



Regional Transportation Planning Agency - Local Transportation Commission  
 Monterey County Service Authority for Freeways & Expressways - Email: [info@tamcmotnerey.org](mailto:info@tamcmotnerey.org)

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

**Wednesday, December 6, 2017**  
**Agricultural Center Conference Room**  
**1428 Abbott Street**  
**Salinas, California**  
**\*\*9:00 AM\*\***

*(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 and agendas, click on agenda item and open it, click on report attachments listed at end of report.*

**1. QUORUM CHECK – CALL TO ORDER**

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

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

**PLEDGE OF ALLEGIANCE**

**2. PUBLIC COMMENTS**

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

### **4. CLOSED SESSION:**

Public Employee Performance Evaluation pursuant to Government Code Section §54957  
– Position: Executive Director

**RECONVENE** in open session and report any actions taken.

No Enclosures- provided only to Board members  
- **Chair Chavez**

### **5. REVIEW and ADOPT updated Agency goals and objectives.**

- **Hale**

*At its September meeting, the Transportation Agency held a workshop to review its goals and objectives in light of the passage of Measure X and the availability of new monies provided by the State of California under SB 1. Consultant Terry Feinberg interviewed Board members prior to the workshop, presented the survey information and his takeaways, and facilitated the workshop.*

### **6. SR 156 Level 2 Traffic & Revenue Study Report:**

1. **RECEIVE** the State Route 156 West Corridor Level 2 Traffic and Revenue Study;
2. **REQUEST** that Caltrans proceed with the supplemental EIR; and
3. **DIRECT** staff to continue to monitor options to fund and construct the full SR 156 improvement project and to proceed with constructing the Castroville Boulevard interchange as an initial segment of the full project.

- **Muck**

*The Level 2 Traffic and Revenue Study evaluates the feasibility of utilizing tolling on a new SR 156 - Monterey Expressway (to the south of the existing highway) to fund the \$375 million project delivery cost. Study results indicate tolling using the public toll authority option can cover a significant portion of the project's cost, but a shortfall of \$98 million to \$119 million remains. The traffic analysis shows that approximately 45% of the 2035 traffic will use the Expressway, resulting in improved travel times on*

*the new facility as well as the existing 156; however, congestion on Blackie Road and Castroville Boulevard will increase.*

**7. 2017 Integrated Funding Plan:**

1. **APPROVE** Resolution 2017-25 adopting the Monterey County 2018 Regional Transportation Improvement Program;
2. **APPROVE** the 2017 Measure X Strategic Expenditure Plan; and
3. **APPROVE** Resolution 2017-27 adopting the 2017 Integrated Funding Plan.

**- Zeller**

*To ensure efficient coordination among various fund sources, the 2017 Integrated Funding Plan, identifies projects that are strong candidates for specific Senate Bill 1 grants, State Transportation Improvement Program funds, Measure X, and other matching funds, and can brought to construction over the next five years.*

**8. RECEIVE** reports from Transportation Providers:

- Caltrans Director's Report and Project Update - Gubbins
- Monterey Peninsula Airport - Sabo
- Monterey-Salinas Transit - Sedoryk
- Monterey Bay Air Resources District - Stedman

**9.** Reports on meetings attended by Board Members at Transportation Agency expense, as required by state law.

**10.** Executive Director's Report.

**11.** Announcements and/or comments from Transportation Agency members on matters that they wish to put on future Transportation Agency agendas.

**12. ADJOURN**

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

**ADMINISTRATION and BUDGET**

- 3. 1.1 APPROVE** minutes of the Transportation Agency for Monterey County (TAMC) The Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for October 25, 2017.

**- Rodriguez**

- 3. 1.2 ACCEPT** the list of checks written for the month of October 2017 and credit card statements for the month of September 2017.

**- 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** Calendar year 2018 schedule of meetings for the Transportation Agency for Monterey County Board of Directors and Executive Committee.

**- Rodriguez**

*In December of every year the Agency Board approves a schedule of meetings for the following year.*

- 3. 1.5 APPOINT** Board members Craig and Parker as Nominating Committee to meet and return to Board of Directors on January 24, 2018 with recommendations for Board officers and Executive Committee members to serve one-year terms beginning upon their election through the next election of officers at the beginning of the January 23, 2019 Board meeting.

**- Goel**

*Agency Bylaws require the election of officers at the beginning of the January*

*meeting. The Board officers are the Chair, 1st Vice Chair and 2nd Vice Chair. The Executive Committee includes the Chair, 1st Vice Chair, 2nd Vice Chair, the immediate past Chair, and a City and a County voting Board member.*

- 3. 1.6 APPROVE** Resolution 2017-26 providing authority for the Executive Director to execute amendment No. 1 to the fiscal year 2017/18 Overall Work Program and Budget.

- Muck

*The Transportation Agency's Overall Work Program describes the activities that the Agency will undertake during the fiscal year. This amendment will allow state Rural Planning Assistance funding from the prior fiscal year to be utilized in the current fiscal year for coordinating programming projects for state funding.*

**3. 1.7 On-Call Graphic Design Contract Amendments:**

1. **APPROVE** contract amendment #1 with Eric Goldsberry Art Direction to extend the term of the agreement for graphic design on-call services until June 30, 2018; and
2. **APPROVE** contract amendment #1 with Stensland Design to extend the term of the agreement for graphic design on-call services until June 30, 2018.

- Wright

*The Transportation Agency's contract for graphic design on-call services expires December 31, 2017. The contract amendments #1 with Eric Goldsberry Art Direction and Stensland Design would extend the term of the agreements until June 30, 2018 and continue with the existing budget without adding additional funds.*

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

- 3. 2.1 RELEASE** call for 2018 Bicycle Secure Program applications.

- Leonard

*In January 2015, the Agency reinstated the Bicycle Secure Program on an annual cycle. The program has annual budget of \$30,000. This call for applications is for the 2018 program cycle.*

- 3. 2.2 APPROVE** appointment of Ernest Gallardo to serve on the TAMC Bicycle and Pedestrian Facilities Advisory Committee as the representative for the City of Greenfield.

- Murillo

*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.*

## PLANNING

### 3. 3.1 Canyon Del Rey Boulevard (State Route 218) Corridor Study Consultant Agreement:

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a contract with Kimley-Horn, subject to approval by Agency Counsel, for an amount not to exceed \$133,800 to provide public outreach, wildlife connectivity analysis, corridor travel analysis, and corridor study document development for the Canyon Del Rey Boulevard (State Route 218) Corridor Study, for the period ending December 31, 2019;
2. **APPROVE** the use of \$133,800 of Caltrans Planning Grant funds budgeted for this purpose; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work or change the approved contract term or amount.

- Murillo

*TAMC solicited public outreach, wildlife connectivity analysis, corridor travel analysis and corridor study document development assistance from qualified planning and engineering consultant firms to conduct the Canyon Del Rey Boulevard (State Route 218) corridor study. The review committee recommends Kimley-Horn for the contract.*

### 3. 3.2 Pajaro to Prunedale Corridor Study Consultant Agreement:

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a contract with Omni-Means for an amount not to exceed \$243,000 to provide public outreach, corridor travel analysis, and corridor study document development for the Pajaro to Prunedale Corridor Study, for the period ending December 31, 2019;
2. **APPROVE** the use of \$243,000 of Caltrans Planning Grant funds budgeted for this purpose; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work or change the approved contract term or amount.

- Leonard

*The Pajaro to Prunedale Corridor Study will evaluate how to improve operations, safety, maintenance, and stormwater management to accommodate current and*

*future travel patterns along San Miguel Canyon Road, Hall Road, Elkhorn Road, Salinas Road, Porter Drive (the G12 Corridor) between US 101 and State Route 1 in North Monterey County.*

3. 3.3 **AUTHORIZE** staff to release the Draft 2018 Regional Transportation Plan for public review.

- Leonard

*The Transportation Agency adopts a Regional Transportation Plan every four years to provide a basis for allocating state and federal funding to transportation projects in Monterey County. The next update is due by June 2018. The 2018 Plan is intended to be a technical update to the 2014 Plan, reflecting changes in revenue forecasts and updated project lists from the local jurisdictions. The Agency prepares the plan in coordination with the Association of Monterey Bay Area Governments (AMBAG) to be consistent with the regional Sustainable Communities Strategy.*

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

3. 4.1 **RECEIVE** the fiscal year 2015-2016 Freeway Service Patrol Annual Report.

- Leonard

*The Freeway Service Patrol Annual Report summarizes the program's performance and compares it with the previous two fiscal years. In 2015-16, the tow truck program provided an average benefit of \$4.00 for every \$1.00 invested in the program, or an annual savings of 32,546 vehicle hours of delay, 55,947 gallons of fuel savings, and a decrease of 492,334 kilograms per year in carbon dioxide.*

3. 4.2 **Call Box Annual Report for Fiscal Year 2016-2017:**

1. **RECEIVE** fiscal year 2016-2017 Call Box Annual Report; and
2. **AUTHORIZE** staff to begin the Call Box Removal Plan process with Caltrans and the California Highway Patrol.

- Leonard

*The fiscal year 2016-2017 Call Box Annual Report provides an overview of the program and its performance during the last fiscal year. After a multi-year program review, staff has drafted a removal plan to reduce the size of the Call Box Program in Monterey County which must be approved by Caltrans and the Highway Patrol before the Call Box system can be reduced.*

3. 4.3 **RECEIVE** update on the Traveler Information/Rideshare Program.

- Green

*The Traveler Information/Rideshare Program seeks to reduce traffic, improve air quality and promote health by encouraging alternatives to driving alone. Staff anticipates a public launch of the program in spring 2018.*

**3. 4.4 SB 1 Grant Assistance Contract - Rail Extension to Salinas:**

- 1. RATIFY** the Executive Director's sole source contract with ICF Jones & Stokes, Inc., for an amount not to exceed \$8,250, to perform the greenhouse gas analysis for the Transit and Intercity Rail Capital Improvement Program grant application for the Rail Extension to Salinas, for the period ending June 30, 2018;
- 2. APPROVE** a budget amendment shifting \$8,250 in Agency reserve funds to the Rail Extension to Salinas project to be used for this purpose; and,
- 3. AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved agreement term or amount.

**- Hale**

*Staff issued a request for proposals to the Agency's list of on-call engineering consultants for SB 1 Grant Assistance and received no proposals. The grant is sought to provide money to fill a funding gap in the Kick Start project (service to Salinas) and to fully fund the rest of the project - stations in Pajaro and Castroville, as well as expansion of the layover facility. Due to the January 12, 2018 deadline for the grant application, staff reached out to ICF Jones & Stokes, Inc., who is preparing the greenhouse gas emissions calculations for the Capitol Corridor, and received a sole source proposal for services.*

**3. 4.5 SB 1 Grant Assistance Contract - Imjin Parkway:**

- 1. APPROVE** and **AUTHORIZE** the Executive Director to execute a sole source contract with Cathedral Oaks Consulting for an amount not to exceed \$25,000, to prepare a draft SB 1 Solutions for Congested Corridors grant application for the Imjin Parkway segment of the Marina to Salinas Multimodal Corridor, for the period ending June 30, 2018;
- 2. APPROVE** the use of \$25,000 in Measure X funds to be used for this purpose; and,
- 3. AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved agreement term or amount.

**- Hale**

*Staff issued a request for proposals to the Agency's list of on-call engineering consultants for SB 1 Grant Assistance and received no proposals. The grant is sought to provide money to fill a funding gap and accelerate delivery of this*



*project along a critical thoroughfare for Monterey County commuters between Salinas, Marina and the Monterey Peninsula.*

## **RAIL PROGRAM**

**3. 5.1 APPROVE** comments on the 2018 California State Rail Plan.

**- Watson**

*The 2018 California State Rail Plan was published on October 11, 2017 for a 60-day public review period. Comments are due December 11, 2017. Attached is a comment letter on the plan for Board approval.*

**3. 5.2 15 Station Place & 52 West Market Street Settlement Agreement:**

1. **APPROVE** the real estate acquisition settlement agreement with JBM Properties for two parcels located at 15 Station Place and 52 West Market Street for the Rail Extension to Monterey County project by increasing the \$295,000 currently deposited in the State Condemnation Fund as just compensation for the property by \$7,500 to a not to exceed amount of \$302,500;
2. **APPROVE** the payment of statutory costs not to exceed the amount of \$2,000 and property owner appraisal costs not-to-exceed \$5,000;
3. **AUTHORIZE** the Executive Director to execute the agreement and changes to the agreement if such changes do not increase the Agency's net costs, subject to approval by Agency Counsel; and
4. **AUTHORIZE** the use of no more than \$14,500 from state funds budgeted to this project for a total settlement not-to-exceed amount of \$309,500.

**- Zeller**

*The property owners for 15 Station Place and 52 West Market Street are prepared to grant the Agency possession of the property and settle the acquisition.*

**3. 5.3 54 West Market Street Settlement Agreement:**

1. **APPROVE** the real estate acquisition settlement agreement with JBM Properties for one parcel located at 54 West Market Street for the Rail Extension to Monterey County project by increasing the \$150,000 currently deposited in the State Condemnation Fund as just compensation for the property by \$7,500 to a not to exceed amount of \$157,500;
2. **APPROVE** the payment of statutory costs not to exceed the amount of \$1,344.48 and property owner appraisal costs not-to-exceed \$5,000;
3. **AUTHORIZE** the Executive Director to execute the agreement and changes to the agreement if such changes do not increase the Agency's net costs, subject to approval by Agency Counsel; and
4. **AUTHORIZE** the use of no more than \$13,844.48 from state funds budgeted

to this project for a total settlement not-to-exceed amount of \$163,844.48.

- Zeller

*The property owners for 54 West Market Street are prepared to grant the Agency possession of the property and settle the acquisition.*

**3. 5.4 Salinas Rail Kick Start Project – Construction Management:**

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a contract with MNS Engineers, in an amount not to exceed \$4,381,719, to provide construction management services for the Salinas Rail Kick Start Project, for the period ending December 31, 2021, pending review and approval of the contract by Agency Counsel, Caltrans Audits and Investigations, and Local Assistance;
2. **APPROVE** the use of Traffic Congestion Relief Program (TCRP) funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

- Watson

*TAMC released a Request for Proposals for the Construction Management for the Salinas Rail Kick-Start Project on June 28, 2017. Two responsive proposals were submitted. The proposal review team and staff recommend hiring MNS Engineers.*

**REGIONAL DEVELOPMENT IMPACT FEE - No items this month**

**COMMITTEE MINUTES - CORRESPONDENCE**

**3. 7.1 ACCEPT** draft minutes from Transportation Agency Committees:

- Executive Committee - November 1, 2017
- Rail Policy Committee - November 6, 2017
- [Bicycle and Pedestrian Committee](#) - November 1, 2017
- [Technical Advisory Committee](#) - no meeting this month
- eXcellent Transportation Oversight Committee (xTOC) - [Final minutes of April 18, 2017 & July 18, 2017](#), and Draft minutes of October 17, 2017

- Rodriguez

**3. 7.2 RECEIVE** selected correspondence sent and received by the Transportation Agency for November and December 2017.

- Hale

**END OF CONSENT AGENDA**

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## ANNOUNCEMENTS

Next Transportation Agency for Monterey County meeting will be on  
Wednesday, January 24, 2018

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

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.

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>.

**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**

*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.*



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** December 6, 2017  
**Subject:** Agency Goals and Objectives

**RECOMMENDED ACTION:**

**REVIEW** and **ADOPT** updated Agency goals and objectives.

**SUMMARY:**

At its September meeting, the Transportation Agency held a workshop to review its goals and objectives in light of the passage of Measure X and the availability of new monies provided by the State of California under SB 1. Consultant Terry Feinberg interviewed Board members prior to the workshop, presented the survey information and his takeaways, and facilitated the workshop.

**FINANCIAL IMPACT:**

The new goals and objectives will guide the Transportation Agency in its activities, including the expenditure of \$8 million per year in Measure X regional funding, \$6 million per year in State Transportation Improvement Program funding, approximately \$1 million per year in Local Partnership Program matching funds, and approximately \$500,000 per year in development impact fees, as well as the potential for several million dollars per year in SB1 competitive funding. Mr. Feinberg's contract budget is \$9,400.

**DISCUSSION:**

Based on the discussion at the workshop, Mr. Feinberg prepared draft goals and objectives and reviewed them with staff. Attached is the draft goals and objectives for the Transportation Agency's consideration. The four goals are:

- Deliver projects
- Maximize funding
- Communicate early and often
- Prepare for the future

Mr. Feinberg regrets that he is unable to be at the Board meeting. Executive Director Hale will review the goals and objectives and confirm that they reflect the discussion that took place at the workshop.

At the meeting, Boardmembers will be able to provide input on how to adjust the goals and objectives prior to their adoption.

The Executive Committee reviewed the draft goals and objectives at their meeting of November 1, 2017 and found that they were well-written and thanked Mr. Feinberg for his work.

**ATTACHMENTS:**

- TAMC 2017 DRAFT Goals and Objectives



## Goals & Objectives

DRAFT – DECEMBER 6, 2017

### Goal 1 – Deliver Projects

Ensure timely delivery of quality, multi-modal transportation projects throughout Monterey County.

- A. Prioritize and accelerate the delivery of Measure X regional projects to reduce traffic congestion and improve safety.
- B. At the request of, and in coordination with, member agencies assist with the best use and implementation of local Measure X generated tax dollars.
- C. Utilize the following objective criteria for evaluating and prioritizing regional transportation projects:
  - a. Project Readiness
  - b. Ability to Leverage Matching Funds
  - c. Fair Geographic Distribution of Funds
  - d. Project Need: Congestion Relief and Safety Benefits
  - e. Cost Effectiveness & System Connectivity
- D. Develop a list of prioritized projects, showing project funding and completion status, based upon the established objective criteria. Include a secondary list of projects deemed important, but with no currently identified sources of funding.
- E. Ensure that transportation projects developed by TAMC are aesthetically pleasing and built of sufficient engineering and design quality to provide sustainable transportation solutions.
- F. Promote regional cooperation and partnership among contiguous jurisdictions with an emphasis on systemwide connectivity along transportation corridors.

### Goal 2 – Maximize Funding

Aggressively pursue all available Federal and State matching funds to initiate and complete transportation projects, to maximize leverage of locally-generated transportation dollars.

- A. Use “self-help” status obtained through the passage of Measure X to compete for Federal and State grants and funding.
- B. Explore strategic debt financing opportunities, such as bonding, private funding and other financial instruments, to accelerate delivery of priority projects.
- C. Aggressively move to complete environmental reviews and pre-construction planning and engineering activities so projects are “shovel-ready” when new funding becomes available
- D. Seek innovative funding opportunities, including Public-Private Partnerships (P3), corporate sponsorships, and non-profit partnerships.

**Goal 3 – Communicate Early and Often**

Keep the community informed of TAMC's role in improving the safety and convenience of transportation in the region, and keep the Board of Directors engaged in TAMC activities.

- A. Develop a cohesive and concise description of TAMC's purpose and role in the community.
- B. Prepare a communications plan that specifies an outreach strategy to keep various audiences informed about progress on Measure X and other TAMC activities: community leaders, the general public and Agency partners.
- C. Continually update the Board of Directors and the community on the status and completion of all projects funded by TAMC.
- D. Provide information to the Board, on technical, environmental, regulatory and financial policies that affect TAMC's operations and project delivery.

**Goal 4 – Prepare for the Future**

Become a leader in the use of innovative solutions to improve transportation in the region.

- A. Seek information on emerging technologies and their effect on future transportation needs, such as:
  - Autonomous and connected vehicles
  - Mobility apps (i.e. Waze, Uber, etc.)
  - New engineering solutions
- B. Invest in alternatives to capital construction projects to reduce traffic congestion and improve safety, such as trip reduction and ridesharing programs.
- C. Support multi-modal projects and active transportation features that provide alternatives to one car, one driver transportation.
- D. Track industry research on travel behavior to help anticipate future needs.
- E. Anticipate and adapt to political developments that affect TAMC's ability to meet future transportation needs, such as:
  - California ballot measure to eliminate SB1 funding.
  - Federal transportation trust fund shortfall





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

**Memorandum**

**To:** Board of Directors  
**From:** Todd Muck, Deputy Executive Director  
**Meeting Date:** December 6, 2017  
**Subject:** SR 156 Level 2 Traffic & Revenue Study Report

**RECOMMENDED ACTION:**

**SR 156 Level 2 Traffic & Revenue Study Report:**

1. **RECEIVE** the State Route 156 West Corridor Level 2 Traffic and Revenue Study;
2. **REQUEST** that Caltrans proceed with the supplemental EIR; and
3. **DIRECT** staff to continue to monitor options to fund and construct the full SR 156 improvement project and to proceed with constructing the Castroville Boulevard interchange as an initial segment of the full project.

**SUMMARY:**

The Level 2 Traffic and Revenue Study evaluates the feasibility of utilizing tolling on a new SR 156 - Monterey Expressway (to the south of the existing highway) to fund the \$375 million project delivery cost. Study results indicate tolling using the public toll authority option can cover a significant portion of the project's cost, but a shortfall of \$98 million to \$119 million remains. The traffic analysis shows that approximately 45% of the 2035 traffic will use the Expressway, resulting in improved travel times on the new facility as well as the existing 156; however, congestion on Blackie Road and Castroville Boulevard will increase.

**FINANCIAL IMPACT:**

The latest cost estimate for the delivery of the State Route 156 West Corridor project under a tolling scenario is \$375 million. The study analysis assumes aggressive funding commitments of an estimated \$70 million from various local, regional and state funding sources, including Measure X and impact fees. The State Route 156 Level 2 Traffic and Revenue Study evaluates the financial feasibility of collecting tolls to deliver the project and determines that after tolling, a shortfall of \$98 million to \$119 million remains in the public toll authority scenario. Discussions with Caltrans indicate that, while ambitious and optimistic, this shortfall could be filled with State Highway Operations Protection Program, competitive Trade Corridor and other SB 1 program funding.

