Salinas  
200 Lincoln Avenue  
Salinas, CA 93901

**RE: East Alvin Drive and Linwood Street Safe Routes to School Enhancements**

Dear Mr. Serrano:

The Transportation Agency for Monterey County is submitting this letter of support for the City of Salinas's proposed bicycle, pedestrian, and traffic calming enhancements along East Alvin Drive and Linwood Drive. The project is important for improving pedestrian and bicyclist safety and access through a residential area of Salinas that connects to several schools and activity centers.

This project completes missing gaps in the bicycle and pedestrian networks and improves safety by creating buffers between vehicles and bicyclists, reducing pedestrian crossing distances, providing appropriate pedestrian crosswalks and ramps, and establishing proper intersection control at key intersections. The project would be expected to reduce vehicle trips and increase bicycle and pedestrian trips.

The East Alvin Drive and Linwood Street Safe Routes to School Enhancements project is included in the Transportation Agency's *Bicycle and Pedestrian Master Plan*. Our agency supports the City of Salinas' effort to improve the safety and convenience for bicycle and pedestrian commuters.

Should you have any questions, please contact Michael Zeller, Senior Transportation Planner, of my staff at 831-775-4416. Thank you for your consideration.

Sincerely,

Debra L. Hale  
Executive Director



May 27, 2015

Mr. James Serrano  
Transportation Planner, Public Works Department  
City of Salinas  
200 Lincoln Avenue  
Salinas, CA 93901

**RE: Bardin Road Safe Routes to School Enhancements**

Dear Mr. Serrano:

The Transportation Agency for Monterey County is submitting this letter of support for the City of Salinas's proposed bicycle, pedestrian, and traffic calming enhancements along Bardin Road and Alisal Street. The project is important for improving pedestrian and bicyclist safety and access through a residential area of Salinas that connects to several schools and activity centers.

The project completes missing gaps in the bicycle and pedestrian networks and improve safety by creating buffers between vehicles and bicyclists, reducing pedestrian crossing distances, providing appropriate pedestrian crosswalks and ramps, and establishing proper intersection control at key intersections. The grant seeks to fund preliminary and final design, environmental, and construction of the proposed improvements. The project would be expected to reduce vehicle trips and increase bicycle and pedestrian trips.

The Bardin Road Safe Routes to School Enhancements project is included in the Transportation Agency's *Bicycle and Pedestrian Master Plan*. Our agency supports the City of Salinas' effort to improve the safety and convenience for bicycle and pedestrian commuters.

Should you have any questions, please contact Michael Zeller, Senior Transportation Planner, of my staff at 831-775-4416. Thank you for your consideration.

Sincerely,

Debra L. Hale  
Executive Director



May 27, 2015

Mr. James Serrano  
Transportation Planner, Public Works Department  
City of Salinas  
200 Lincoln Avenue  
Salinas, CA 93901

**RE: East Laurel Drive Pedestrian Enhancements**

Dear Mr. Serrano:

The Transportation Agency for Monterey County is submitting this letter of support for the City of Salinas's proposed pedestrian enhancements along East Laurel Drive and Constitution Boulevard. The project is important for improving pedestrian safety and access between a residential area of Salinas and activity centers within walking distance.

The project completes missing gaps in the pedestrian networks and improves safety by installing sidewalks and lighting along a corridor that currently does not provide pedestrian facilities. The grant seeks to fund preliminary and final design, environmental, and construction of the proposed improvements. The project would be expected to reduce vehicle trips and increase bicycle and pedestrian trips.

The East Laurel Drive Pedestrian Enhancements project is included in the Transportation Agency's *Bicycle and Pedestrian Master Plan*. Our agency supports the City of Salinas' effort to improve the safety and convenience for pedestrians.

Should you have any questions, please contact Michael Zeller, Senior Transportation Planner, of my staff at 831-775-4416. Thank you for your consideration.

Sincerely,

Debra L. Hale  
Executive Director