**DISCUSSION:**

The State Route 156 West Corridor project consists of constructing a new four-lane highway, called the Monterey Expressway, parallel and immediately south of the existing SR 156; a new SR 156 to US 101 interchange and a rerouting of the traffic from San Miguel Canyon Road to US 101; and a full interchange at SR 156 and Castroville Boulevard. The existing SR 156 roadway will be converted into a frontage road to provide access to the local community, and also to serve as a state-required toll-free parallel route.

The total estimated cost to construct this project using the conventional delivery process is \$365 million, or \$375 million under a tolling scenario. Currently \$70 million has been secured or pledged for the project, including \$18 million in FORA and TAMC impact fees. Facing a \$295 million funding gap, the Transportation Agency Board of Directors approved an in-depth evaluation of tolling as an option to deliver the project.

The Level 2 Traffic and Revenue Study (Tolling Study) analyzes current and future traffic diversion, potential toll rates, toll discounts for local residents and business, and addresses other questions and concerns brought up by the Board and the public that were adopted by the Board of Directors as “Guiding Principles” for evaluating tolling. Toll collection would be done 100% electronically via a gantry system over the expressway, similar to Fastrak in the Bay area; booths for cash collection of tolls will not be provided. A camera detection system would be used to collect tolls from users without Fastrak transponders. A toll exemption for local residents and business in the Castroville-Prunedale area was factored into the modeling analysis and results in a 15% reduction in revenues. The revenue lost from providing a partial or full local discount would increase the funding shortfall amounts projected by the study.

The Tolling Study evaluates the project feasibility and financing structure over 50 years under two delivery options. A Public Delivery option proposes that the Transportation Agency and/or Caltrans procure financing, manage design and construction, then operate and maintain the toll facility. Under the Public-Private-Partnership (P3) Delivery option, the financing, design, construction, and ongoing operation and maintenance of the toll road would be managed by a private partner/concessionaire in accordance with terms negotiated under a concession agreement. It is worth noting that the Public-Private Partnership authorization in state law expired on January 1, 2017 and has yet to be renewed.

Both delivery options assume securing financing in the form of bonds and federal infrastructure loans to construct the project. The P3 option includes additional private equity in the financing package, assumes reduced project construction costs, and assumes a project delivery time period three years shorter than the Public Delivery option. The Tolling Study evaluates the feasibility of delivering the project based on the timing and availability of various fund sources under both options over a 50 year time horizon. In addition to the project delivery (design, right-of-way, build) costs of \$375 million, the analysis assumes that the toll revenues will also be utilized to cover the cost of financing the bonds and loans, maintaining the new expressway, operating the toll facility over time, and reconstructing the facility when it reaches the end of its lifespan.

The financial analysis shows significant funding shortfalls under both Public and P3 delivery options. Starting with the project's overall \$295 million funding gap, the P3 delivery option has a funding

shortfall ranging from \$57.4 million to \$77.6 million. The funding shortfall in the Public Delivery option ranges from \$98.1 million to \$119.0 million. Given the uncertainty with SB 1 funding, it is unclear whether or not implementing a toll financing structure would bring the project's funding deficiency down to a level that could successfully compete for state and/or federal competitive grants to make up the remaining funding gap under either option. While the inclusion of maintenance and replacement costs for the facility in the project costs should be a subject of negotiations with Caltrans, particularly since the new facility is likely to result in some short-term cost savings for the Department, the ability of such negotiations to help close the funding gap needs further exploration. Transportation Agency staff met with Caltrans District 5 and Caltrans executive staff in Sacramento and they expressed strong support for the project but could not make funding commitments that resolve the funding shortfall.

The Tolling Study's executive summary is attached. The full study with appendices is posted at the TAMC website and as a web attachment to this agenda item.

A supplemental Environmental Impact Report (EIR) evaluating the impacts of tolling is required before a tolling option can be pursued further. The Level 2 Traffic and Revenue Study provides information required to complete the supplemental EIR. Caltrans estimates it will take 12 to 18 months to complete the supplemental EIR. Completing the supplemental EIR will keep future policy decisions open in the event circumstances favoring tolling change.

Transportation Agency staff recommends moving forward by receiving the the Tolling Study, asking Caltrans to proceed with the supplemental EIR, directing staff to continue to monitor all options to fund and construct the SR 156 improvement project, and to proceed with constructing the Castroville Boulevard interchange as an initial segment of the full project.

**ATTACHMENTS:**

- SR 156 Level 2 Traffic & Revenue Study Executive Summary



CALIFORNIA

156

FINAL REPORT - NOVEMBER 2017

# STATE ROUTE 156 WEST CORRIDOR PROJECT

## LEVEL 2 TRAFFIC AND REVENUE STUDY



**Prepared for:**  
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Kimley-Horn & Associates  
Michael Baker International  
Public Financial Management





# STATE ROUTE 156 WEST CORRIDOR PROJECT

## LEVEL 2 TRAFFIC AND REVENUE STUDY

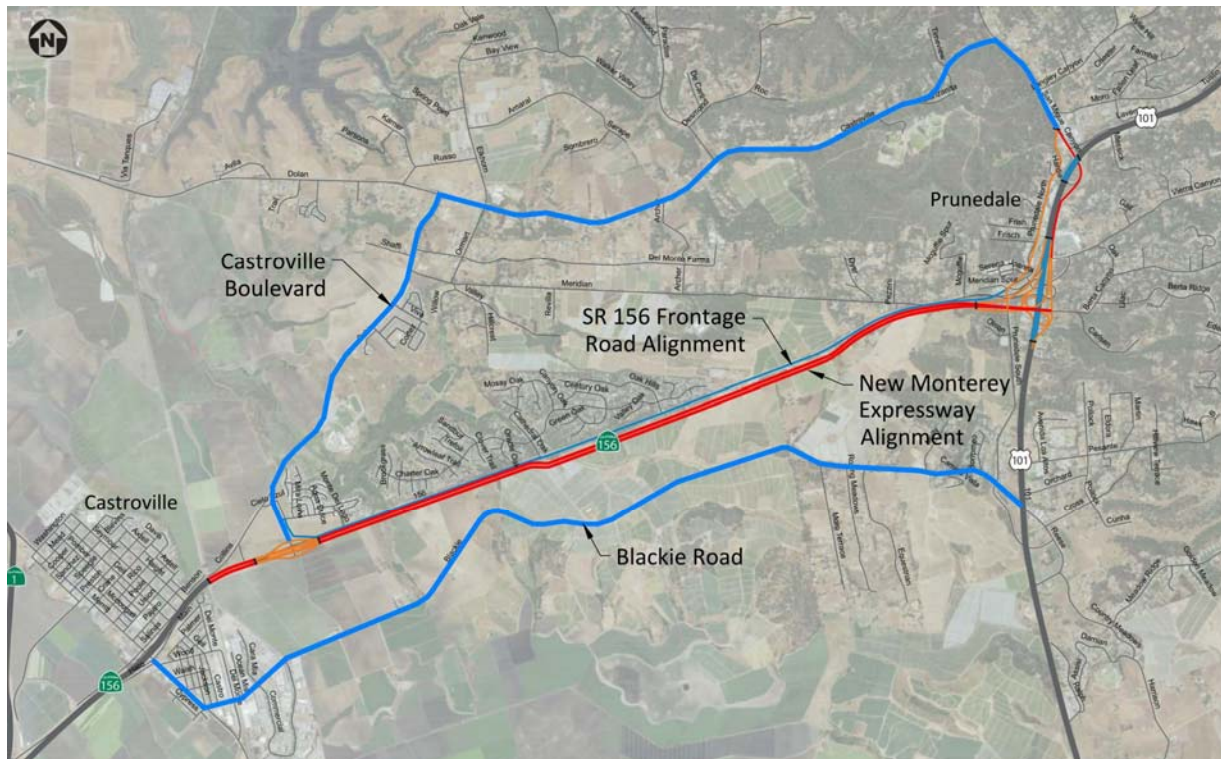


## 1 EXECUTIVE SUMMARY

The Transportation Agency for Monterey County (TAMC) Board commissioned a Level 2 Traffic and Revenue study on the feasibility of collecting tolls to fund the proposed new SR156 connector road between US 101 and Castroville Boulevard.

The project consists of constructing a new four-lane highway, called the Monterey Expressway, parallel and immediately south of the existing SR 156 and converting the existing two-lane SR 156 into a frontage road providing access to the local community. Traffic control at the intersections along the existing SR 156 will improve conditions for local residents. A major reconstruction of the US 101/SR 156 interchange and modifications to the San Miguel Canyon/US 101 interchange will be built along US 101. A full diamond interchange will replace the stop light at SR 156 and Castroville Boulevard. An overview of the study area and proposed Monterey Expressway alignment is shown below in **Figure 1-1**.

**Figure 1-1: SR 156 Study Area & Monterey Expressway Alignment**



### 1.1 Study Conclusions:

- Traffic is forecast to grow approximately 1.7% to 1.9% annually from 2015 to 2035 on SR 156. Traffic is severely congested on SR 156 on most weekends and many weekday peak travel hours. In the summer and during special events on the Monterey Peninsula, this congestion is even worse. Side street access onto SR 156 is severely constrained



## STATE ROUTE 156 WEST CORRIDOR PROJECT

### LEVEL 2 TRAFFIC AND REVENUE STUDY



which results in collisions. Providing additional capacity along the SR 156 corridor is the only option to relieve traffic flow and address safety concerns.

- Insufficient public funding is currently available for fully-funding the improvements.
- Funding for a portion of the construction, financing, operations and maintenance of the SR 156 improvement project can be provided by collecting tolls from road users either through a public-private partnership (P3) or through a public authority.
- Under the base scenario, there will be a shortfall in toll financing of the project, ranging from \$77.6 million with a P3 option, to \$119.0 million with a public toll option for the base scenario. This shortfall is in addition to an assumed \$76.7 million in State funds, regional and FORA fees that are presumed to be available to the project. Additional funding sources must become available otherwise the toll road is not viable.
- Tolling will result in a diversion of traffic primarily onto the SR 156 frontage road, Castroville Boulevard, and Blackie Road. This diversion will cause congestion at intersections primarily on Castroville Boulevard and Blackie Road during peak travel hours. These intersections will also be congested in 2035 even if the new facility is not built.
- A sensitivity analysis on toll revenues indicates that revenues could increase by 15% due to congestion on diversion routes. This revenue would decrease the shortfall to a range of \$57.4 million to \$98.1 million.
- This study recommends a varied toll rate based on the demographic distribution of road users. A base toll rate of \$3.00 roundtrip is recommended as the starting toll rate.
- The financial feasibility analysis uses a 50-year tolling horizon to pay obligations.
- A toll discount can be provided to local Castroville-Prunedale residents and workers. This discount is estimated to result in a toll revenue loss between approximately 5% (for residents that work and live in the local area around SR 156) to 15% (for people that live or work in the local area around SR 156).
- A 5% local discount is within the margin of error of forecasts. However, a 15% local discount is more significant and will almost deplete the additional income indicated in the sensitivity analysis. A full discount for everyone who lives or works in the local area is not a viable financial option; a partial discount is feasible at a maximum of 5% of toll revenue.

Caltrans is utilizing the results from the Level 2 Traffic and Revenue study to conduct a supplementary Environmental Impact Report for the toll facility. This report will keep policy options open should changes to assumptions occur, sufficient revenues from outside sources become available and state legislation authorizing public-private partnerships be enacted.





# STATE ROUTE 156 WEST CORRIDOR PROJECT

## LEVEL 2 TRAFFIC AND REVENUE STUDY



## 1.2 Project Description:

The project will provide benefits for the local community and regional traffic utilizing US 101, SR 1, and SR156 to and from the Monterey Peninsula community. Existing SR 156 is severely congested during a major portion of the day and even more so in the summer. Without improvement, SR 156 traffic conditions will continue to worsen in the future and limit access for visitors, freight traffic, and residents in the Castroville, Oak Hills, and Monte Del Lago local communities.

The Monterey Bay is a major tourist destination over weekends and during the summer. Throughout the year, there are also many special events at locations along the Peninsula. The area is a major destination for San Francisco Bay area residents for short one-day visits or weekend stays. In addition, the Peninsula is a major national and international tourist destination. Agricultural activity in the area also generates high truck traffic from food processing plants and produce to market trips. The largest distribution complex in the region located at the west end of the project, in Castroville. Daily commuters living both along the SR 156 corridor and beyond, travel to jobs on the Monterey Peninsula, the Salinas Valley, and north to Silicon Valley.

If tolling is implemented the existing SR 156 will remain a free alternative route, but will be modified to serve as a local access road with intersection controls at major driveways and adjoining roads and the speed limit will be reduced appropriately by 10-20 miles per hour. The intersection control measures (i.e. roundabouts or traffic signals) on the local access road will make the route less attractive for through traffic and reduce volumes, speeds and improve safety, especially the severity of collisions. In addition, access for the local communities will be greatly improved through much shorter delays at the entryways onto the existing SR 156.

Tolling the Monterey Expressway will result in a diversion of traffic primarily to adjacent streets, although such diversion already occurs during the peak congestion period. A large majority of the diversion will occur on the existing SR 156, Blackie Road, and Castroville Boulevard; however, these facilities have constrained intersection geometries and provide limited opportunity for travel time reduction. Despite the relatively short 4-mile length, Monterey Expressway provides significant travel time benefits and will be the preferred travel route choice. Also, the relatively low toll rates proposed for the Monterey Expressway will be enticing for San Francisco Bay travelers, whom are used to higher tolls on the Bay Area bridges and express lanes.

Toll collection for the Monterey Expressway will be implemented electronically using a gantry system over the roadway, similar to FasTrak in the Bay Area; toll booths for cash collection of tolls will not be provided. A camera detection system will be used to collect tolls from users without FasTrak transponders. The study results indicate that travelers who stay and work within the Castroville-Prunedale area can receive a discount or pay no toll based on who is selected to participate in the discount.



## STATE ROUTE 156 WEST CORRIDOR PROJECT LEVEL 2 TRAFFIC AND REVENUE STUDY



### 1.3 Project Demand and Revenue Estimation:

There will be two primary impacts to parallel roadways as a result of the construction and tolling of the Monterey Expressway: (1) added capacity provided by the Expressway will relieve travel demand on alternate routes – 40 to 45% of the total traffic in the corridor will use the new facility in 2035 instead of the alternate routes; and (2) tolling the Expressway will make it a less attractive route through SR 156, thus if the new Expressway were free, a higher percentage of the trips would use the expressway.

A travelers' decision whether to pay a toll or to take an alternate free route (toll diversion) is a trade-off among the toll rates on the Monterey Expressway, the travel time savings the expressway offers over an alternate route, and the monetary value the traveler places on travel time savings. The lower the cost of the toll and the higher the value of time savings, the more likely the traveler is to use the Monterey Expressway and enjoy the shorter travel time.

Except for discounts to residents and businesses within the local Castroville-Prunedale area, the preferred tolling plan charges a premium toll on commercial vehicles. Passenger vehicles travelling during the mid-day are also charged a premium, recognizing that demand at that time of day is higher in the study corridor and that tourism travelers are less sensitive to tolls than regular commuters. The roundtrip toll values used in forecasting were: \$3.00 daily base toll; \$3.60 for mid-day passenger vehicles; and \$7.50 for commercial vehicles.<sup>1</sup> The preferred tolling plan was based on an examination of Year 2035 "build" travel demand estimates for the SR 156 corridor using an array of tolling plans and associated rates. Several tolling scenarios were examined; however, the \$3.00 daily base toll was selected because this rate minimizes the diversion to alternative routes, yet maximizes the toll revenue. Results indicate that increasing the base toll rate above \$5.00 would shift significantly more traffic to alternative routes. Even with the shift at only a \$3.00 base toll rate, congestion would occur at the diversion route intersections, specifically on San Miguel Canyon close to US 101 and on SR 183 in Castroville.

**Figure 1-2** compares the anticipated growth in daily peak season weekend roadway volume along the Expressway, as compared to the three primary diversion routes. Weekend traffic along the existing SR 156, Castroville Boulevard, and Blackie Road is expected to increase between Year 2015 and Year 2035 study scenarios. Under the 2035 "build" condition, the tolled Monterey Expressway will provide substantial traffic volume relief to the existing SR 156 facility, while weekend traffic volumes on Castroville Boulevard and Blackie Road will increase due to diversion from the toll road.

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<sup>1</sup> Daily (2-way) toll rates in Year 2015 U.S. Dollars



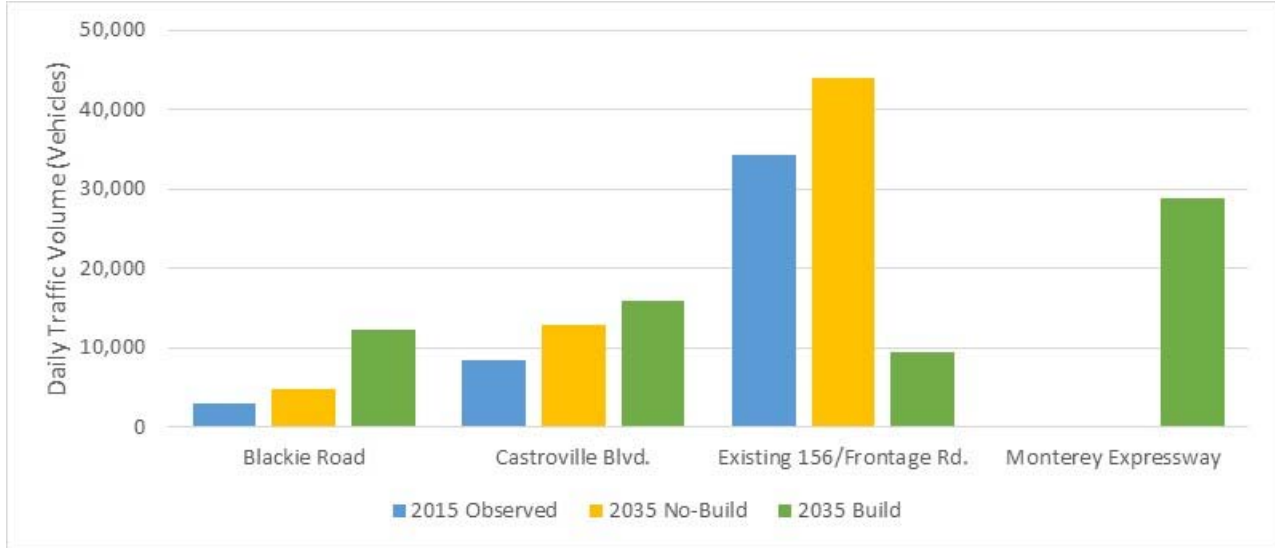


# STATE ROUTE 156 WEST CORRIDOR PROJECT

## LEVEL 2 TRAFFIC AND REVENUE STUDY



**Figure 1-2: Daily Peak Season Weekend Roadway Volumes**



**Table 1-1** on the next page shows the study corridor roadway volumes and toll diversion to the alternate routes in the corridor under the tolling plan in 2035. The majority of increase in demand, due to toll diversion, impacts these alternate routes in the study corridor and are reported at the following locations:

- Castroville Boulevard (Elkhorn Road – San Miguel Canyon Road)
- Existing Highway (156 Meridian Road – McGuffie Road)
- Blackie Road (E. of Commercial Pkwy.)



# STATE ROUTE 156 WEST CORRIDOR PROJECT

## LEVEL 2 TRAFFIC AND REVENUE STUDY



**Table 1-1: Study Corridor Daily Roadway Traffic Volumes (Vehicles)**

	Roadway	2015 Observed <sup>1</sup> (A)	2035 No-Build <sup>1</sup> (B)	Growth <sup>2</sup> (A:B)	2035 Build <sup>3</sup> (C)	Volume Change <sup>4</sup> (C-B)
Off-Peak Season Weekday	Blackie Road	2,700	2,900	0.37%	10,000	+7,100
	Castroville Boulevard	6,400	9,100	2.11%	13,900	+4,800
	Existing 156/Frontage Rd	29,000	40,000	1.90%	8,000	-32,000
	Monterey Expressway	-	-	-	25,300	+25,300
	TOTAL	38,100	52,000	1.82%	57,200	+5,200
Peak Season Weekday	Blackie Road	2,500	4,900	4.80%	13,100	+8,200
	Castroville Boulevard	7,450	9,700	1.51%	14,500	+4,800
	Existing 156/Frontage Rd	28,900	41,600	2.20%	9,200	-32,400
	Monterey Expressway	-	-	-	21,300	+21,300
	TOTAL	38,850	56,200	2.23%	58,100	+1,900
Peak Season Weekend	Blackie Road	2,850	4,800	3.42%	12,200	+7,400
	Castroville Boulevard	8,300	12,800	2.71%	15,800	+3,000
	Existing 156/Frontage Rd	34,250	43,900	1.41%	9,300	-34,600
	Monterey Expressway	-	-	-	28,800	+28,800
	TOTAL	45,400	61,500	1.77%	66,100	+4,600

- Notes: (1) Unimproved SR 156  
 (2) Annual growth rate implied by the travel forecasts from 2015 to 2035  
 (3) Accounts for diversion to alternative routes to avoid toll  
 (4) Comparing 2035 build to no-build

Table 1-1 shows that traffic in the corridor is forecast to grow approximately 1.9% on the offseason weekday and 2.2% per year from 2015 to 2035 during the peak weekday. Weekday traffic growth on each of the roads is similar in the peak summer season compared to the rest of the year, except for traffic on Blackie Road, which grows faster during the summer. While summer weekend traffic is forecast to be greater than weekday, its growth is somewhat less at 1.4% per year. Growth on Castroville Boulevard and Blackie Road on the weekends at 2.5-3.5% per year.

The “Volume Change” column in the table shows the change in volume as a result of building and tolling the Monterey Expressway. Note the substantial volume relief to existing SR 156 at all times of the year; between 21,000 to 28,000 vehicles per day use the new Monterey Expressway facility. The increase in volumes on Castroville Boulevard and Blackie Road show the effects of toll diversion. During all times of the year Blackie Road experiences nearly twice the increase in traffic as compared with Castroville Boulevard under the Year 2035 “build” conditions.

Peaks during off-peak weekday and summer weekday would occur primarily in the early afternoon (lunchtime) through the PM peak hour. During the weekends, congestion occurs on Friday, Saturday, and Sunday. Congestion varies during these times, but is evident in future forecasts. At other times of the day, all roadways in the corridor are forecast to operate at an acceptable level-of-service under 2035 build conditions. During peak periods, alternative routes are congested in part due to traffic growth in the corridor and vehicles diverting from the Monterey Expressway to avoid paying the toll. Section 2.1.3 provides a detailed discussion of all operating conditions in the corridor.



# STATE ROUTE 156 WEST CORRIDOR PROJECT

## LEVEL 2 TRAFFIC AND REVENUE STUDY



### 1.4 Financial Feasibility Evaluation:

The financial feasibility analysis evaluates the ability of tolls to pay for the construction costs, operating expenses, and total lifecycle costs for the Monterey Expressway. The evaluation is based on a traffic and revenue study and a detailed estimate of capital and operating costs. The feasibility analysis is aimed at addressing three broad questions:

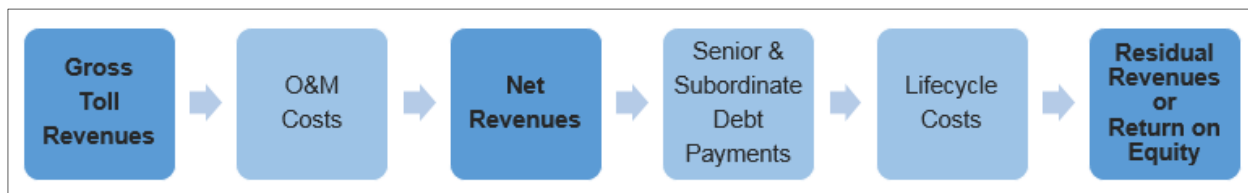
1. Is there enough upfront capital to fund all construction costs and financing costs to deliver the Project?
2. Upon project delivery, are the annual toll revenues sufficient to meet ongoing operating expenses and downstream lifecycle costs to maintain the road in good shape?
3. Upon project delivery, are annual toll revenues sufficient to pay debt service and is the overall capital structure marketable?

The Project feasibility and financing structure is assessed under **two delivery options**:

- **Public delivery by TAMC and/or Caltrans:** Under a public delivery option, TAMC or Caltrans would procure and manage the design-build or design-bid-build contract(s) to construct the Project. TAMC would arrange the Project funding, including the issuance of toll revenue debt and would serve as the public tool operator. Caltrans is presumed to maintain the Monterey Expressway.
- **P3 delivery with a toll concessionaire:** Under a Public-Private Partnership delivery option, the construction and ongoing operation and maintenance of the toll road would be managed by a private partner/concessionaire in accordance with terms negotiated under a concession agreement. TAMC's responsibility would be to oversee the performance of that contract. The private concessionaire would be responsible for arranging the financing for the expressway, including debt and equity contributions.

The Project has commitments for an estimated \$69.9 million from various local, regional and state sources. The remaining project capital may be raised in the capital markets and will be secured by the sole source of revenue for the Project - future toll revenue collections on Monterey Expressway. The application of toll revenues is governed by a 'flow of funds' presented in **Figure 1-3**.

**Figure 1-3: Flow of Funds**



First and foremost, toll revenues must be utilized to pay operating expenses. The remaining *net toll revenues* may be used to paid debt service costs on any debt issued for project construction. Gross toll collections and net toll revenues are subject to traffic and demand and actual collections may be different from estimates. Hence debt is structured such that resulting debt service payments are less than estimated net revenues to provide some cushion against revenue volatility. Any dollars remaining after debt payments may be set aside to fund future



# STATE ROUTE 156 WEST CORRIDOR PROJECT

## LEVEL 2 TRAFFIC AND REVENUE STUDY



lifecycle costs which may include anything from minor repairs to a full reconstruction of the road down the line. At this point all operating, lifecycle and financing costs are covered and the remaining revenues are called *residual revenues*. Under a public delivery model the tolling authority would retain all residual dollars. For a P3 delivery model, all residual revenues flow out to the private equity partner as return on upfront equity contribution for Project financing.

### **Potential Capital Funding Sources:**

There are three primary sources of capital funding that are evaluated in this study for Project financing:

1. Senior Lien Toll Revenue Bonds: These are long-term bonds with 40 year terms that are secured by a first lien on *net toll revenues*. Toll revenue bonds may be utilized with either public or P3 delivery models. The driving force that constrains the amount of bonds that may be raised, is the maintenance of a minimum of 2.0x annual debt service coverage to protect against revenue volatility.
2. Subordinate Lien Federal Direct Loan (TIFIA): This is a federal direct loan also secured by *net toll revenues* but on a subordinate basis to toll revenue bonds. It has several attractive features including its low cost of borrowing, flexible drawdown and repayment options and ability to subordinate debt service payments. The TIFIA loan may also be utilized with either public or P3 delivery models. The loan amount is capped at 33% of eligible project costs and is also constrained by the requirement to demonstrate a 1.3x-1.5x annual debt service coverage on all debt including senior toll revenue bonds.
3. Equity Contribution (from a private partner): This financing option is only applicable with a P3 delivery of the Project. It is an expensive source of funding as equity partners usually demand 12%-14% pre-tax return on their investment for assuming project revenue risk among other factors. Nevertheless, it is an attractive option since the equity partner brings project expertise and efficiencies and enables us to leverage residual revenues from the bottom-most bucket to raise additional capital for construction and reducing the upfront funding shortfall.

### **Approach to Structuring:**

The starting point of the analysis is to estimate the net toll revenues that may be generated under the public and P3 delivery options based on revenue and cost inputs provided by Kimley-Horn and Michael Baker that are unique to the two delivery options. The schedule of net toll revenues is utilized to estimate the maximum possible debt and/or equity that can be supported by such net toll revenues, subject to certain financing assumptions and structuring constraints. For the public delivery model, the feasibility analysis is designed to optimize the use of senior lien toll revenue bonds together with a subordinate TIFIA loan while meeting minimum debt service coverage requirements. The P3 delivery model seeks to optimize the debt structure with the use of toll revenue bonds and a TIFIA loan, while also satisfying industry standards for debt-to-equity ratio and adequate rate of return on equity investment.





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## LEVEL 2 TRAFFIC AND REVENUE STUDY



### Results of the Feasibility Analysis:

A summary of the feasibility results is presented in **Table 1-2**. The Project construction cost under the public delivery option is an estimated \$374.4 million. The forecast toll revenues plus other committed funds can support 68% of these costs, resulting in an estimated funding shortfall of \$119.0 million. In the P3 scenario, the Project construction cost is an estimated \$339.1 million. About 77% of the cost can be funded with grants, debt and equity supported by net toll revenues, resulting in an estimated funding shortfall of \$77.6 million. The funding shortfall could be as much as \$90.0 million with a P3 delivery after accounting for the impact of taxes on equity return.

In addition to the base analysis, a sensitivity test on traffic and revenue was performed by Michael Baker. This sensitivity analysis showed that with congestion on the diversion routes, more vehicles would take the Monterey Expressway resulting in higher traffic and revenue. Taking these additional revenues into account the funding shortfall reduces under the sensitivity case analysis compared to the base case. The funding shortfall is \$98.1 million for the public delivery and \$57.4 million for the P3 delivery option.

The shortfall under the P3 delivery is lower compared to public delivery due to several factors. To begin with, the construction cost estimates were lower for a P3 delivery and the construction schedule was more condensed resulting in the toll road opening for operations sooner with a P3 delivery. Additionally, a private sector partner is assumed to be a little more aggressive with the tolling policy with a 1.5% annual increase in the real toll rate versus a 1% increase in the public delivery model. These additional revenues support the equity contribution, albeit at a higher, 14% cost of capital.

**Table 1-2: Capital Funding Results**

	Public			P3		
	Sensitivity Case	Base Case	Delta	Sensitivity Case	Base Case	Delta
<u>Funding Uses</u>						
Construction Cost	\$374.4 M	\$374.4 M	-	\$339.1 M	\$339.1 M	-
Financing Costs	\$44.2 M	\$38.6 M	\$5.6 M	\$28.7 M	\$23.5 M	\$5.2 M
Total Project Delivery Costs	\$418.6 M	\$413.0 M	\$5.6 M	\$367.8 M	\$362.6 M	\$5.2 M
<u>Funding Sources</u>						
Toll Revenue Bond Proceeds	\$106.9 M	\$82.1 M	\$24.8 M	\$55.8 M	\$38.4 M	\$17.5 M
TIFIA Loan	\$136.9 M	\$135.2 M	\$1.7 M	\$119.9 M	\$118.2 M	\$1.6 M
Equity Contribution	n/a	n/a	-	\$58.0 M	\$51.8 M	\$6.2 M
Grant Funds/Other	\$76.7 M	\$76.7 M	-	\$76.7 M	\$76.7 M	-
Total Funding Sources	\$320.5 M	\$293.9 M	\$26.5 M	\$310.4 M	\$285.0 M	\$25.4 M
<b>Project Funding Shortfall</b>	<b>\$98.1 M</b>	<b>\$119.0 M</b>	<b>\$20.9 M</b>	<b>\$57.4 M</b>	<b>\$77.6 M</b>	<b>\$20.2 M</b>

Once the Project is delivered and operational, projected toll revenues are sufficient to cover all annual operations, maintenance, debt service, lifecycle and full reconstruction costs (in the later years), under either delivery scenario. Under the public delivery scenario, after all the annual costs are accounted for, TAMC is left with about \$1.15 billion in cumulative 'residual revenues',



# STATE ROUTE 156 WEST CORRIDOR PROJECT

## LEVEL 2 TRAFFIC AND REVENUE STUDY



albeit most of these occur in the latter years of the 50-year forecast horizon. The present value of this stream of residual revenues is about \$98.9 million.

Besides financial feasibility, when viewed from a broader perspective, the Monterey Expressway is a regional transportation investment that meets regional mobility needs. It is a valuable asset with the potential to unlock new revenues in the form of tolls if the funding shortfall can be addressed. The challenge will be to identify the best way to close the funding gap to meet the Board's policy objectives. The discussion on funding shortfall, will also be driven, in part by the chosen method for project delivery. There is currently no legislation in place to support the approval of a P3 delivery of the Project.

The public delivery of the Project entails several considerations for TAMC and the Board. Establishing a new tolling facility will require TAMC to take on a comprehensive approval process to get project and tolling approval from the California Transportation Commission. Also, a broader project risk analysis will have to be undertaken to identify the potential risk factors and develop mitigation strategies wherever possible and feasible.

## 1.5 Transportation System Impacts:

The SR 156 Traffic and Revenue Study assessed roadway and intersection operation impacts for the project study area. The potential transportation impacts associated with the proposed project were evaluated for weekday AM and PM and Saturday peak hours for the following analysis scenarios:

- **Scenario 1: 2016 Existing Conditions**  
Existing Conditions are represented by existing peak-hour traffic volumes on the existing roadway network. Traffic analysis is based on current traffic counts taken in 2016 as well as existing roadway geometry and traffic control.
- **Scenario 2: 2035 No Build Conditions**  
2035 "No Build" Conditions represents Year 2035 cumulative conditions, land use assumptions, and forecast traffic growth from the Association of Monterey Bay Area Governments (AMBAG) Travel Demand Model. Traffic analysis is based on existing roadway geometry assuming no roadway and intersection improvements to the street network.
- **Scenario 3: 2035 Buildout Conditions (Plus Project)**  
2035 "Buildout" Conditions represents Year 2035 cumulative conditions with buildout of the SR 156 Toll Road project and associated forecast traffic growth from the AMBAG Travel Demand Model. Traffic analysis is based on identified future roadway and intersection improvements.

The project will impact existing and future vehicular trips and travel patterns to the surrounding SR 156 street network in Monterey County. To assess changes in traffic conditions associated with the project, the study team analyzed seventeen (17) study intersections and sixteen (16) study roadway segments based on knowledge of the area, engineering judgement, and consultation with TAMC staff.



## STATE ROUTE 156 WEST CORRIDOR PROJECT

LEVEL 2 TRAFFIC AND REVENUE STUDY



Under Existing 2016 Conditions, the existing side street stop controlled intersections and roadway segment along SR 156 are operating at unacceptable level of service (LOS) due to excessive traffic volumes and limited gap opportunities for stopped vehicles to access the highway. Several intersections and roadway segments along San Miguel Canyon Road also exceed acceptable LOS during the peak hour at Prunedale Road and Castroville Boulevard.

For 2035 No Build Conditions, future growth determined from the AMBAG travel demand model will increase traffic congestion and delay to many of the impacted study intersections and roadways. The roadway segment and intersections along SR 156 will continue to degrade beyond acceptable traffic operation levels while increased congestion will occur along the San Miguel Canyon Road corridor between Castroville Boulevard and US 101 during the AM, PM, and Saturday peak hour.

Implementation of the SR 156 Monterey Expressway under the 2035 Buildout scenario will significantly improve intersection and roadway operations for the SR 156 two-lane frontage road. SR 156 intersection and roadway conditions improve at Monte Del Lago, Cathedral Oak Road, Oak Hills Drive, and Meridian Road due to a reduction in traffic volume from travelers electing to use the Monterey Expressway.

The effects of toll diversion and increased traffic volume onto Castroville Boulevard and Blackie Road from tolling the Monterey Expressway will degrade the roadway and intersection operations at Blackie Road at SR 183 and Castroville Boulevard at San Miguel Canyon Road.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

**Memorandum**

**To:** Board of Directors  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** December 6, 2017  
**Subject:** **2017 Integrated Funding Plan**

**RECOMMENDED ACTION:**

**2017 Integrated Funding Plan:**

1. **APPROVE** Resolution 2017-25 adopting the Monterey County 2018 Regional Transportation Improvement Program;
2. **APPROVE** the 2017 Measure X Strategic Expenditure Plan; and
3. **APPROVE** Resolution 2017-27 adopting the 2017 Integrated Funding Plan.

**SUMMARY:**

To ensure efficient coordination among various fund sources, the 2017 Integrated Funding Plan, identifies projects that are strong candidates for specific Senate Bill 1 grants, State Transportation Improvement Program funds, Measure X, and other matching funds, and can brought to construction over the next five years.

**FINANCIAL IMPACT:**

The Transportation Agency for Monterey County’s target share per the 2018 State Transportation Improvement Program Fund Estimate is \$30.9 million. Including the carry-over from the 2016 State Transportation Improvement Program, which amounts to \$23.15 million, the Transportation Agency’s total funding available for programming is \$54.05 million. Along with \$90 million of Measure X, Agency staff is proposing to match these funds with over \$221 million in Senate Bill 1 grants and other funding programs.

**DISCUSSION:**

Several of the strategic goals identified by the Transportation Agency Board of Directors are to deliver the Measure X regional program of projects, while strategically utilizing debt financing to expedite delivery, and leveraging as much matching funds as possible. With the passage of California Senate Bill 1 (Beall), several new transportation funding programs were created from which the Transportation Agency will potentially be able to leverage Measure X and other existing fund sources. To ensure coordination between the various fund sources, which all have different requirements and



eligibility, the Transportation Agency prepared a proposed 2017 Integrated Funding Plan (**Attachment 1**) that coincides with the 2018 State Transportation Improvement Program cycle. The 2017 Integrated Funding Plan is designed to identify projects that will be strong candidates for specific matching fund programs, and to identify a funding pathway to bring projects to construction over the next five years. A draft Integrated Funding Plan project list was presented to the Transportation Agency at the October 25, 2017 Board of Directors meeting. The attached project list modifies the draft project list based on Board member comments and subsequent new project or funding information.

The primary sources of funding included in the 2017 Integrated Funding Plan are the regional share of Measure X, Monterey County's regional share of the State Transportation Improvement Program, and the various Senate Bill 1 formula and grant funding programs. Each of these different funding components have reports or applications that the Agency is required to prepare in order to program the funding. The reports and applications are described as follows:

2018 Regional Transportation Improvement Program:

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year.

Monterey County's 2018 Regional Transportation Improvement Program reflects TAMC's dedication to improving statewide and regional travel by constructing high-priority highway, regional road, rail, and bicycle and pedestrian transportation projects throughout the region. To that end, the Transportation Agency selected projects to program in the 2018 Regional Transportation Improvement Program that are either ready for construction or moving quickly through pre-construction phases; are regional priority projects in Measure X with multimodal features; are in the adopted or draft Sustainable Communities Strategy; and are excellent candidates for the Senate Bill 1 grant programs. The Executive Summary and Board resolution to adopt the 2018 Regional Transportation Improvement Program are included as **Attachment 2**, with the full document included as a web attachment.

Measure X Strategic Expenditure Plan:

Starting in May of 2015, the Transportation Agency engaged in a public outreach effort to inform the public about our transportation needs, funding challenges and the self-help option. The Transportation Agency for Monterey County placed the Transportation Safety & Investment Plan (Measure X) on the November 8, 2016 ballot and the measure was approved with 67.7% approval from Monterey County voters. The measure is anticipated to generate an estimated \$20 million annually for a total of \$600 million over thirty years through a retail transactions and use tax of a three-eighths' of one-percent (3/8%).

The Policies and Project Descriptions for Measure X identified which projects and programs will receive Measure X revenue, and the amounts they will receive, but not the dates they will receive these funds. Recognizing that not all \$600 million in projects can be delivered at the outset of the

program, the Measure X Policies and Project Descriptions document requires that the Transportation Agency for Monterey County adopt a Strategic Plan that prioritizes the projects and establishes a timeline for their implementation within twelve months of the sales tax taking effect. The Executive Summary for the Measure X Strategic Expenditure Plan is included as **Attachment 3**, and the full document is included as a web attachment.

#### Matching Fund Applications:

1. Local Partnership Program Formula Funds: The objective of the Local Partnership Program is to reward counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements or that have enacted fees solely dedicated to transportation. In the initial programming cycle, 2017-18 through 2019-20, program funds will be distributed 50% via formula and 50% via a competitive program. The Transportation Agency will receive \$769,000 and \$760,000 in FY2017/18 and FY 2018/19 respectively. Programming requests are due to the California Transportation Commission by December 15, 2017, and the proposed programming is included in **Attachment 1**.
2. Solutions for Congested Corridors Competitive: Agency staff is proposing to submit a grant application for the construction of the Marina-Salinas Multimodal Corridor (Imjin Road Segment) in the amount of \$19 million as the Agency's first priority project. Since only Regional Transportation Planning Agencies are eligible applicants for this program, the City of Monterey has requested that TAMC submit an application on the City's behalf for the Lighthouse Curve Trail Widening project in the amount of \$8 million, which would be noted as the Agency's second priority for this competitive program. Grant applications are due to the California Transportation Commission by January 31, 2018.
3. Transit and Intercity Rail Capital Program: The Agency has been coordinating with the California State Transportation Agency on the potential of receiving a grant to fully fund the Salinas Rail Extension project. This application would include the full funding of the Kick Start project as well as development of stations in both Castroville and Pajaro/Watsonville, and the expansion of the layover facility in Salinas. This vision is supported by the draft 2018 California State Rail Plan, which includes the project in the 2022 scenario. The Agency would be seeking a grant request of \$121 million for this project.

#### ATTACHMENTS:

- ▢ Resolution 2017-27 - Adoption of the 2017 Integrated Funding Plan
- ▢ Resolution 2017-25 - Adoption of 2018 RTIP & Executive Summary
- ▢ Measure X Strategic Expenditure Plan Executive Summary
- ▢ City of Monterey Grant Request Letter

#### WEB ATTACHMENTS:

- [2018 Regional Transportation Improvement Program](#) (full document)
- [2017 Measure X Strategic Expenditure Plan](#) (full document)

**RESOLUTION NO. 2017-27**

**Adoption of the Monterey County  
2017 Integrated Funding Plan**

**WHEREAS**, the Transportation Agency for Monterey County is designated as the Regional Transportation Planning Agency responsible for programming regional transportation funding;

**WHEREAS**, with the passage of the Transportation Safety & Investment Plan (Measure X) and California Senate Bill 1 (Beall), several new transportation funding programs have been created from which the Transportation Agency will potentially be able to leverage other existing fund sources;

**WHEREAS**, to ensure coordination between the various fund sources, the Transportation Agency has prepared the 2017 Integrated Funding Plan, included as Exhibit A; and

**WHEREAS**, the 2017 Integrated Funding Plan matches specific transportation improvement projects with potential grant and formula funding programs.

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

1. The TAMC Board adopts the 2017 Integrated Funding Plan; and
2. The TAMC Board authorizes the Executive Director to submit Senate Bill 1 Local Partnership Program formula funding requests as identified in the 2017 Integrated Funding Plan; and
3. The TAMC Board authorizes the Executive Director to submit a Senate Bill 1 Solutions for Congested Corridors grant application as identified in the 2017 Integrated Funding Plan; and
4. The TAMC Board authorizes the Executive Director to submit a Transit and Intercity Rail Capital Program grant application as identified in the 2017 Integrated Funding Plan; and
5. The TAMC Board authorizes the Executive Director to submit a Senate Bill 1 Solutions for Congested Corridors grant application on behalf of the City of Monterey for the Lighthouse Curve Trail Widening Project.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California, on December 6, 2017, by the following vote:

**AYES:**  
**NOES:**  
**ABSENT:**

---

**ALEJANDRO CHAVEZ, 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  
Integrated Funding Plan (all dollars in \$1,000s)

**DRAFT**

Summary of Funding Sources	STIP - 2016	STIP - 2018	STIP - ITIP (2020)	Developer Fees	Measure X	RSTP / TDA 2%
	\$ 42,006	\$ 30,900	\$ 5,000	\$ 8,250	\$ 90,005	\$ 1,402
	SB 1 Congested Corridors	SB 1 Local Partner Formula	SB 1 Trade Corridors	State Rail Grant	Secured Matching Funds	Other Matching Funds
\$ 44,000	\$ 2,829	\$ 16,000	\$ 121,000	\$ 22,315	\$ 32,734	

	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	Funding
<b>State Route 68 Safety &amp; Traffic Flow</b>		Env't		Design	ROW	Con	\$ 59,400
STIP - 2016		\$ 1,700					\$ 1,700
STIP - 2018		\$ 1,700		\$ 5,000			\$ 6,700
Measure X					\$ 1,000	\$ 25,000	\$ 26,000
SB 1 Congested Corridors						\$ 25,000	\$ 25,000
<b>State Route 156 - A: Castroville Boulevard Interchange</b>			Des & ROW		Con		\$ 42,950
STIP - 2016			\$ 17,825		\$ 1,975		\$ 19,800
Measure X					\$ 2,150		\$ 2,150
Developer Fees					\$ 5,000		\$ 5,000
SB 1 Trade Corridors					\$ 16,000		\$ 16,000
<b>State Route 156 - B: Blackie Road Extension</b>		Env't	Des & ROW		Con		\$ 6,500
STIP - 2018					\$ 2,000		\$ 2,000
Measure X			\$ 2,000		\$ 2,000		\$ 4,000
Developer Fees		\$ 250					\$ 250
SB 1 Local Partner Formula		\$ 250					\$ 250
<b>US 101 Safety Improvements - South County</b>		Study		Env't		Design	\$ 26,424
Measure X		\$ 255					\$ 255
STIP - 2018				\$ 5,000		\$ 16,169	\$ 21,169
STIP - ITIP (2020)				\$ 5,000			\$ 5,000
<b>Holman Highway 68 - B: Pacific Grove</b>		Study	Env't		Design	Con	\$ 6,802
RSTP / TDA 2%		\$ 150	\$ 352				\$ 502
Measure X			\$ 150			\$ 4,850	\$ 5,000
SB 1 Local Partner Formula					\$ 1,300		\$ 1,300
<b>Highway 1 Rapid Bus Corridor</b>		Study	Env't	Design		Con	\$ 40,234
Measure X		\$ 750	\$ 1,500			\$ 12,750	\$ 15,000
Other Matching Funds	\$ 234					\$ 25,000	\$ 25,234
<b>Marina-Salinas Multimodal Corridor</b>		Design	Con				\$ 39,650
STIP - 2016	\$ 1,650						\$ 1,650
Measure X		\$ 16,000					\$ 16,000
SB 1 Congested Corridors		\$ 19,000					\$ 19,000
Developer Fees		\$ 3,000					\$ 3,000
<b>Fort Ord Trails and Greenway</b>		Env't	Design		Con		\$ 15,400
Measure X		\$ 600		\$ 6,000			\$ 6,600
RSTP / TDA 2%	\$ 500						\$ 500
SB 1 Local Partner Formula	\$ 500	\$ 600					\$ 1,100
Other Matching Funds				\$ 7,200			\$ 7,200
<b>Salinas Rail Extension</b>		Con	Con				\$ 162,171
STIP - 2016	\$ 18,856						\$ 18,856
Secured Matching Funds	\$ 22,315						\$ 22,315
State Rail Grant		\$ 24,200	\$ 24,200	\$ 24,200	\$ 24,200	\$ 24,200	\$ 121,000
<b>Habitat Preservation / Advance Mitigation</b>							\$ 5,300
Measure X		\$ 300	\$ 1,775		\$ 2,925		\$ 5,000
Other Matching Funds		\$ 300					\$ 300
<b>Safe Routes to Schools</b>							\$ 3,914
Measure X		\$ 667	\$ 667	\$ 667	\$ 667	\$ 667	\$ 3,335
SB 1 Local Partner Formula		\$ 179					\$ 179
RSTP / TDA 2%		\$ 400					\$ 400
<b>Senior and Disabled Transportation</b>							\$ 2,500
Measure X		\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 2,500
<b>Commuter Bus, Salinas Valley Transit Centers</b>							\$ 4,165
Measure X		\$ 833	\$ 833	\$ 833	\$ 833	\$ 833	\$ 4,165
<b>Planning, Programming, &amp; Monitoring</b>							\$ 1,031
STIP - 2018		\$ 231	\$ 234	\$ 189	\$ 189	\$ 189	\$ 1,031

**RESOLUTION NO. 2017-25**

**Adoption of the Monterey County  
2018 Regional Transportation Improvement Program**

**WHEREAS**, pursuant to Government Code Section 65082(a)(1), the Transportation Agency for Monterey County (TAMC) must prepare, adopt, and submit the Monterey County 2018 Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC) by December 15, 2017 in order to be incorporated into the Year 2018 State Transportation Improvement Program (STIP);

**WHEREAS**, the TAMC Board finds that the Monterey County 2018 RTIP is consistent with the STIP Guidelines adopted by the CTC in August 2017;

**WHEREAS**, the TAMC Board finds that the Monterey County 2018 RTIP does not conflict with other RTIPs or with the Interregional Transportation Improvement Program (ITIP); and

**WHEREAS**, the TAMC Board finds that the Monterey County 2018 RTIP is consistent with the Congestion Management Program (CMP) and the Regional Transportation Plan (RTP) and hereby amends the 2018 RTIP into the Congestion Management Program Capital Improvement Program; and

**WHEREAS**, the TAMC Board finds that the adoption of the Monterey County 2018 RTIP is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 21080(b)(13) of the California Public Resources Code and Section 15276 of the State CEQA Guidelines.

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

1. The TAMC Board adopts the Monterey County 2018 RTIP; and
2. The TAMC Board directs TAMC staff to submit the Monterey County 2018 RTIP to the CTC by December 15, 2017; and
3. The TAMC Board directs TAMC staff to submit the Monterey County 2018 RTIP to the Association of Monterey Bay Area Governments to be included in the Metropolitan Transportation Improvement Program; and
4. The TAMC Board amends the 2018 RTIP into the Congestion Management Program Capital Improvement Program.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California, on December 6, 2017, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

---

**ALEJANDRO CHAVEZ, CHAIR  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

---

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

# 2018 Regional Transportation Improvement Program

**December 2017**

Fiscal Years 2018/19 to 2022/23





# 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2018 RTIP)

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## **A. Overview and Schedule**

### **Section 1. Executive Summary**

Monterey County's **2018 Regional Transportation Improvement Program** reflects Transportation Agency for Monterey County (TAMC)'s dedication to improving statewide and regional travel by constructing high-priority highway, regional road, rail, and bicycle and pedestrian transportation projects throughout the region. The Transportation Agency adopts the Regional Transportation Improvement Program (RTIP) every two years for consideration by the California Transportation Commission (CTC) for inclusion in the State Transportation Improvement Program (STIP).

To further our progress in improving safety and mobility, since May 2015 the Transportation Agency has engaged in an effort to inform the public about our transportation needs, funding challenges and the self-help option. After extensive input from a wide variety of community stakeholders, TAMC adopted a Transportation Safety & Investment Plan to be funded by a 3/8% local transportation sales tax. This plan, which became Measure X on the November 8, 2016 ballot, was approved by 67.7% of Monterey County voters. The measure is anticipated to generate \$20 million annually, or \$600 million over thirty years. The revenue from Measure X funds critical safety, mobility, and maintenance projects and programs in three categories:

- \$360 million (60%) to Local Road Maintenance, Pothole Repairs & Safety
- \$160 million (27%) to Regional Road Safety & Congestion Improvements
- \$80 million (13%) to Pedestrian & Bike Safety and Mobility Projects

Building on the success of Measure X, the Transportation Agency Board of Directors held a strategic planning session in September 2017. Two key goals identified by the Board of Directors were to accelerate the delivery Measure X regional projects, while leveraging as much in matching funds as possible. With the passage of Senate Bill 1 (Beall), there are several new transportation funding programs to which TAMC can apply to match Measure X dollars, including the enhanced State Transportation Improvement Program.

To ensure efficient coordination among the various fund sources, TAMC has prepared an Integrated Funding Plan that overlaps with its **2018 Regional Transportation Improvement Program**. The Integrated Funding Plan identifies projects that are strong candidates for specific SB 1, STIP and other matching funds, and can be brought to construction over the next five years. Utilizing this Plan, the Transportation Agency can begin construction on three of the eight Measure X regional projects in the next five years:

- State Route 68 Safety & Traffic Flow
- State Route 156 Safety Improvements – Castroville Boulevard Interchange
- State Route 156 Safety Improvements – Blackie Road Extension
- Marina-Salinas Multimodal Corridor (Imjin Safety & Traffic Flow)

Also, under this plan an additional Measure X project will become construction-ready:

- US 101 – South County improvements

**Transportation Agency for Monterey County**  
**Integrated Funding Plan (all dollars in \$1,000s)**

	2018/19	2019/20	2020/21	2021/22	2022/23	Funding
<b>State Route 68 Safety &amp; Traffic Flow</b>	<b>Env't</b>		<b>Design</b>	<b>ROW</b>	<b>Con</b>	<b>\$ 59,400</b>
<i>STIP - 2016</i>	\$ 1,700					\$ 1,700
<i>STIP - 2018</i>	\$ 1,700		\$ 5,000			\$ 6,700
<i>Measure X</i>				\$ 1,000	\$ 25,000	\$ 26,000
<i>SB 1 Congested Corridors</i>					\$ 25,000	\$ 25,000
<b>State Route 156 - A: Castroville Boulevard Interchange</b>		<b>Des &amp; ROW</b>		<b>Con</b>		<b>\$ 42,950</b>
<i>STIP - 2016</i>		\$ 17,825		\$ 1,975		\$ 19,800
<i>Measure X</i>				\$ 2,150		\$ 2,150
<i>Developer Fees</i>				\$ 5,000		\$ 5,000
<i>SB 1 Trade Corridors</i>				\$ 16,000		\$ 16,000
<b>State Route 156 - B: Blackie Road Extension</b>	<b>Env't</b>	<b>Des &amp; ROW</b>		<b>Con</b>		<b>\$ 6,500</b>
<i>STIP - 2018</i>				\$ 2,000		\$ 2,000
<i>Measure X</i>		\$ 2,000		\$ 2,000		\$ 4,000
<i>Developer Fees</i>	\$ 250					\$ 250
<i>SB 1 Local Partner Formula</i>	\$ 250					\$ 250
<b>US 101 Safety Improvements - South County</b>	<b>Study</b>		<b>Env't</b>		<b>Design</b>	<b>\$ 26,424</b>
<i>Measure X</i>	\$ 255					\$ 255
<i>STIP - 2018</i>			\$ 5,000		\$ 16,169	\$ 21,169
<i>STIP - ITIP (2020)</i>			\$ 5,000			\$ 5,000
<b>Marina-Salinas Multimodal Corridor</b>	<b>Design</b>	<b>Con</b>				<b>\$ 39,650</b>
<i>STIP - 2016</i>	\$ 1,650					\$ 1,650
<i>Measure X</i>		\$ 16,000				\$ 16,000
<i>SB 1 Congested Corridors</i>		\$ 19,000				\$ 19,000
<i>Developer Fees</i>		\$ 3,000				\$ 3,000
<b>Planning, Programming, &amp; Monitoring</b>						<b>\$ 1,031</b>
<i>STIP - 2018</i>	\$ 231	\$ 234	\$ 189	\$ 189	\$ 189	\$ 1,031

2017

# Strategic Expenditure Plan



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## 1. Executive Summary

### Background

Starting in May of 2015, the Transportation Agency engaged in a public outreach effort to inform the public about our transportation needs, funding challenges and the self-help option. The Transportation Agency for Monterey County placed the Transportation Safety & Investment Plan (Measure X) on the November 8, 2016 ballot and the measure was approved with 67.7% approval from Monterey County voters. The measure is anticipated to generate an estimated \$20 million annually for a total of \$600 million over thirty years through a retail transactions and use tax of a three-eighths' of one-percent (3/8%). The revenue from Measure X funds critical safety, mobility, and maintenance projects and programs in three categories:

- \$360 million (60%) to Local Road Maintenance, Pothole Repairs & Safety
- \$160 million (27%) to Regional Road Safety & Congestion Improvements
- \$80 million (13%) to Pedestrian & Bike Safety and Mobility Projects

### Sales Tax Revenues

As noted above and described in more detail in Chapter 4, Measure X sales tax revenues estimated in the 2016 Transportation Safety and Investment Plan were forecast in constant dollars and estimated to be \$600 million through March 31, 2047. However, given economic activity in Monterey County since the time Measure X was being developed, the Transportation Agency has assumed a beginning sales tax revenue value of \$24,839,186 for Fiscal Year 2017-2018. From this base year amount, the Transportation Agency forecasts future revenues. As historic Monterey County taxable sales data serves as a proxy for sales tax revenues, the Transportation Agency's financial consultant, KNN Public Finance, recommends that the Measure X sales tax revenue forecast assume a long-term average growth rate of 3.21 percent. This information is incorporated into the cash flow model provided in Chapter 9.

### Project Prioritization

One of the purposes of the Strategic Plan is to establish the relative priority among the projects contained in the Measure X Transportation Safety & Investment Plan as far as the sequence in which they will be implemented. The eight projects that will be prioritized using the criteria provided by the Transportation Agency Board of Directors are:

- Highway 68 - Safety & Traffic Flow
- US 101 Safety Improvements - South County
- State Route 156 Safety Improvements
- Marina-Salinas Multimodal Corridor (Imjin Safety & Traffic Flow)
- Highway 1 Rapid Bus Corridor
- Holman Highway 68 Safety & Traffic Flow – A (Community Hospital of the Monterey Peninsula Roundabout)
- Holman Highway 68 Safety & Traffic Flow – B (Pacific Grove Complete Streets)
- Fort Ord Regional Trail and Greenway

Measure X regional projects are prioritized for programming based on five key criteria as recommended by the Transportation Agency Board of Directors and identified in the Measure X Policies and Project Descriptions document. A rating of High (green), Medium (yellow), and Low (red) is used for each criterion to evaluate the projects. Presented as a summary here, the full project prioritization and supporting documentation can be found in Chapter 3.

	Project Readiness	Matching Funds	Fair Geographic Distribution	Congestion Need & Safety Benefit	Cost Effectiveness & Connectivity
Fort Ord Regional Trail and Greenway					
Highway 1 Rapid Bus Corridor					
Highway 68 - Safety & Traffic Flow					
Holman Highway 68 Safety & Traffic Flow - A (CHOMP Roundabout)					
Holman Highway 68 Safety & Traffic Flow - B (Pacific Grove)					
Marina-Salinas Multimodal Corridor					
State Route 156 Safety Improvements					
US 101 Safety Improvements - South County					

First Five Years

The 2017 Measure X Strategic Expenditure Plan is a five-year planning document, coordinated with the 2018 State Transportation Improvement Program cycle. To manage the various available funding sources with eligible Measure X projects, Chapter 4 presents the Integrated Funding Plan, which incorporates the results of the project prioritization to identify projects that can start or are nearing construction in the first five years of Measure X. Those projects expected to start construction are:

- State Route 68 Safety & Traffic Flow
- State Route 156 Safety Improvements (Castroville Boulevard Interchange)
- Marina-Salinas Multimodal Corridor (Imjin Safety & Traffic Flow)
- Fort Ord Regional Trail and Greenway

Accelerating Project Delivery through Financing

Many sales tax programs, such as Measure D in Santa Barbara County, successfully implement a debt financing strategy in order to expedite the delivery of the regional program of projects. On a “pay as you go” basis, it can become more difficult to deliver the program within the thirty-year life of the sales tax due to construction cost escalation and fluctuating sales tax revenues. In the case of Measure X, issuing bonds or other debt financing instruments may be necessary primarily to ensure sufficient cash flow to deliver regional projects as they become ready for construction.

The cash flow model presented in Chapter 9 shows sales tax revenues exceeding authority-wide annual debt service at around 2.0x or better. In addition, fiscal year 2016-2017 unaudited data shows a significant increase in sales tax revenues over initial projections during the development of Measure X. These metrics suggest that there is additional debt capacity on an authority-wide basis. This debt capacity, however, may be only available to projects in the regional program. Should the Transportation Agency not be able to fund projects for the regional program on a pay-as-you-go basis or through inter-program loans then bond financing could be an option to ensure that project expenditures are funded.

To this end, Transportation Agency staff has conducted an extensive debt financing review with the Agency’s financial consultants, KNN Public Finance, to determine potential debt financing strategies to include in the cash flow model. The initial cash flow model presented in Chapter 9 includes \$37 million of debt financing within the first five years of the program, which will require further study and approval by the Transportation Agency Board of Directors.

Local Road Maintenance & Pay-As-You-Go Programs

Pay-as-you-go financing involves paying for capital expenditures with available cash on hand and, as such, no debt is incurred under pay-as-you-go financing.

Pay-as-you-go financing by Measure X is used for the apportionments to the Habitat Preservation / Advance Mitigation, Safe Routes to Schools, Senior and Disabled Transportation, the Commuter Bus, Salinas Valley Transit Centers and Vanpools programs, and the Local Road Maintenance fund.

The Local Road Maintenance funds are allocated quarterly to all Monterey County jurisdictions. The formula distribution for these funds is based on 50% road miles and 50% population. The formula is updated as new information becomes available using Department of Finance population figures and center line miles as reported by the California Department of Transportation.

Strategic Expenditure Plan Updates

The Strategic Expenditure Plan is a five-year programming document. It provides a snapshot of anticipated cash flow, as well as a commitment of funds to specific projects for the next five years of Measure X. In order to effectively reflect upon actual revenues and project progression, this plan sets a goal for updates every two years.



# Transportation Agency for Monterey County

**DRAFT**

## Measure X - Transportation Safety & Investment Plan

### Cash Flow Analysis - with Financing

Investment Rate of Return	0.02
TAMC Administration - 1%	0.01
TAMC Administration - Direct Costs	0.005
Board of Equalization Administrative Fees	0.015

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23
<b>Revenues</b>						
Measure X Sales Tax Revenue	\$ 24,839	\$ 25,286	\$ 25,792	\$ 26,437	\$ 27,230	\$ 28,101
<i>Growth</i>	N/A	1.8%	2.0%	2.5%	3.0%	3.2%
Prior Year Carry-over		\$ 7,354	\$ 5,526	\$ 39,231	\$ 38,655	\$ 37,826
Measure X Interest Earned	\$ -	\$ 147	\$ 111	\$ 785	\$ 773	\$ 757
Bond Proceeds			\$ 43,691			
<b>Total Revenues</b>	<b>\$ 24,839</b>	<b>\$ 32,787</b>	<b>\$ 75,120</b>	<b>\$ 66,453</b>	<b>\$ 66,658</b>	<b>\$ 66,684</b>
<b>Expenditures</b>						
Administrative Expenses	\$ 1,455	\$ 753	\$ 768	\$ 787	\$ 811	\$ 837
<i>County Election Costs</i>	\$ 715	-	-	-	-	-
<i>Board of Equalization Fees</i>	\$ 373	\$ 379	\$ 387	\$ 397	\$ 408	\$ 422
<i>Administration - Salaries/Benefits/Overhead</i>	\$ 245	\$ 249	\$ 254	\$ 260	\$ 268	\$ 277
<i>Administration - Direct Costs</i>	\$ 122	\$ 125	\$ 127	\$ 130	\$ 134	\$ 138
Local Road Maintenance	\$ 14,031	\$ 14,720	\$ 15,014	\$ 15,390	\$ 15,851	\$ 16,359
<i>Carmel</i>	\$ 167	\$ 175	\$ 179	\$ 183	\$ 189	\$ 195
<i>Del Rey Oaks</i>	\$ 61	\$ 64	\$ 65	\$ 67	\$ 69	\$ 71
<i>Gonzales</i>	\$ 171	\$ 179	\$ 183	\$ 187	\$ 193	\$ 199
<i>Greenfield</i>	\$ 356	\$ 373	\$ 381	\$ 390	\$ 402	\$ 415
<i>King City</i>	\$ 316	\$ 331	\$ 338	\$ 346	\$ 357	\$ 368
<i>Marina</i>	\$ 560	\$ 588	\$ 599	\$ 614	\$ 633	\$ 653
<i>Monterey</i>	\$ 882	\$ 926	\$ 944	\$ 968	\$ 997	\$ 1,029
<i>Pacific Grove</i>	\$ 480	\$ 504	\$ 514	\$ 526	\$ 542	\$ 560
<i>Salinas</i>	\$ 3,562	\$ 3,737	\$ 3,811	\$ 3,907	\$ 4,024	\$ 4,153
<i>Sand City</i>	\$ 23	\$ 24	\$ 24	\$ 25	\$ 26	\$ 27
<i>Seaside</i>	\$ 865	\$ 907	\$ 926	\$ 949	\$ 977	\$ 1,008
<i>Soledad</i>	\$ 491	\$ 515	\$ 525	\$ 538	\$ 555	\$ 572
<i>County</i>	\$ 6,097	\$ 6,397	\$ 6,525	\$ 6,688	\$ 6,889	\$ 7,109
Regional Safety, Mobility & Walkability Projects	\$ 2,000	\$ 11,788	\$ 20,106	\$ 11,621	\$ 12,169	\$ 46,488
<i>Construction Cost Index</i>	0.0%	4.0%	4.0%	4.0%	4.0%	4.0%
<i>Debt Service</i>			\$ 2,622	\$ 2,622	\$ 2,622	\$ 2,622
<i>Highway 68 - Safety &amp; Traffic Flow</i>	\$ -	\$ -	\$ -	\$ -	\$ 1,170	\$ 30,416
<i>US 101 Safety Improvements - South County</i>	\$ -	\$ 265	\$ -	\$ -	\$ -	\$ -
<i>State Route 156 Safety Improvements - A (Castroville Blvd)</i>	\$ -	\$ -	\$ -	\$ -	\$ 2,616	\$ -
<i>State Route 156 Safety Improvements - B (Blackie Road)</i>	\$ -	\$ -	\$ 2,250	\$ -	\$ -	\$ -
<i>Marina-Salinas Multimodal Corridor</i>	\$ -	\$ 8,320	\$ 8,653	\$ -	\$ -	\$ -
<i>Highway 1 Rapid Bus Corridor</i>	\$ -	\$ 811	\$ 1,687	\$ -	\$ -	\$ 8,066
<i>Holman Highway 68 Safety &amp; Traffic Flow - A (CHOMP Roundabout)</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Holman Highway 68 Safety &amp; Traffic Flow - B (Pacific Grove)</i>	\$ -	\$ -	\$ 162	\$ -	\$ -	\$ 2,950
<i>Habitat Preservation / Advance Mitigation</i>	\$ -	\$ 312	\$ 1,920	\$ -	\$ 3,422	\$ -
<i>Fort Ord Regional Trail and Greenway</i>	\$ -	\$ -	\$ 649	\$ 6,749	\$ -	\$ -
<i>Safe Routes to Schools</i>	\$ 667	\$ 693	\$ 721	\$ 750	\$ 780	\$ 811
<i>Senior and Disabled Transportation</i>	\$ 500	\$ 520	\$ 541	\$ 562	\$ 585	\$ 608
<i>Commuter Bus, Salinas Valley Transit Centers and Vanpools</i>	\$ 833	\$ 867	\$ 901	\$ 937	\$ 975	\$ 1,014
<b>Total Expenditures</b>	<b>\$ 17,485</b>	<b>\$ 27,261</b>	<b>\$ 35,889</b>	<b>\$ 27,798</b>	<b>\$ 28,832</b>	<b>\$ 63,684</b>
<b>Revenues, less Expenditures</b>	<b>\$ 7,354</b>	<b>\$ 5,526</b>	<b>\$ 39,231</b>	<b>\$ 38,655</b>	<b>\$ 37,826</b>	<b>\$ 3,000</b>

# Transportation Agency for Monterey County

**DRAFT**

## Measure X - Transportation Safety & Investment Plan

### Cash Flow Analysis - with Financing

#### CASH BALANCE AND BONDING ANALYSIS

##### Debt and Debt Service Coverage

##### Debt Service #1

Total Principal	\$	43,691				
Interest Rate		4.0%				
Annual Debt Service	\$	2,622				
Bond Year		<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	
Principal Beginning Balance	\$	43,691	\$ 42,817	\$ 41,908	\$ 40,962	
Principal Payment	\$	(874)	\$ (909)	\$ (946)	\$ (984)	
Principal Ending Balance	\$	42,817	\$ 41,908	\$ 40,962	\$ 39,978	
Interest Expense	\$	(1,748)	\$ (1,713)	\$ (1,676)	\$ (1,638)	
Debt Service #1	\$	2,622	\$ 2,622	\$ 2,622	\$ 2,622	
<b>Regional Distribution Debt Service Coverage</b>		<b>3.82x</b>	<b>3.91x</b>	<b>4.03x</b>	<b>4.16x</b>	



DEPARTMENT OF PLANS & PUBLIC WORKS

November 16, 2017

Michael Zeller  
Principal Transportation Planner  
Transportation Agency for Monterey County  
55-B Plaza Circle  
Salinas, CA 93901

**RE: Request to Submit a Nominating Application for the SB 1 Solutions for Congested Corridors Program on Behalf of the City of Monterey**

Dear Mr. Zeller,

I am writing to request the Transportation Agency for Monterey County submit a nominating application for the SB 1 Solutions for Congested Corridors Program on behalf of the City of Monterey. Applications are due February 16, 2018.

The nominating project is the Recreational Trail / Lighthouse Curve Improvements project. This project involves adding a separate pedestrian path to the existing Recreational Trail from Wharf I to the Coast Guard Pier. This is anticipated to reduce user density on the trail and provide more room for passing. This project also involves adding bicycle and pedestrian connections to Lighthouse Curve between Wharf I and the Coast Guard Pier. The project is pinpointed at this segment of the trail to provide a better commute alternative to the congested Lighthouse Avenue which experiences an ADT of 55,000. This is anticipated to support the City's Active Transportation / Demand Management Program by accommodating more users on the Rec Trail and providing a better commute alternative to Lighthouse Avenue. The Recreational Trail is not only frequently used by City residents but also serves the whole Monterey Bay region; it is used for exercise, commuting, and for enjoying views along the waterfront. As such, this project enhances a regional active transportation corridor.

This project is included in the City's Multi-Modal Mobility Plan master project list (Appendix A) as well as the 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plan for Monterey, San Benito and Santa Cruz Counties Environmental Impact Report project list (Appendix B).

The project is ranked high in priority, including improvements addressing safety, connectivity, access, and readiness. Facilities directly served by this improvement project include commercial employment areas, schools/colleges, public facilities and multi-family residential areas.

Thank you for your consideration.

Sincerely,



Andrea Renny  
Senior Civil Engineer



***Memorandum***

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant  
**Meeting Date:** December 6, 2017  
**Subject:** Reports from Transportation Providers

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**RECOMMENDED ACTION:**

**RECEIVE** reports from Transportation Providers:

- Caltrans Director's Report and Project Update - Gubbins
- Monterey Peninsula Airport - Sabo
- Monterey-Salinas Transit - Sedoryk
- Monterey Bay Air Resources District - Stedman

**ATTACHMENTS:**

- Caltrans Directors Report
- Caltrans Project Update



Northbound US 101/San Anselmo Road in San Luis Obispo County



FALL 2017

# Caltrans District 5



District Director

Timothy Gubbins

*Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.*

## District Director's Report

*A quarterly publication for our transportation partners*

### Roadside Safety and Aesthetics

Optimizing safety is the main purpose of the recently completed Caltrans roadside safety improvements project extending 15 miles along US 101 from Atascadero to Paso Robles. The \$2.3 million project, and similar ones statewide, are reducing the exposure of maintenance workers on foot in high-speed traffic areas. Project features are:

- Thirty-nine paved gore areas with contrast surface treatment
- Paved slope areas underneath four bridges
- Installed:
  - Metal-beam guardrail with concrete barrier
  - Drainage system improvements
  - Upgraded safety cable railing

A second roadside safety project in San Luis Obispo County, currently under construction, will address an 18-mile segment of US 101 from Arroyo Grande to San Luis Obispo. The \$2.5 million project is scheduled for completion in fall 2017. Currently, District 5 is implementing eight additional roadside safety projects—in different stages of project development on various highways—in Santa Cruz, Monterey and Santa Barbara counties. Two others were also recently completed in the latter two counties.



### SB 1 Fix-it-First Funding

*The Road Repair & Accountability Act of 2017*

Fixing our roads, repairing aging bridges, reducing traffic congestion and improving goods movement are key goals for the recently passed Senate Bill 1 transportation funding bill. Statewide, Caltrans is committed to fixing more than 17,000 lane miles, 500 bridges, 55,000 culverts, and 7,700 traffic operating systems, which includes installing ramp meters, traffic cameras and electric highway message boards. Currently, Caltrans is expediting \$200 million in pavement projects statewide and \$150 million for restriping along the state highway system as well as identifying and prioritizing the most

needed projects. The new funding, which begins in November 2017, includes the following statewide over the next 10 years:

- \$1 billion – Active Transportation Program
- \$7.5 billion – Transit and rail
- \$3 billion – Trade corridor improvements
- \$2.5 billion – Congestion relief

The new bill will generate \$54 billion split between Caltrans and local agencies over the next decade—the largest transportation investment in more than 20 years. Each year, more than 180 billion vehicles travel on the state highway system. More information:

<http://www.catc.ca.gov/programs/SB1.html>



### CTP Guidelines Adopted

The California Transportation Commission recently adopted the 2017 *California Transportation Plan Guidelines*. The document provides a policy framework for developing future state transportation plans. The long-range, fiscally unconstrained plan details the state's priorities, guides future investments and maintains consistency with statewide, regional and local plans. More information: [http://www.catc.ca.gov/programs/CTP/CTP\\_2017\\_Guidelines\\_Final\\_5\\_17\\_17.pdf](http://www.catc.ca.gov/programs/CTP/CTP_2017_Guidelines_Final_5_17_17.pdf)





## Highway 17 Wildlife Connectivity Project

Providing habitat connectivity and safe passage is the purpose of the Highway 17/Laurel Road wildlife connectivity project, near Scotts Valley, in Santa Cruz County. The estimated \$7 million project will connect two core habitat areas while protecting individual animals and ensuring long-term species survival. The California Transportation Commission recently approved \$3 million in the State Highway Operation and Protection Program (SHOPP) for the project's environmental, design and right-of-way costs. Construction funding is expected to come from local sources, including \$5 million from Santa Cruz County's recently approved Measure D sales tax.

After extensive environmental and biological review, the project site was identified as the highest priority for maintaining critical habitat with evidence of mule deer, mountain lions, bobcats and coyotes on both sides of the roadway. Highway 17 is an important link connecting the Santa Cruz Mountains with the Diablo Mountain Range and the Gabilan Range. Fragmented habitat is difficult for animal survival in finding adequate food, water and mates; raising their young; and establishing new territories. Challenges to wildlife mobility along the roadway include high traffic volumes, concrete median barriers and inefficient pathways at culverts or bridge under crossings.

A multi-agency partnership developed solutions for improving animal connectivity on the corridor. These included the following: Land Trust of Santa Cruz County, Caltrans, Santa Cruz County Regional Transportation Commission, California Department of Fish and Wildlife, Pathways for Wildlife and U.C. Santa Cruz (Puma Study).



## Advanced Mitigation Credits

The Highway 17 wildlife connectivity project in Santa Cruz County also provides a unique opportunity for Caltrans to partner with the California Department of Fish and Wildlife on a pilot for an innovative advanced mitigation credit agreement. The first of its kind in California, the agreement establishes mitigation credits that can be applied to future transportation projects.

Mitigation credits created by the Highway 17 wildlife project may be used by the Department or sold or transferred to other transportation agencies with projects in a specific service area. The pilot credit agreement may be used as a model for the California Department of Fish and Wildlife's new statewide Regional Conservation Investments Strategies Program. More information:

<https://www.wildlife.ca.gov/Conservation/Planning/Regional-Conservation>



## Complete Streets Projects Kick-off

### Creston Road Complete and Sustainable Streets Corridor Plan

The City of Paso Robles' \$185,000 grant will develop a Complete Streets Plan for Creston Road in Paso Robles, San Luis Obispo County. It will include community involvement to identify strategies for a two-mile pedestrian, bicycle and transit-friendly thoroughway. It will also feature Complete Streets design for sidewalks and intersection changes supporting travel modes for all users, ages and abilities. A greening element will be added for natural drainage as well.

### Highway 9 Complete Streets Plan

The Santa Cruz County Regional Transportation Commission's \$249,000 grant will develop a Complete Streets Plan for 10 miles of Highway 9 in Santa Cruz County. The plan will identify, prioritize and implement multimodal improvements with a focus on asset management. It will address severe bicycle, pedestrian and transit gaps as well as collisions, congestion and system deterioration.



## Call for Projects Coming

A call for projects for the Sustainable Transportation Planning Grant Program is scheduled for September 2017. The program, funded through SB 1, includes:

- Sustainable Communities & Strategic Partnerships – \$25 million annually
- Climate Adaptation Planning Grants—\$20 million over three years

Successful projects support sustainable communities and reducing greenhouse gas emissions. More information:

<http://www.dot.ca.gov/hq/tpp/grants.html>



## D5 Bicycle Champions

The San Luis Obispo Council of Governments (SLOCOG) Rideshare Program recently recognized District 5 with the *Defending Bike Month Challenge Champion* Award. The District kept the 2016 title with 37 employees bicycling most every day in May for Bike Month. In addition to the golden handlebars trophy (inset), the District won a one-month free trial of riding an electric bicycle. Hats off to all participants!



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 6, 2017 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING (TAMC)

COMPLETED CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager/ (Resident Engineer)	Contractor	Comments
1.	<b>US 101 Safety Facility Upgrade near Greenfield (1E050)</b>	Near Greenfield & Soledad (PM 52.4/55.2)	Improve roadside clear recovery zone	June 5, 2017	\$3 million	SHOPP	Aaron Henkel	Dreambuilders Construction, Placencia, CA	Construction completed June 5, 2017.
2.	<b>US 101 Soledad CAPM (1F69U)</b>	Near Soledad to north of Gonzales (PM 55.2/73.8)	Pavement Preservation	July 31, 2017	\$32 million	SHOPP	Aaron Henkel	Graniterock Construction, Watsonville, CA	Construction complete July 31, 2017.

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager/ (Resident Engineer)	Contractor	Comments
1.	<b>Highway 1 EFA Contract #05A1959 (1H780)</b>	South of Gorda to Lucia (PM 8.23)	Remove slide at Mud Creek and Paul’s Slide	Spring 2017/ Late Summer 2018	\$24 million	SHOPP	Lance Gorman (PM)	John Madonna Construction, San Luis Obispo, CA	Includes 2 major slide repairs at: Mud Creek (PM 8.9) and Paul’s Slide (PM 21.6). (\$12 million for each location).
2.	<b>Highway 68 Salinas River Bridge Widening (0F7004)</b>	East of Reservation Road undercrossing to Spreckels Boulevard undercrossing (PM R17.4/R18.0)	Bridge widening	Spring 2016/ Summer 2018	\$9.8 million	SHOPP	David Rasmussen (BR)	Viking Construction Company, Rancho Cordova, CA	Ongoing construction Activities.
3.	<b>US 101 CURE Safety Improvements near King City (0T990)</b>	From Central Avenue to south of Teague Avenue (PM 45.8/49.8)	Eucalyptus tree and metal beam guardrail removal	Fall 2017	\$2.5 million	SHOPP	David Rasmussen (PM)	The Professional Tree Care Company, Berkeley, CA	Began construction in March 2017.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 6, 2017 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING (TAMC)

CONSTRUCTION PROJECTS (Cont'd.)									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager/ (Resident Engineer)	Contractor	Comments
4.	US 103 South Greenfield Median Barrier (1E860)	Near Greenfield from Teague Avenue to Walnut Avenue (PM 47.7/53.9)	Concrete median barrier, inside shoulder widening and rumble strip	Spring 2018	\$4.5 million	SHOPP	Aaron Henkel	Granite Construction Of Watsonville	Project in Plant Establishment Construction is complete.
5.	US 101 North Greenfield Median Barrier (1G380)	North of Walnut Avenue (PM 53.9/57.1)	Median barrier and inside shoulder rumble strip with shoulder widening	Fall 2017/ Fall 2018	\$4.1 million	SHOPP	Aaron Henkel	Papich Construction, Pismo Beach, CA	Construction began October 10, 2017.
6.	Highway 183 Blackie Road Rumble Strip Project (1G390)	Davis Road to Blackie Road (PM 1.8/R8.6)	Centerline/shoulder rumble strip and resurfacing	Fall 2017/ Summer 2018	\$1.4 million	SHOPP	Aaron Henkel	Granite Construction Company, Watsonville, CA	Contract approved July 21, 2017; project is in Winter suspension.
7.	Highway 198 North Fork Widening (1C660)	East of San Lucas (PM 22.4/22.8)	Widen shoulders and correct super elevation	Fall 2017/ Summer 2018	\$1.8 million	SHOPP	Aaron Henkel	Granite Construction Company, Watsonville, CA	Contract approved June 30, 2017; project is in Winter suspension.
8.	Highway 198 Centerline Rumble Strip (1H820)	From the US 101 Junction to the Fresno County line (PM R.111/25.786)	Construct centerline rumble strip and edge line rumble stripe	Spring 2018/ Summer 2018	\$528,000	SHOPP	Aaron Henkel	Cal Striping Inc. Colton, CA	Project is in the construction phase, however, is in Winter suspension.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 6, 2017 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING (TAMC)

## PROJECTS IN DEVELOPMENT

	Project	Location & PM	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Comments
9.	<b>Highway 1 Paul’s Slide Repair (0T850)</b>	North of Limekiln Creek Bridge to south of Lucia (PM 21.6/22.1)	Install catchment, improve drainage	Fall 2019	\$16.1 million	SHOPP	Ken Dostalek	The original contract was cancelled and replaced with an Emergency Storm Damage Repair contract due to recent storm damage and significant changes to the scope of work.
10.	<b>Highway 1 Castro Canyon Bridge Rail Upgrade (1H490)</b>	At Castro Canyon Bridge (PM 43.1)	Replace Bridge Rail	Spring 2022	\$1.6 million	SHOPP	Ken Dostalek	Preliminary design and environmental studies to begin in July 2018. Purpose of project is to upgrade existing bridge rail, however, shoulder widening or complete bridge replacement may also be considered.
11.	<b>Highway 1 Garrapata Creek Bridge Rail Replacement (1H800)</b>	At Garrapata Creek Bridge (PM 62.97)	Bridge Rail Rehabilitation	Fall 2023	\$12 million	SHOPP	Carla Yu	Candidate for 2018 SHOPP.
12.	<b>Highway 1 Garrapata Creek Bridge Rehab (1H460)</b>	At Garrapata Creek Bridge (PM 63.0)	Electrochemical Chloride Extraction (ECE) of Bridge Structure	Spring 2023	\$18 million	SHOPP	Carla Yu	Project was accelerated into 2016 SHOPP and environmental studies have begun.
13.	<b>Highway 1 Big Sur CAPM (1F680)</b>	From Torre Canyon Bridge to Carpenter Street (PM 39.8/74.6)	Pavement rehabilitation	Fall 2021	\$24 million	SHOPP	Carla Yu	Environmental studies continue.
14.	<b>Highway 1 Safety Upgrades: Hurricane Point to Rocky Creek Viaduct (1A000)</b>	South of Bixby Creek Bridge to south of Rocky Creek Bridge (PM 58.3/59.8)	Shoulder widening, guardrail upgrades, potential retaining wall	Summer 2020	\$5.3 million	SHOPP	Ken Dostalek	Design about 60% complete. Project requires coastal development permit from Monterey County. Scheduled to advertise for construction in August 2018.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 6, 2017 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING (TAMC)

## PROJECTS IN DEVELOPMENT (Cont’d.)

	Project	Location & PM	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Comments
15.	Highway 68 Pacific Grove ADA Pathway (1H220)	From 17 Mile Drive to Congress Avenue (PM 0.5/0.8)	Provide accessible pathway	Winter 2022	\$755,000	SHOPP	Mike Lew	Project is a candidate for the 2018 SHOPP.
16.	Highway 68 Pacific Grove Shoulder Widening (1C250)	Pacific Grove to Scenic Drive (PM 1.6/L4.0)	Shoulder widening, rumble strips, guardrail	Summer 2019	\$3.6 million	SHOPP	Carla Yu	Project is in Design.
17.	Highway 68 Pacific Grove CAPM (1H000)	From Forest Avenue to the SR 1/68 Junction (PM 1.1/L4.3)	Pavement Preservation	Winter 2022	\$2.6 million	SHOPP	Carla Yu	Project was accelerated into the 2016 SHOPP; environmental studies have begun.
18.	Highway 68 Pacific Grove Centerline Rumble Strip (1G450)	East of Piedmont Avenue to slightly west of the SR 1/68 Junction (PM 1.6/L4.1)	Centerline rumble strip & open grade asphalt concrete	Spring 2018	\$2.9 million	SHOPP	Carla Yu	Project is currently being advertised.
19.	US 101 Camp Roberts SRRA Infrastructure Upgrade (1H020)	Northbound and Southbound at the Camp Roberts Rest Area (PM R2.9/R5.3)	Safety roadside rest area infrastructure upgrade	Winter 2020	\$5 million	SHOPP	Carla Yu	PA&ED is complete; PS&E will begin in July 2018.
20.	US 101 San Antonio River Bridge-Seismic Retrofit (1F820)	Near King City at the San Antonio River Bridge (PM R6.7)	Seismic retrofit of 2 bridges	Winter 2021	\$7.7 million	SHOPP	Carla Yu	Environmental studies continue.
21.	US 101 Paris Valley 2R Rehab (1F740)	South of Paris Valley Road overcrossing to Rancho undercrossing (PM R28.0/R30.6)	Pavement rehabilitation	Summer 2020	\$26.9 million	SHOPP	Aaron Henkel	Project is in design.
22.	US 101 King City Rehabilitation (1F750)	From just south of wild Horse Road to just north of Jolon Road (PM R36.9/43.2)	Pavement rehabilitation	Fall 2018	\$57.6 million	SHOPP	Aaron Henkel	Project is currently in Design and is expected to advertise for construction in June 2018.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 6, 2017 TRANSPORTATION AGENCY FOR MONTEREY COUNTY'S MEETING (TAMC)

PROJECTS IN DEVELOPMENT (Continued)								
	Project	Location & PM	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Comments
23.	<b>US 101 Salinas River Bridge Seismic Retrofit (1C960)</b>	At the Salinas River Bridge (PM R41/R41.8)	Seismic retrofit	Winter 2021	\$1.4 million	SHOPP	Aaron Henkel	Project is currently in Design and is expected to advertise for construction in June 2018.
24.	<b>US 101 North King City Barrier (1H620)</b>	At the Salinas River Bridge to crossover at Teague Avenue (R41.6/R47.7)	Median barrier	Begin Winter 2018/2019	\$6.5 million	SHOPP	Aaron Henkel	Anticipated to advertise for construction in June 2018; construction expected to begin in February 2019.
25.	<b>US 101 North Soledad OH Deck Replacement (0F970)</b>	North Soledad Bridge (PM 62.1/63.2)	Bridge replacement	Summer 2021	\$6.6 million	SHOPP	Ken Dostalek	Design about 60% complete. Project requires multiple agreements with Union Pacific Railroad. Expected to advertise for construction in March 2020.
26.	<b>US 101 Salinas CAPM (1F700)</b>	North of Gonzales to East Market Street (PM 73.8/87.3)	Pavement preservation	Summer 2019	\$19 million	SHOPP	David Silberberger	Project is in Design.
27.	<b>US 101 Salinas Rehabilitation (1C890)</b>	East Market Street overcrossing to just south of Russell/Espinosa Road (PM 87.31/R91.5)	Roadway rehabilitation	Winter 2018	\$34 million	SHOPP	Aaron Henkel	Anticipated to advertise for construction in April 2018.
28.	<b>US 101 Prunedale Rehab (1H690)</b>	North of Boronda Road Overcrossing to Monterey/San Benito County line (PMR91.5/101.3)	Prunedale Rehab	Fall 2022	\$49 million	SHOPP	David Silberberger	Work has begun on the environmental document which is expected to be completed in September 2019.





# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE DECEMBER 6, 2017 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING (TAMC)

PROJECTS IN DEVELOPMENT <i>(Continued)</i>								
	Project	Location & PM	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Comments
29.	<b>Highway 156 West Corridor (0A090)</b>	Between the SR 183/156 separation and Castroville Boulevard (PM R1.1/R2.1)	Replace Bridge Railing	Spring 2020	\$3 million	SHOPP	David Silberberger	Design work continues. Target date for starting construction is in February 2022.
30.	<b>Highway 156 West Corridor (31600)</b>	Between 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	David Silberberger	Overall project cost \$365 million. TAMC and Caltrans staff are currently evaluating preliminary results from the Level 2 Traffic and Revenue Study. The project team also continues their efforts on delivering a Supplemental EIR.
31.	<b>Highway 218 Seaside ADA (1H230)</b>	From Del Monte Road to Fremont Boulevard (PM R0.2/L0.9)	ADA compliant pedestrian access	Spring 2022	\$1 million	SHOPP	Mike Lew	Project is a candidate for the 2018 SHOPP.

### ACRONYMS USED IN THIS REPORT:

<b>EIR</b>	Environmental Impact Report
<b>PA&amp;ED</b>	Project Approval and Environmental Document
<b>PS&amp;E</b>	Plans Specification & Estimate
<b>SHOPP</b>	Statewide Highway Operation and Protection Program
<b>STIP</b>	Statewide Transportation Improvement Program



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant  
**Meeting Date:** December 6, 2017  
**Subject:** TAMC Board draft Minutes

**RECOMMENDED ACTION:**

**APPROVE** minutes of the Transportation Agency for Monterey County (TAMC) The Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for October 25, 2017.

**ATTACHMENTS:**

- TAMC Draft Minutes of October 2017

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS  
MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE  
JOINT POWERS AGENCY**

**Draft Minutes of October 25, 2017 TAMC Board Meeting**

Held at the  
Agricultural Center Conference Room  
1428 Abbott Street, Salinas

<b>TAMC BOARD MEMBERS</b>	<b>OCT 16</b>	<b>DEC 16</b>	<b>JAN 17</b>	<b>FEB 17</b>	<b>MAR 17</b>	<b>APR 17</b>	<b>MAY 17</b>	<b>JUN 17</b>	<b>AUG 17</b>	<b>SEP 17</b>	<b>Oct 17</b>
L. Alejo, Supr. Dist. 1- (L. Gonzales)	P	P	P*	P*	P*	P*	P*	P	P	P	P
J. Phillips, Supr. Dist. 2, <b>1<sup>st</sup> Vice Chair</b> (J. Stratton)	P	P	P(A)	P	P	P	P	P	P	P	P
S. Salinas, Supr. Dist. 3 (C. Lopez, P. Barba)	P(A)	P	P(A)	P	P	P(A)	P	P	P	P	P(A)
J. Parker, Supr. Dist. 4 (W. Askew)	P	P	E	P	P	P(A)	P	P(A)	P(A)	P(A)	P
M. Adams, Supr. Dist 5 - (Y. Anderson)	P(A)	P	P*	P*	P(A*)	P*	P*	P	P	P	P
C. Hardy, Carmel-by-the-Sea (S. Dallas)	P	P	P	P	E	P	P	P	P	P	P
J. Edelen, Del Rey Oaks (K. Clark)	P	P	P	P	P	P	P	P	P	P	P
M. Orozco, Gonzales (J. Lopez, R. Bonoc)	P	P	P	P	P	P	P	P	P(A)	P	P
L. Santibanez, Greenfield	P	-	-	-	P	E	P	P	P	P	P
M. LeBarre, King City (C. Victoria)	P	P	P	P	P	P	P	P	P	P	P
B. Delgado, Marina (F. O'Connell)	P	-	P(A)	P	P(A)	P	P(A)	P(A)	P	P	P(A)
E. Smith, Monterey (R. Deal)	P	P	P	P	P	P	P	P	P	P(A)	P
R. Huitt, Pacific Grove - <b>2nd Vice Chair</b> (C. Garfield)	P	P	P	P	P	P	P	P	P	P(A)	P
K. Craig, Salinas - <b>immediate Past Chair</b> (J. Gunter)	P	P	P(A)	P	P	P	P	P	P	P	P(A)
T. Bodem, Sand City (L. Gomez)	P	P	E	P	P	P	P	P	P	P	P
R. Rubio, Seaside (D. Pacheco)	P	P	P	P	P(A)	P(A)	P	P(A)	P	-	P
A. Chavez, Soledad - <b>Chair</b> (F. Ledesma)	P	P	P	P	P	P	P	P	P	P	P
M. Twomey, AMBAG (H. Adamson, <del>B. Patel</del> )	P(A)	P(A)	P(A)	P(A)	P	P(A)	P(A)	P	P(A)	P	-
T. Gubbins, Caltrans, Dist. 5 ( <del>A. Loe, O. Monroy Ochoa, J. Olejnik,</del> )	P	P(A)	P	P	P(A)	P(A)	P(A)	P	P	P(A)	P
R. Stedman, Monterey Bay Air Resources District ( <del>A. Romero, D. Frisbey</del> )	-	-	P	-	-	P	P(A)	E	P	-	-
B. Sabo, Monterey Peninsula Airport District	-	P	P	P	P	P	P	P	P	-	P
C. Sedoryk, MST ( <del>M. Hernandez, H. Harvath, L. Rheinheimer</del> )	P	P	P	P	P	P	P	P(A)	P	P(A)	P(A)
O. Rios, Watsonville (F. Hernandez)	-	-	P(A)	P	P	P	P	E	-	P	P

\*New member/alternate

<b>TAMC STAFF</b>	<b>OCT 16</b>	<b>DEC 16</b>	<b>JAN 17</b>	<b>FEB 17</b>	<b>MAR 17</b>	<b>APR 17</b>	<b>MAY 17</b>	<b>JUN 17</b>	<b>AUG 17</b>	<b>SEP 17</b>	<b>OCT 17</b>
D. Delfino, Finance Officer/Analyst	P	P	P	E	P	P	P	P	P	P	P
R. Deal, Principal Engineer											P
R. Goel, Dir. Finance & Administration	E	P	P	P	P	P	P	P	P	P	E
A. Green, Transportation Planner	E	E	E	E	P	P	P	P	P	P	P
D. Hale, Executive Director	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	E	P	P	P
V. Murillo, Assistant Trans. Planner	P	P	P	P	P	P	P	P	P	P	P
H. Myers, Sr. Trans. Planning Engineer	P	P	P	P	P	P	P	P	P	P	P
S. Blich, Legal Counsel	P	P	P	P	P	P	P	P	P	P	P*
E. Rodriguez, Senior Admin. Assistant	P	P	P	P	P	P	P	E	P	P	P
L. Terry, Accountant Assistant	E	P	E	E	E	E	E	P	E	E	E
C. Watson, Principal Trans. Planner	P	P	P	P	P	P	P	P	P	P	P
T. Wright, Community Outreach	P	P	P	P	P	P	P	P	P	E	P
M. Zeller, Senior Trans. Planner	P	P	P	P	P	P	P	P	P	P	P

**OTHERS PRESENT**

Michael Martinez	Access Monterey Peninsula	Eric Petersen	Salinas resident
Alex Vasquez	Access Monterey Peninsula	Terry Feinberg	Terry Feinberg Consulting
Mario Romo	Access Monterey Peninsula	Linda Gonzalez	Alternate for Supervisor Alejo
Dell Matt	101 Bypass Committee	Arthur McLaughlin	Oak Hills resident
Greg Molinari	MWM Investments		

**1. CALL TO ORDER**

Chair Chavez called the meeting to order at 9:05 a.m., and Board member Orozco led the pledge of allegiance.

**2. PUBLIC COMMENTS**

Greg Molinari reported on behalf of MWM Investments and American Supply regarding the condemnation process for 21 Happ Place. He requested that an exchange of land for a portion of the warehouse be considered by the Board. He noted that the demand letter from the attorney was not on the October agenda. Mr. Molinari proposed that the land exchange would simplify the process and would be the parties meeting in the middle. In conclusion, he noted that MWM and American Supply want to work with the agency constructively.

Arthur McLaughlin, representing Oak Hills Homeowners Association, expressed a concern with moving the Highway 156 widening agenda item to next month. He asked the Agency to consider a plan for four-roundabouts on Highway 156, as an alternative to a toll road.

**3. CONSENT AGENDA**

**M/S/C** Rubio/LeBarre/unanimous

Item 3.4.1 was pulled by Board member Rubio for a question and Item 3.7.1 was pulled by Director Hale to remind Boardmembers that there was a revised version of the Executive Committee draft minutes on the dais. The Board approved the consent agenda, as follows.

### ***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 September 27, 2017.
- 3.1.2** Accepted the list of checks written for September 2017 and credit card statements for the month of August 2017.
- 3.1.3** Received report on conferences or trainings attended by agency staff.
- 3.1.4** Approved Request for Proposals to solicit an audit firm to prepare annual Transportation Development Act compliance and audit reports for the Transportation Agency for Monterey County, the Regional Development Impact Fee Joint Powers Agency and Transportation Safety and Investment Plan for a period of five years beginning fiscal year 2017-2018 through fiscal year 2021-2022, and direct staff to release the Request for Proposals to potential independent audit firms.
- 3.1.5** Regarding Disposition of Surplus Equipment:
  1. Approved Resolution 2017-24 declaring as surplus selected furniture, equipment, and computers; and
  2. Authorized the Executive Director to dispose of the surplus property in accordance with the Disposition of Surplus Property Policy, paragraph 4.

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

- 3.2.1** Regarding Measure X- Senior Disabled Transportation Program Guidelines:
  1. Adopted Measure X- Senior & Disabled Transportation Program Grant Guidelines; and
  2. Released call for projects.
- 3.2.2** Received the call for nominations for the seventeenth annual Transportation Agency Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

### ***PLANNING***

- 3.3.1** Received update on development of the 2018 Regional Transportation Plan.

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

- 3.4.1** Regarding Regional Surface Transportation Program Allocation:
  1. Approved the request by the County of Monterey to program \$2,085,693 in Regional Surface Transportation Program fair share funds to the State Route 1 Climbing Lane Project;
  2. Approved programming the remaining balance of \$328,261 in 2017 Regional Surface Transportation Program competitive funds to the State Route 1 Climbing Lane project; and
  3. Approved amending Exhibit A of the local funding agreement to include this project and funding.

Board member Rubio asked if there were any projects affected by programming the RSTP funds to the State Route 1 Climbing Lane project. Mike Zeller replied no, noting the \$328,261 remaining in unprogrammed Regional Surface Transportation Program funds from the 2017 competitive grants cycle are proposed to be used on the State Route 1 Climbing Lane project.

***RAIL PROGRAM***

- 3.5.1** Approved contract amendment #2 with Meyers Nave to extend the term of the agreement for legal services for the Salinas Rail Extension project until December 31, 2018.

***REGIONAL DEVELOPMENT IMPACT FEE***

- 3.6.1** No items this month.

***COMMITTEE MINUTES***

- 3.7.1** Accepted minutes from Transportation Agency committees:
- Executive Committee – Draft October 4, 2017.
  - Rail Policy Committee – Meeting cancelled
  - Bicycle & Pedestrian Facilities Advisory – Meeting cancelled
  - Technical Advisory Committee – Draft October 5, 2017.  
available online at [www.tamcmonterey.org](http://www.tamcmonterey.org)
- 3.7.2** Received selected correspondence sent and received by the Transportation Agency for October 2017.
-



#### 4. **EMPLOYEE OF THE QUARTER**

The Board recognized Mike Zeller, Principal Transportation Planner as the Employee of the Quarter for July 1st – September 30, 2017.

The Agency employees recognized Mike for having a great attitude, for his professionalism, diligence and for being the office tech and funding expert. Staff also recognized him for his phenomenal job of preparing Measure X Strategic Plan.

#### 5. **CLOSED SESSION**

The Board held a closed session regarding Public Employee Performance Evaluation pursuant to Government Code Section §54957 – Position: Executive Director and Legal Counsel.

#### **RECONVENE**

The Committee reconvened in open session and Chair Chavez reported that the Board was given direction, noting that the comments for both positions were positive.

#### 6. **DRAFT 2017 MEASURE X STRATEGIC EXPENDITURE PLAN**

The Board received the draft 2017 Measure X Strategic Expenditure Plan and Five-Year Integrated Funding Plan.

Mike Zeller, Principal Transportation Planner, reported that the draft 2017 Measure X Strategic Expenditure Plan identifies the projects and the potential to leverage Measure X funds at a rate of 2.2 times in the proposed five-year *Integrated Funding Plan*.” The ability to leverage funds along with debt financing will allow Measure X projects to be delivered as quickly as possible, making them more cost-effective while reducing overall expenses.

Included in the presentation was a summary of the outcome of the Board’s September strategic planning session, in which they outlined four goals that should be considered when implementing Measure X projects:

- project delivery
- maximizing leveraging
- new approaches (technology, tolling, forward thinking)
- communications to the board and public.

Staff considered five guiding principles in the development of the draft Strategic Expenditure Plan, The Board also developed a list of five prioritization criteria:

1. project readiness
2. ability to leverage matching funds
3. fair geographic distribution of funds
4. project need: congestion relief and safety benefits
5. cost effectiveness & system connectivity

Board member Rubio commented that he was happy with most of the plan, but requested that the Highway 1 Bus on Shoulder project be included in the 5-year plan. Mr. Zeller indicated that TAMC will coordinate with MST on the timing of that project and include it next meeting. In addition, Mr. Zeller clarified that the Multimodal Corridor project is just the Imjin Road segment at this time. Board member Edelen observed that 10 out of 12 projects leverage matching funds, indicating how important being a

self-help county is. In response to a question from Board member Huitt, Mr. Zeller noted that the Safe Routes to School Program will be added to the plan to be presented at the December Board meeting. Board member Adams encouraged everyone to get the word out to the public as to how much this program of project depends on leveraging SB 1 funding. In response to a question from Board ex officio Sabo, Mr. Zeller stated that the SR 68 Monterey to Salinas corridor is later in the program because it does not yet have an environmental document, while the 156 improvements has an adopted document for all features except the tolling impacts.

## 7. **STATE LEGISLATIVE UPDATE AND 2018 PROGRAM**

M/S/C Rubio/Bodem/unanimous

The Board received a State Legislative update and approved releasing the draft 2018 Legislative Program to Committees for comment.

Agency Legislative Analyst Gus Khouri gave a brief update on state legislative activities and the two bills of interest to TAMC. The TAMC-sponsored legislation AB 696 (Caballero): Department of Transportation for the Prunedale Bypass disposition of excess properties, passed both houses but was vetoed by the Governor on October 4, 2017. He also noted that SB 477 (Canella) intercity rail corridor and extensions is on the suspense file in the Assembly Appropriations committee, and is nominally “dead” pending discussions among the bills’ supporters. Mr. Khouri commented that he thinks the Agency is well positioned for matching funding considering the recent passage of Measure X.

Vice Chair Phillips expressed concern on AB 696, noting this is the second time this bill has been vetoed by the Governor. Mr. Khouri recommended that TAMC wait to reintroduce the bill until the next Gubernatorial administration, potentially in 2019.

Christina Watson, Principal Transportation Planner, reviewed the highlights of the draft 2018 Legislative Program.

## 8. **REPORTS FROM TRANSPORTATION PROVIDERS**

**Caltrans** – Tim Gubbins, Caltrans District 5 Director, reported on the celebration for the re-opening of the Pfeiffer Canyon Bridge in Big Sur and showed a short presentation on the bridge reconstruction. He reported that already, SB1 has allowed the California Transportation Commission to approve ninety projects state. Caltrans Mile Marker is a quarterly publication that provides a transparent, plain language accounting of Caltrans’ Performance and is available at: <http://www.dot.ca.gov/milemarker/>.

Board member Adams thanked Caltrans for their quick response and dedication in rebuilding Pfeiffer Canyon Bridge in record time.

**Monterey Regional Airport District** – Bill Sabo reported that the Airport is doing well, keeping flights and carriers. The Airport is still in negotiations with American Airlines to add service to Seattle. In conclusion, he reminded the Board to “Fly Monterey”.

**Monterey-Salinas Transit District** – Hunter Harvath announced MST released a Request for Proposal for a South County Transit analysis to improve service in south county, also MST is celebrating 15-years of service in South County. Mr. Harvath also announced free ridership the “forties” lines in Salinas on the weekend due to Cap and Trade funding. Lastly, he announced MST is hiring drivers, more information is available at [www.mst.org](http://www.mst.org).

**Monterey Bay Unified Air Pollution Control District** – None this month.

**9. REPORTS ON MEETINGS ATTENDED BY BOARD MEMBERS**

None this month.

**10. EXECUTIVE DIRECTOR'S REPORT**

- Director Debbie Hale welcomed new employee Rich Deal, Principal Engineer to TAMC staff.
- Holman Highway 68 roundabout ribbon-cutting ceremony was held on October 12<sup>th</sup>.
- Call for nominations for the seventeenth annual Transportation Agency Excellence Awards to honor individuals, businesses, groups or project for their efforts to improve the transportation system in Monterey County.
- No meeting in November, the next meeting will be held on December 6, 2017.

**11. ANNOUNCEMENTS and/or COMMENTS**

Board member Smith announced an Emergency Response seminar on November 9, 2017 at the Embassy Suites, and encouraged everyone to attend.

**12. ADJOURNMENT**

Chair Chavez adjourned the meeting at 11:16 a.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Dave Delfino, Finance Officer / Analyst  
**Meeting Date:** December 6, 2017  
**Subject:** TAMC payments for the month of October 2017

### **RECOMMENDED ACTION:**

**ACCEPT** the list of checks written for the month of October 2017 and credit card statements for the month of September 2017.

### **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 \$ 1,080,635.54 which, included checks written for October 2017 and payments of the September 2017 Platinum Plus for Business Credit Card statement.

### **DISCUSSION:**

During the month of October 2017 normal operating checks were written, as well as, two checks totaling \$13,685.22 to HDR Engineering Inc. for engineering services for the Salinas Rail Extension Kick-Start Project and services for the Coast Daylight EIR, three checks totaling \$29,986.81 to Meyers, Nave, Riback, Silver and Wilson for legal right of way services regarding the purchase of real property for the Salinas Rail Extension Kick-Start Project, a check for \$7,788.73 to Kittelson & Associates, Inc. for the HWY 68 Salinas/Monterey Scenic Plan: Traffic Study, two checks totaling \$6,300.00 to Terry Feinberg Consulting for services regarding the TAMC goals and objectives, a check for \$2,580.22 to Alta Planning+Design for GIS and mapping services for Complete Street projects, a check for \$5,220.00 to Elaine Molinari, Trustee and a check for \$8,975.00 to Maria Olivia Espinoza Munguia for right of way relocation costs for the Salinas Rail Extension Kick-Start Project, a check for \$704,000.00 to the City of Greenfield for costs incurred for the Active Transportation Grant – Via Salinas Valley and a check for \$10,105.32 to Kimley-Horn & Associates, Inc. for services for level 2 Traffic and Revenue Study for HWY 156.

**ATTACHMENTS:**

- ▣ Checks October 2017
- ▣ Credit Cards September 2017

Transportation Agency for Monterey County (TAMC)  
 Union Bank Operating Account  
 October 31, 2017

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
10/06/2017 17666	United Way of Monterey County	65.00		Employee Deduction - Charitable
10/06/2017 17667	Alliant Insurance	3,998.15		Liability Insurance for RDIF and SAFE
10/06/2017 17668	Alvarez Technology Group, Inc.	181.53		Computer Support
10/06/2017 17669	AT & T (Carol Stream, Il.)	410.49		Telecommunications, Call Box and Rideshare - Phone Service
10/06/2017 17670	AT&T	10,573.66		Utility Relocation Costs for Salinas Rail
10/06/2017 17671	Bruce Delgado	109.44		Travel for Legislative Meeting
10/06/2017 17672	California Water Service	15.66		Rail Property Utilities
10/06/2017 17673	City of Greenfield	704,000.00		Reimbursement for Via Salinas Valley Active Transportation Construction
10/06/2017 17674	Dave Potter	142.31		Travel for CRCC Meeting
10/06/2017 17675	De Lage Landen Financial Services	278.26		Office Copier Lease
10/06/2017 17676	Elaine Molinari, Trustee	5,220.00		Right of Way Costs for Salinas Rail Extension Kick-Start Project
10/06/2017 17677	Enterprise Rent-a-Car	62.66		Auto Rental
10/06/2017 17678	HDR Engineering Inc.	12,986.33		Engineering Services Salinas Rail Extension Kick-Start Project
10/06/2017 17679	Kimley-Horn & Associates, Inc.	10,105.32		Services for Level 2 Traffic and Revenue Study for HWY 156
10/06/2017 17680	Maria Olivia Espinoza Munguia	8,975.00		Relocation ROW Costs for Salinas Rail
10/06/2017 17681	Meyers, Nave, Riback, Silver & Wilson	24,357.09		Right of Way Legal Services for Salinas Rail Extension Kick-Start Project
10/06/2017 17682	Monterey County Tax Collector	692.26		Property Taxes
10/06/2017 17683	Terry Feinberg Consulting	3,100.00		Professional Services for TAMC Goals and Objectives
10/06/2017 17684	Verizon Wireless	67.43		Call Box - Phone Service
10/06/2017 17685	VSP	149.13		Employee Benefits
10/06/2017 EFT	Payroll	36,369.28		Payroll
10/06/2017 EFT	United States Treasury	9,835.18		Payroll Taxes & Withholding
10/06/2017 EFT	EDD	3,250.45		Payroll Taxes & Withholding
10/06/2017 EFT	Pers Retirement	6,864.74		Employee Benefits
10/06/2017 EFT	Pers Retirement PEPRA	1,016.74		Employee Benefits
10/06/2017 EFT	CalPERS	7,424.61		Employee Benefits
10/02/2017 EFT	CalPers Health Benefits	7,666.30		Employee Benefit
10/09/2017 EFT	Christina Watson	356.84		Staff Development & Travel and Section 125 Reimbursement
10/09/2017 EFT	Mike Zeller	159.86		Staff Travel for SB1 Meeting
10/09/2017 EFT	Todd Muck	175.15		Staff Travel for RCTF Train Meeting
10/09/2017 EFT	Dave Delfino	177.00		Section 125 Reimbursement
10/09/2017 EFT	Debbie Hale	307.71		Staff Travel for SB1 Meeting
10/10/2017 17686	Hattersley Construction	7,250.00		Relocation ROW Costs for Salinas Rail
10/10/2017 EFT	Union Bank	15.00		Bank Service Charges
10/13/2017 17687	Alvarez Technology Group, Inc.	1,425.00		Computer Support
10/13/2017 17688	Void	0.00		Void
10/13/2017 17689	Case Systems Inc.	6,872.75		SAFE Call Box - Maintenance
10/13/2017 17690	Delta Dental	741.64		Employee Benefits
10/13/2017 17691	FedEx (Printing)	401.90		Agenda Printing
10/13/2017 17692	Hanson Bridgett LLP	4,999.00		Legal Services for Review of 125 Plan
10/13/2017 17693	Khouri Consulting	2,500.00		Legislative Consultant
10/13/2017 17694	Meyers, Nave, Riback, Silver & Wilson	4,919.00		Right of Way Legal Services for Salinas Rail Extension Kick-Start Project
10/13/2017 17695	Monterey County Tax Collector	3,941.72		Property Taxes
10/13/2017 17696	Pacific Gas & Electric	120.45		Rail Property Utilities
10/13/2017 17697	Peninsula Messenger LLC	375.00		Courier Service
10/13/2017 17698	Plaza Circle, Ltd	511.22		Electric for Vehicle Charging Stations
10/13/2017 17699	Pure Water	60.45		Water
10/17/2017 DEP	Giustiniani, P & S Real Estate, Lithia, Haedrich and Jaguar		10,266.90	Railroad Right of Way Rent
10/17/2017 DEP	Vierra, Porter Young, Oakley and Murphy		1,900.00	Railroad Right of Way Rent
10/20/2017 17700	United Way of Monterey County	65.00		Employee Deduction - Charitable
10/20/2017 17701	Alliant Insurance	19,686.07		Liability Insurance for TAMC
10/20/2017 17702	Business Card	1,439.37		Office and Meeting Supplies, Staff Travel & Professional Development
10/20/2017 17703	California Water Service	39.38		Rail Property Utilities



Transportation Agency for Monterey County (TAMC)  
 Union Bank Operating Account  
 October 31, 2017

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
10/20/2017	17704 CDS Net, LLC	149.60		Safe Call Boxes
10/20/2017	17705 Comcast	141.23		Telecommunications
10/20/2017	17706 Meyers, Nave, Riback, Silver & Wilson	1,688.00		Right of Way Legal Services for Salinas Rail Extension Kick-Start Project
10/20/2017	17707 Monterey County Weekly	112.50		RFP Advertising
10/20/2017	17708 Office Depot	231.14		Office Supplies
10/20/2017	17709 Office of the County Counsel	8,840.14		Legal Services
10/20/2017	17710 Oppidea, LLC	2,335.00		Accounting Services
10/20/2017	17711 Republic Services #471	130.06		Rail Property Utilities
10/20/2017	17712 Terry Feinberg Consulting	3,200.00		Professional Services for TAMC Goals and Objectives
10/20/2017	EFT Christina Watson	21.00		Reimbursed Parking
10/20/2017	EFT Payroll	36,498.07		Payroll
10/20/2017	EFT United States Treasury	9,812.36		Payroll Taxes & Withholding
10/20/2017	EFT EDD	3,199.54		Payroll Taxes & Withholding
10/20/2017	EFT Pers Retirement	6,864.74		Employee Benefits
10/20/2017	EFT Pers Retirement PEPRA	1,024.77		Employee Benefits
10/20/2017	EFT CalPERS	7,429.63		Employee Benefits
10/24/2017	DEP Cardinale, Eagle Creek Pacific, LLC, Newton Bros. and Marina Concrete		13,528.00	Railroad Right of Way Rent
10/24/2017	DEP City of Monterey		2,990.00	Reimbursed Cost for Traffic Counts
10/24/2017	DEP State of California		35,406.41	SAFE - August 2017
10/25/2017	EFT Union Bank	47.20		Bank Service Charges
10/26/2017	EFT Graniterock		7,356.36	Railroad Right of Way Rent
10/27/2017	17713 Alta Planning + Design	2,580.02		GIS and Mapping Services for Complete Streets
10/27/2017	17714 California Towing and Transport	53,417.63		Freeway Service Patrol
10/27/2017	17715 De Lage Landen Financial Services	278.26		Office Copier Lease
10/27/2017	17716 HDR Engineering Inc.	698.89		Services for Coast Daylight EIR
10/27/2017	17717 Kimley-Horn & Associates, Inc.	1,412.24		Services for Level 2 Traffic and Revenue Study for HWY 156
10/27/2017	17718 Kittelson & Associates, Inc.	7,788.73		HWY 68 Salinas/Monterey Scenic Plan : Traffic Study
10/27/2017	17719 Lincoln National Life Insurance Co.	610.07		Employee Benefits
10/27/2017	17720 Shell	103.95		Auto Expense - Gasoline
10/27/2017	17721 Smile Business Products	228.76		Office Copier Expenses
10/27/2017	17722 Valero Marketing and Supply	20.50		Auto Expense - Gasoline
10/27/2017	17723 VSP	159.30		Employee Benefits
10/30/2017	EFT Pers Retirement	7,765.15		Employee Benefits
10/30/2017	EFT Pers Retirement PEPRA	1,032.80		Employee Benefits
10/30/2017	EFT CalPERS	8,357.73		Employee Benefits
		<b>1,080,635.54</b>	<b>71,447.67</b>	



DEBRA L HALE

Platinum Plus® for Business

September 05, 2017 - October 04, 2017

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:**  
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 ..... \$752.93  
Minimum Payment Due ..... **\$10.00**  
Payment Due Date ..... **10/31/17**

**Late Payment Warning:** If we do not receive your minimum payment by the date listed above, You may have to pay a fee based on the outstanding balance on the fee assessment date:  
\$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 equal to or greater than \$5,000.01

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

**Account Summary**

Previous Balance ..... \$50.00  
Payments and Other Credits ..... **-\$50.00**  
Balance Transfer Activity ..... \$0.00  
Cash Advance Activity ..... \$0.00  
Purchases and Other Charges ..... \$752.93  
**Fees Charged** ..... **\$0.00**  
**Finance Charge** ..... **\$0.00**

New Balance Total ..... \$752.93  
Credit Limit ..... \$5,000  
Credit Available ..... \$4,247.07  
Statement Closing Date ..... 10/04/17  
Days in Billing Cycle ..... 30

**Transactions**

Posting Date	Transaction Date	Description	Reference Number	Amount
		<b>Payments and Other Credits</b>		
09/18	09/16	PAYMENT - THANK YOU		- 50.00
		<b>TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD</b>		<b>-\$50.00</b>
		<b>Purchases and Other Charges</b>		
09/07	09/06	NOB HILL #607 SALINAS CA		133.48
09/11	09/07	THE BAGEL CORNER SALINAS CA		19.45
09/28	09/27	MAILCHIMP *MONTHLY MAILCHIMP.COMGA		50.00

Account Number  
September 05, 2017 - October 04, 2017

New Balance Total ..... \$752.93  
Minimum Payment Due ..... **\$10.00**  
Payment Due Date ..... **10/31/17**

BUSINESS CARD  
PO BOX 15796  
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**Transactions**

Posting Date	Transaction Date	Description	Reference Number	Amount
10/02	09/28	SELF - HELP COUNTIES C SACRAMENTO CA		550.00
<b>TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD</b>				<b>\$752.93</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	25.24% V	\$0.00	\$0.00

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

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September 05, 2017 - October 04, 2017

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**Customer Service:**  
1.800.673.1044, 24 Hours

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1.509.353.6656, 24 Hours

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

**Business Offers:**  
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Payment Information	
New Balance Total .....	\$686.44
<b>Minimum Payment Due .....</b>	<b>\$10.00</b>
<b>Payment Due Date .....</b>	<b>10/31/17</b>
<b>Late Payment Warning:</b> If we do not receive your minimum payment by the date listed above. You may have to pay a fee based on the outstanding balance on the fee assessment date: \$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 equal to or greater than \$5,000.01	
<b>Minimum Payment Warning:</b> If you make only the minimum payment each period, you will pay more in interest and it will take you longer to pay off your balance.	

Account Summary	
Previous Balance .....	\$1,232.21
Payments and Other Credits .....	-\$1,232.21
Balance Transfer Activity .....	\$0.00
Cash Advance Activity .....	\$0.00
Purchases and Other Charges .....	\$686.44
<b>Fees Charged .....</b>	<b>\$0.00</b>
<b>Finance Charge .....</b>	<b>\$0.00</b>
New Balance Total .....	\$686.44
Credit Limit .....	\$7,600
Credit Available .....	\$6,913.56
Statement Closing Date .....	10/04/17
Days in Billing Cycle .....	30

**Transactions**

Posting Date	Transaction Date	Description	Reference Number	Amount
<b>Payments and Other Credits</b>				
09/18	09/16	PAYMENT - THANK YOU		- 1,232.21
<b>TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD</b>				<b>-\$1,232.21</b>
<b>Purchases and Other Charges</b>				
09/08	09/06	DEVICE MAGIC INC RALEIGH NC		30.00
09/11	09/08	MONTEREY PENINSULA CHA 831-6485360 CA		50.00
09/27	09/25	SELF-HELP COUNTIES C SACRAMENTO CA		550.00
09/28	09/26	STARBUCKS STORE 06629 SALINAS CA		31.90

Account Number  
September 05, 2017 - October 04, 2017

New Balance Total ..... \$686.44  
 Minimum Payment Due ..... **\$10.00**  
 Payment Due Date ..... **10/31/17**

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ELOUISE RODRIGUEZ

September 05, 2017 - October 04, 2017

Page 3 of 4

**Transactions**

Posting Date	Transaction Date	Description	Reference Number	Amount
10/02	09/29	THE POST BOX SALINAS CA		20.46
10/03	09/30	DEVICE MAGIC INC RALEIGH NC		4.08
<b>TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD</b>				<b>\$686.44</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	25.24% V	\$0.00	\$0.00

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

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You're protected

Safeguarding your purchases — it's just part of what we do.

Your Bank of America Business MasterCard® protects you 24/7 with:

- **Purchase Assurance® coverage<sup>1</sup>** for stolen or damaged items within 90 days of purchase
- **Extended Warranty coverage<sup>1</sup>** of one additional year, on top of the manufacturer's warranty
- **Zero Liability Protection<sup>2</sup>** so you can rest assured that you won't be responsible for unauthorized use



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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Todd Muck, Deputy Executive Director  
**Meeting Date:** December 6, 2017  
**Subject:** Educational Training Attended by Agency Staff

### **RECOMMENDED ACTION:**

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

### **SUMMARY:**

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

### **FINANCIAL IMPACT:**

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

### **DISCUSSION:**

On October 23-25, Rita Goal participated in the CalPERS Educational Forum in Rancho Mirage. The education forum is an annual event designed to educate employer representatives on how CalPERS invests retirement dollars, impacts on retirement contribution rates, payroll compensation issues for public agencies, current state and federal legislative issues, actuarial basics, health care issues, workplace wellness, nuts and bolts of administering CalPERS benefit programs and more.

On October 29-31, Debbie Hale, Todd Muck and Rich Deal attended the Focus on the Future Conference, sponsored by the Self-Help Counties Coalition (SHCC) in San Francisco, CA. The annual conference provided opportunities to interact with other local Transportation Planning Agencies, Caltrans and elected officials to share knowledge on project delivery, funding opportunities, and infrastructure improvements.

On November 1-3, Virginia Murillo attended the California Association for Coordinated Transportation Fall 2017 conference in Monterey. CalACT is the largest state transit association in the United States, with over 300 members dedicated to promoting professional excellence, stimulating

ideas and advocating for effective community transportation. The annual fall conference brings together transit planners, managers, advocates and consultants to exchange best practices advice and discuss industry trends.

Memorandums summarizing sessions attended and other highlights for each of the conferences are attached.

**ATTACHMENTS:**

- ▣ CalPERS Forum 2017
- ▣ Focus on the Future 2017
- ▣ CalACT 2017





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Debbie Hale, Executive Director  
**From:** Rita Goel, Director of Finance & Administration  
**Subject:** CalPERS Educational Forum 2017

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On October 23, 24 and 25, I participated in the CalPERS Educational Forum in Rancho Mirage. The California Public Employees' Retirement System (CalPERS) provides retirement and health benefit services to approximately 1.6 million public employees in California. CalPERS provides benefits to state government employees and, by contract, to local agency and school employees. Transportation Agency for Monterey County contracts with CalPERS for retirement, supplemental retirement (457) and health benefits.

The education forum is an annual event designed to educate employer representatives on how CalPERS invests retirement dollars, impacts on retirement contribution rates, payroll compensation issues for public agencies, current state and federal legislative issues, actuarial basics, health care issues, workplace wellness, nuts and bolts of administering CalPERS benefit programs and more. In addition, it provides opportunities for networking with colleagues from other public agencies. Approximately 800 professionals attended the forum.

The workshops I attended were:

### **Introduction to Retirement Planning**

This session covered how retirement benefits are calculated and other factors to consider when planning retirement.

### **Path Toward a Sustainable System**

An overview of the Asset Liability Management was provided, including the past market conditions that have led to today's volatile investment climate, as well the factors increasing liability and what CalPERS is doing to safeguard long- term sustainability.

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www.tamcmonterey.org

**Hot Topics in the Actuarial Office**

This workshop provided insights on the future of employer contribution rates and the key actuarial factors impacting the future of the retirement plans for members.

**Actuarial Basics: Understanding Your Valuation Report**

Basic principles of actuarial terminology, contribution rates, funded status, recent trends and risk factors were discussed.

**Panel Questions & Answers: GASB 68 for Public Agency Employers**

CalPERS teams from the Financial and Actuarial offices answered questions on how to implement the complicated provisions of GASB 68 including how to order reports, make payments, calculate net pension liability and navigate the new GASB 68 Employer Tool.

**Navigating the New Reality of Rising Employer Pension**

This session discussed the contribution rate changes and how to successfully navigate tight budgets as pension liabilities rise due to changes to the CalPERS discount rate.

**Optimizing Use of myCalPERS**

A hands on lab was conducted to teach participants a new feature called Simplified Payroll Adjustment Process.

I also visited and asked questions at several exhibits and met with the Agency's actuary.

The forum was a good learning experience about the benefits CalPERS offers and also allowed for networking with other human resources and finance professionals who should be useful contacts in the future.



## Memorandum

**To:** Board of Directors

**From:** Debbie Hale, Executive Director  
Todd Muck, Deputy Executive Director  
Rich Deal, Principal Engineer

**Meeting Date:** October 29 - 31, 2017

**Subject:** **Focus on the Future Annual Conference**

---

On October 29-31, 2017, Debbie Hale, Todd Muck and Rich Deal attended the Focus on the Future Conference, sponsored by the Self-Help Counties Coalition (SHCC) in San Francisco, CA. The annual convention provided opportunities to interact with other local Transportation Planning Agencies, Caltrans and elected officials to share knowledge on project delivery, funding opportunities, and infrastructure improvements. This year, the theme emphasized delivering safe, sustainable, innovative and cutting-edge transportation solutions. Each attending county delivers voter-approved transportation sales tax measures that fund transit, highway, freight, bicycle, pedestrian and other transportation programs. Notable keynote speakers included Malcom Dougherty, Director of Caltrans and State Senator Jim Beall.

Break-out workshops included evolving technologies in Complete Streets and Vision Zero Initiatives, information on public outreach, project delivery, project delivery, funding, planning, technology from the experts in the public works field. The event is also the site for the annual meeting of the Self-Help Counties Coalition, which the Executive Director participated in, and joined the new Finance Committee.

TAMC representatives attended the following workshops at the conference:

- “Roads for All Modes: How Complete Streets are Actually Safer” – Allan Kosup of Caltrans District 11 presented an exceptional project that constructed a lagoon bike trail as part of a 27-mile express lane on I-5 in San Diego County. The take away was to look for opportunities to create space and move people through a consensus driven leadership. Other panelists discussed a holistic approach to project definition that yields unforeseen benefits and new opportunities to build “living streets,” not just roads for cars, which is a principle that is directly relevant to Measure X projects.
- “Taking it to the streets: Bringing Complete Streets to California” – Presenters gave good examples of building corridors with choices and building catalytic projects that serve both 8 year-olds and 80 year-olds as a way truly reaching the intent of active transportation projects.

- “Sales Tax Forecasting” – Presenters discussed the importance of using a variety of forecasting tools and professional advisors as well as the importance of having conservative projections. They noted that more in-depth your knowledge is of your key sales tax generators and their performance trends, the sooner you can see potential revenue declines coming. The key takeaway was that professional forecasts are required for bond issuances and a greater level of market knowledge will result in a higher bond rating (and lower interest rate).
- “The Future is Now: Self-Driving Cars and Mobility in the 21<sup>st</sup> Century” -- Speakers provided an overview for rolling out self-driving and connect vehicle technology as well as exploring the paradigm shifts in vehicle ownership and infrastructure needed to make it possible.
- “Better Market Street – Vision Zero in Practice” – After a surge of traffic fatalities in 2013 San Francisco leaders adopted Vision Zero, a goal to eliminate traffic deaths by 2024. San Francisco DOT staff lead a walking tour that highlighted cost effective treatments to make walking and bicycling safer. Improved facilities have resulted in significantly more users. Data from automatic bicycle counters installed along Market Street show the number of bicyclists using the facilities exceeds the theoretical maximum capacity of automobile at the adjacent intersection.

The benefits of attending the conference highlighted the need for leadership in on-going transportation funding to meet the shortfall in infrastructure investment. The Complete Streets planning, and implementation sessions confirmed that TAMC is on the right track in Measure X projects. The conference also provided opportunities to network with other Self-Help Counties and members of the California Transportation Commission.



## Memorandum

**To:** Board of Directors  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** December 6, 2017  
**Subject:** **California Association for Coordinated Transportation Fall 2017 Conference**

On November 1 - 3, I attended the California Association for Coordinated Transportation Fall 2017 conference in Monterey. CalACT is the largest state transit association in the United States, with over 300 members dedicated to promoting professional excellence, stimulating ideas and advocating for effective community transportation. The annual fall conference brings together transit planners, managers, advocates and consultants to exchange best practices advice and discuss industry trends. Measure X includes programs to support transit, commuter vans and community transportation services, such as the Senior & Disabled Transportation Program.

I attended several sessions on meeting the mobility needs of seniors, people with disabilities and low-income people:

- **Linkage to Care: NEMT, Rides to Wellness Projects and Partnerships with Nonprofits to Transport Individuals to Medical Care** – This session focused on various strategies to meet the growing demand for transportation to medical destinations with a focus on rural communities. Aaron Moore of Victor Valley Transportation Authority shared tips on partnering with local nonprofits to transport people to medical and shopping destinations. In Victor Valley, a partnership with Enterprise Rental Company to provide two carshare vehicles for residents to use has also been successful. Providing oversight on federal transit grants and donating vehicles to nonprofits was one successful partnership technique.
- **Transportation Network Companies: Partners or Competition** – Partnership with ridesharing companies (referred to in the transit industry as “transportation network companies”), such as Uber and Lyft remains a challenge for transit and other public agencies. Vehicle accessibility, driver training and reporting remains an issue for partnering with ridesharing companies. A paratransit provider in San Diego noted that they provide discount codes for Lyft to their customers as another mobility option, but with no guarantee that vehicles will be accessible to people using wheelchairs. Other agencies discussed the challenge of obtaining ridership data from ridesharing companies to verify delivery of services.

- **How to Promote Shared Rides through Technology, Policy Changes, Service Redesign, Outreach and Other Options** – Erin McAuliff from Marin Transit discussed their agency’s success in integrating different modes of transportation to better serve their clients. Marin Transit has traditional transit, paratransit, a volunteer driver program and a ridesharing option as part of their website. This gives residents the option to best serve their needs. Marin Transit also funds community nonprofits to help fill gaps in transportation services.
- **Women in Transit Leadership** – Alaina Macia President of MTM, Donna DeMartino CEO of San Joaquin Regional Transit District, Lauren Skiver CEO of Sunline Transit, and Christy Wegener Director of Planning and Operations of Livermore Amador Valley Transit discussed their experiences as leaders in the transit industry, which is a male dominated industry. The panelists discussed the importance of mentorship and women-friendly policies to attract and maintain a strong workforce for both women and men.
- **Creating an Effective Board Relationship between Staff, Elected Officials and the Community** – This panel included transit agency CEO’s and members of the Board of Directors. Mike LeBarre, MST Board, Donna DeMartino, San Joaquin Regional Transit District, Joni Bauer, San Joaquin Regional Transit District Board, Charlie Anderson, WestCAT and Chris Kelley, WestCAT Board, discussed the role and purpose of the board of directors, how to engage your board and how to maintain open communication between the board, staff and the community. Board members highlighted the importance of maintaining good communication with staff so that questions from the public can be answered effectively.
- **State Program Update: Cap & Trade, SB 1** – Leaders from the California State Transportation Agency and Caltrans discussed upcoming funding programs and share their thoughts on how to effectively maintain California’s transportation system.

This conference was well attended by transit planners, managers, advocates and consultants from the private and public sector from around the state and from around the country. I was able to meet professionals from other rural communities that may be useful contacts in the future. More importantly, this training was timely because TAMC is coordinating with MST and other community partners on the development of Measure X transit and mobility programs.



***Memorandum***

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant  
**Meeting Date:** December 6, 2017  
**Subject:** **Calendar of Meetings 2018**

---

**RECOMMENDED ACTION:**

**APPROVE** Calendar year 2018 schedule of meetings for the Transportation Agency for Monterey County Board of Directors and Executive Committee.

**SUMMARY:**

*In December of every year the Agency Board approves a schedule of meetings for the following year.*

**ATTACHMENTS:**

- Calendar of Meetings 2018



**2018 CALENDAR OF MEETINGS**

**Board of Directors**

Unless otherwise noticed, all meetings held at the  
Agricultural Center Conference Room  
1428 Abbott Street, Salinas  
9:00 a.m.

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

Month	Date	Day
January	24	Wednesday
February	28	Wednesday
March	28	Wednesday
April	25	Wednesday
May	23	Wednesday
June	27	Wednesday
<i>No July TAMC Board meeting</i>		
August	22	Wednesday
September	26	Wednesday
October	24	Wednesday
<i>No November TAMC Board meeting due to Thanksgiving Holiday</i>		
December	5	Wednesday

**2018 CALENDAR OF MEETINGS  
EXECUTIVE COMMITTEE**

All meetings held at the TAMC Conference Room,  
55-B Plaza Circle, Salinas  
9:00 a.m.

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



***Memorandum***

**To:** Board of Directors  
**From:** Rita Goel, Director of Finance & Administration  
**Meeting Date:** December 6, 2017  
**Subject:** **Nominating Committee**

**RECOMMENDED ACTION:**

**APPOINT** Board members Craig and Parker as Nominating Committee to meet and return to Board of Directors on January 24, 2018 with recommendations for Board officers and Executive Committee members to serve one-year terms beginning upon their election through the next election of officers at the beginning of the January 23, 2019 Board meeting.

**SUMMARY:**

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

**FINANCIAL IMPACT:**

None.

**DISCUSSION:**

Current Board officers are:

- Alejandro Chavez (Chair)
- John Phillips (1st Vice Chair)
- Robert Huitt (2nd Vice Chair)

Executive Committee members are:

- Alejandro Chavez (Chair)
- John Phillips (1st Vice Chair)
- Robert Huitt (2nd Vice Chair)
- Kimbley Craig (Past Chair)
- Luis Alejo (County Representative)
- Ed Smith (City Representative)

The Executive Committee met on November 1, 2017 and recommends that the Board of Directors select Board members Craig and Parker to serve as the nominating committee.

At the January 24, 2018 Board meeting, in addition to the recommendations of the Nominating Committee, there will be opportunity for nominations from the floor.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Todd Muck, Deputy Executive Director  
**Meeting Date:** December 6, 2017  
**Subject:** Overall Work Program and Budget Amendment #1

### **RECOMMENDED ACTION:**

**APPROVE** Resolution 2017-26 providing authority for the Executive Director to execute amendment No. 1 to the fiscal year 2017/18 Overall Work Program and Budget.

### **SUMMARY:**

The Transportation Agency's Overall Work Program describes the activities that the Agency will undertake during the fiscal year. This amendment will allow state Rural Planning Assistance funding from the prior fiscal year to be utilized in the current fiscal year for coordinating programming projects for state funding.

### **FINANCIAL IMPACT:**

The Agency has received confirmation from Caltrans that \$14,350.58 of Rural Planning Assistance funds not used by the Transportation Agency in fiscal year 2016/17 is available to be programmed into the current fiscal year (2017/18). This action will save the agency from having to utilize reserve monies to cover operating costs.

### **DISCUSSION:**

The annual Transportation Agency Overall Work Program describes the activities to be accomplished during the fiscal year beginning July 1 and ending June 30. Adopting an annual work program is mandatory to utilize Rural Planning Assistance funds and discretionary planning grants that the Transportation Agency receives from Caltrans. Carry-forward amounts need to be amended into the Overall Work Program and Budget before associated tasks can be initiated.

The Transportation Agency receives an annual allocation of Rural Planning Assistance funds and has the flexibility to program these funds to eligible activities as it deems appropriate. Carry-over funds from the prior fiscal year can likewise be allocated as needed and approved by Caltrans. Rural Planning Assistance carry-over funds totaling \$14,350.58 is available to be programmed into fiscal year 2017/18.

Staff recommends the carry-over Rural Planning Assistance funds be used to pay for staff activities in Work Element 6410, Transportation Improvement Programs. Typical work conducted under this work element includes developing the 2018 Regional Transportation Improvement Program and similar activities to required to program state and federal funds to our local projects.

The **ATTACHED** Revised Work Program pages reflecting the above recommendation.

**ATTACHMENTS:**

- Resolution 2017-26
- WE 6410 Programming Pages

**RESOLUTION NO. 2017-26 OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
TO APPROVE AMENDMENT NUMBER 1 TO THE 2017-2018 FISCAL YEAR  
OVERALL WORK PROGRAM AND BUDGET.**

**WHEREAS**, Chapter 3, Title 21, Section 6646 of the California Code of Regulations permits the Regional Transportation Planning Agency to allocate funds for implementation of the annual work program of the transportation planning process; and

**WHEREAS**, the Agency adopted its FY 2017-2018 work program and budget on May 23, 2017;

**WHEREAS**, the Agency's 2017-2018 fiscal year work program and budget describes the work tasks to be completed;

**WHEREAS**, the California Department of Transportation notified the Agency \$14,350.58 of Rural Planning Assistance funds have been carried over from FY 2016-2017 and are available to be amended into the Agency's FY 2017-2018 work program and budget;

**WHEREAS**, work program element 6410 has been revised to reflect the above listed funding and is attached to this resolution by reference;

**NOW, THEREFORE, BE IT RESOLVED THAT:** the Board of Directors of the Transportation Agency for Monterey County hereby authorizes the Executive Director to execute work program and budget amendment No. 1 in accordance with this resolution.



**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 6<sup>th</sup> day of December 2017, by the following votes:

**AYES:**

**NOES:**

**ABSENT:**

---

**ALEJANDRO CHAVEZ, CHAIR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

---

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

WORK ELEMENT NUMBER 6410

Transportation Improvement Programs (TIPs)

Amendment No. 1

Project Manager: Mike Zeller

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2017-2018**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
<b>TAMC</b>			<b>TAMC</b>		
Personnel	86,770	14,351	State RPA	69,351	14,351
Contractual	0	0	Local	17,419	0
<b>TOTAL</b>	<b>86,770</b>	<b>14,351</b>	<b>TOTAL</b>	<b>86,770</b>	<b>14,351</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

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

**Previous and Ongoing Work**

The Transportation Agency must prepare, adopt, and submit a countywide Regional Transportation Improvement Program to the California Transportation Commission by December 15 of every odd-numbered year. The California Transportation Commission selects projects from this regional program and from the Caltrans-proposed Interregional Transportation Improvement Program and adopts this program of projects generally in April of every even year as the State Transportation Improvement Program. The Agency adopted its current Regional Transportation Improvement Program in December 2015. Recent Regional Transportation Improvement Programming has focused on funding high priority major projects, including the Highway 156 Improvement project, and receiving programming allocations from the California Transportation Commission. Future efforts will seek to maintain funding and to program any new monies to other high priority highway and transit projects. Regular contact is maintained with local jurisdictions to incorporate projects into programming documents.

<b>Steps and Products</b>			
<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Develop 2018 RTIP, as necessary to comply with adopted STIP guidelines and fund estimate	2018 RTIP for Monterey County	6/30/2018
2	Create or revise Project Programming Request (PPR) forms for potential new State Transportation Improvement Program funding	PPR forms for STIP projects	6/30/2018
3	Track projects in the State Transportation Improvement Program and assist project sponsors in processing amendments.	Project Tracking Log	6/30/2018
4	Provide AMBAG programming information for new and updated projects for inclusion in the Metropolitan Transportation Improvement Program	Up to date programming information	Ongoing
5	Consultation and coordination between Caltrans, other Regional Transportation Planning Agencies, and local agencies for project programming	Information to AMBAG, state and federal agencies.	Quarterly
6	Participation in Regional Transportation Planning Agencies Group, California-Federal Programming Group, California Transportation Commission, and California Council of Governments and other programming related meetings	Accurate and up-to-date information on State and federal programming requirements.	Monthly
7	Coordinate Transportation Improvement Program amendments with AMBAG for the Federal Transportation Improvement Program and with Caltrans and the California Transportation Commission for the State Transportation Improvement Program	MTIP/STIP Amendments	Quarterly



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Theresa Wright, Community Outreach Coordinator  
**Meeting Date:** December 6, 2017  
**Subject:** **Graphic Design On-Call Amendments #1**

### **RECOMMENDED ACTION:**

#### **On-Call Graphic Design Contract Amendments:**

1. **APPROVE** contract amendment #1 with Eric Goldsberry Art Direction to extend the term of the agreement for graphic design on-call services until June 30, 2018; and
2. **APPROVE** contract amendment #1 with Stensland Design to extend the term of the agreement for graphic design on-call services until June 30, 2018.

### **SUMMARY:**

The Transportation Agency's contract for graphic design on-call services expires December 31, 2017. The contract amendments #1 with Eric Goldsberry Art Direction and Stensland Design would extend the term of the agreements until June 30, 2018 and continue with the existing budget without adding additional funds.

### **FINANCIAL IMPACT:**

The agreements for graphic design on-call services with Eric Goldsberry Art Direction and Stensland Design were approved by the Board on May 27, 2015 with a total not-to-exceed amount of \$65,000. These amendments do not add more funds to the already approved budget. With \$45,500 remaining in the budget, there is sufficient programmed funding for this contract.

### **DISCUSSION:**

At the October 25, 2017 meeting, the Transportation Agency Board of Directors received an integrated funding plan to begin construction on several Measure X projects in the next five years. Included in the presentation of the plan was a summary of the Board's September strategic planning session which included communications to the board and public as one of the goals that should be considered with implementing Measure X projects.

Since the measure went into effect on April 1, 2017, the City of King celebrated the completion of the first Measure X project in Monterey County in August with the repaving of 5 residential blocks in the

city. The second Measure X project, the "Alta Street Pavement Rehabilitation Project" in Gonzales began in November; and other Measure X projects are in the pipeline. As with these projects and others, staff continues to utilize all available resources to communicate with the board and community through our public outreach efforts.

As such, Agency staff is seeking to extend the agreements for on-call graphic design services with Eric Goldsberry Art Direction and Stensland Design until June 30, 2018 with the attached amendments #1. This will allow both designers to continue to provide graphic design work on an on-call basis for the Agency's public outreach/marketing documents for transportation projects and the Agency's Annual Report.

**ATTACHMENTS:**

- ▢ Goldsberry On-Call Graphic Design Amendment #1
- ▢ Stensland On-Call Graphic Design Amendment #1

**AMENDMENT #1 TO AGREEMENT FOR PROFESSIONAL SERVICES**  
**BETWEEN**  
**THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY**  
**AND**  
**ERIC GOLDSBERRY ART DIRECTION**

THIS AMENDMENT No. 1 to the agreement dated June 1, 2015, between the Transportation Agency for Monterey County, hereinafter referred to as “TAMC,” and Eric Goldsberry Art Direction, hereinafter referred to as “Consultant,” is hereby entered into between TAMC and the Consultant.

**RECITALS:**

- A. **WHEREAS**, TAMC and Consultant entered into an agreement for professional services on May 27, 2015, hereinafter referred to as “Agreement;”
- B. **WHEREAS**, the Agreement entered into by and between TAMC and Consultant on May 27, 2015 and expires on December 31, 2017; and
- C. **WHEREAS**, TAMC and Consultant desire to amend the agreement for professional services to provide graphic design work for TAMC’s public outreach/marketing documents.

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

1. **TERM OF AGREEMENT**

The Term of Agreement shall be extended until June 30, 2018.

2. **REMAINDER OF TERMS UNCHANGED**

All other terms of the Agreement remain in full effect.

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

**IN WITNESS WHEREOF**, the parties hereto have executed this Amendment No. 1 to the Agreement with Consultant.

TAMC:

CONSULTANT:

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

\_\_\_\_\_

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

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

Approved as to form:

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

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



**AMENDMENT #1 TO AGREEMENT FOR PROFESSIONAL SERVICES**  
**BETWEEN**  
**THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY**  
**AND**  
**STENSLAND DESIGN**

THIS AMENDMENT No. 1 to the agreement dated June 1, 2015, between the Transportation Agency for Monterey County, hereinafter referred to as “TAMC,” and Stensland Design, hereinafter referred to as “Consultant,” is hereby entered into between TAMC and the Consultant.

**RECITALS:**

- A. **WHEREAS**, TAMC and Consultant entered into an agreement for professional services on May 27, 2015, hereinafter referred to as “Agreement;”
- B. **WHEREAS**, the Agreement entered into by and between TAMC and Consultant on May 27, 2015 and expires on December 31, 2017; and
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TAMC:

CONSULTANT:

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

\_\_\_\_\_

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

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

Approved as to form:

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

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Grant Leonard, Transportation Planner  
**Meeting Date:** December 6, 2017  
**Subject:** **Bicycle Secure Program Call for Applications**

### **RECOMMENDED ACTION:**

**RELEASE** call for 2018 Bicycle Secure Program applications.

### **SUMMARY:**

In January 2015, the Agency reinstated the Bicycle Secure Program on an annual cycle. The program has annual budget of \$30,000. This call for applications is for the 2018 program cycle.

### **FINANCIAL IMPACT:**

The Transportation Agency's FY 2017/18 budget has \$30,000 in Regional Surface Transportation Program funds designated for the Bicycle Secure Program.

### **DISCUSSION:**

Studies have shown that one of the primary reasons that individuals do not travel via bicycle is the lack of a secure place to store their vehicle. The Bicycle Secure Program addresses this need by funding bicycle racks and bicycle shelters. Over time, the program has been expanded to include other facilities to support active transportation: bicycle repair stations and skateboard racks. The program serves the Agency's public mandate to achieve a coordinated and balanced regional transportation system by promoting active transportation. By providing secure bicycle parking, businesses can attract more bicycle-riding patrons, employers can support the growing number of people who choose to bicycle to work, and schools can support students who bike to school - all of which supports local economic, health, and environmental goals.

Specific program goals include:

- Increasing the amount of secure bicycle parking in Monterey County giving high priority to locations without existing bicycle parking.
- Ensuring equitable distribution of bicycle parking facilities across Monterey County.
- Providing bicycle parking in convenient locations to encourage bicycling.
- Supporting artistic design of facilities that increase visibility of bicycle parking and maintain the

character of a special area or district.

In the last three cycles of the Bicycle Secure Program, the Agency provided new parking facilities that can accommodate approximately 400 bicycles and approximately 180 skateboards. Applications have come from schools, businesses, and non-profits from across Monterey County, including King City, Greenfield, Salinas, CSUMB, and Monterey. Additionally, the Agency has been able to further support bicycling by providing five bicycle repair stations across the county.

For the 2018 grant cycle, the proposed schedule calls for an initial application period from December 6, 2017 to February 1, 2018. Staff will review all application materials and submit a recommendation to the Bicycle and Pedestrian Facilities Advisory Committee at its March 7, 2018, and then submit a recommendation to the Agency Board for approval at its meeting on March 28, 2018 meeting. Following Board approval, the equipment will be distributed and installed between April and June, 2018.

A copy of the revised guidelines and application are included as a Web Attachment to this report. Board members are encouraged to distribute applications for bicycle racks and lockers to interested property owners.

**WEB ATTACHMENTS:**

[Bicycle Secure Program Guidelines and Application](#)



***Memorandum***

**To:** Board of Directors  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** December 6, 2017  
**Subject:** **Bike & Ped Committee - Greenfield nominee**

**RECOMMENDED ACTION:**

**APPROVE** appointment of Ernest Gallardo to serve on the TAMC Bicycle and Pedestrian Facilities Advisory Committee as the representative for the City of Greenfield.

**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 to the TAMC budget.

**DISCUSSION:**

TAMC supports programs and projects that improve access and safety for bicyclists and pedestrians in Monterey County. The Bicycle and Pedestrian Facilities Advisory Committee meets monthly to provide input to Monterey County decisionmakers regarding pedestrian and bicycle transportation infrastructure, safety and maintenance.

Staff received an application from Ernest Gallardo, Greenfield resident, to serve as a member on the Bicycle and Pedestrian Advisory Committee representing the City of Greenfield (**attachment**). Mr. Gallardo is an avid cyclist and varsity baseball coach at Greenfield High School who is interested in promoting bicycle and pedestrian safety. Mr. Gallardo has been nominated for appointment by Greenfield Mayor Pro Tem Avelina Torres.

Committee vacancies remain for Monterey County District 3, and the cities of Del Rey Oaks, Gonzales, Monterey, Sand City and Soledad. Staff requests that Board members in these areas recruit interested individuals and refer them to staff for more information.

**ATTACHMENTS:**

□ Bike & Pedestrian Committee Nomination Letter and Application - Ernest Gallardo

**Application for Appointment  
 Transportation Agency for Monterey County  
 Bicycle and Pedestrian Facilities Advisory Committee**

Name of Applicant		
Gallardo	Ernest	
(last)	(first)	(mi)
Residence Street Address		
212 San Antonio Dr		
City:		Zip:
Greenfield		93927
Telephone: Home		Work:
831-915-0156		N/A
Are you a full-time paid officer or employee of local, state or federal government?		
No <input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> If yes employer _____ position _____		
Education:		
Gonzales High School		
Present Occupation:		
Retired		
Please describe why you are interested in serving on this committee:		
I've for the longest time have been interested in trying to make our community a safer and better place to live in.		
Please describe other community activities that you have been involved in :		
I've have been involved in youth sports (baseball) for about 45 years, I'm currently a varsity baseball coach at Greenfield High		
Please sign <u>Ernest Gallardo</u> Date <u>11-08/2017</u>		

Virginia Murillo

Transportation Planner

Transportation Agency For Monterey County

55 B. Plaza Circle Salinas Ca. 93901

Re: TAMC Bike And Pedestrian Advisory Committee

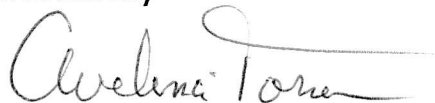
Nominee Appointment.

Dear Ms. Murillo

The City Of Greenfield nominates Ernest Gallardo Sr. to represent Greenfield on the TAMC Bike and Pedestrian Facilities Advisory Committee. Please find his application enclosed for your consideration.

Mr. Gallardo is an active advocate for bicycling/walking in the Greenfield area and in my opinion would make a fine addition to the TAMC Bike and Pedestrian Facilities Advisory Committee.

Sincerely

A handwritten signature in cursive script that reads "Avelina Torres".

Avelina Torres

Mayor ProTem...City Of Greenfield





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** December 6, 2017  
**Subject:** Canyon Del Rey Blvd. Corridor Study - Consultant Agreement

### **RECOMMENDED ACTION:**

#### **Canyon Del Rey Boulevard (State Route 218) Corridor Study Consultant Agreement:**

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a contract with Kimley-Horn, subject to approval by Agency Counsel, for an amount not to exceed \$133,800 to provide public outreach, wildlife connectivity analysis, corridor travel analysis, and corridor study document development for the Canyon Del Rey Boulevard (State Route 218) Corridor Study, for the period ending December 31, 2019;
2. **APPROVE** the use of \$133,800 of Caltrans Planning Grant funds budgeted for this purpose; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work or change the approved contract term or amount.

### **SUMMARY:**

TAMC solicited public outreach, wildlife connectivity analysis, corridor travel analysis and corridor study document development assistance from qualified planning and engineering consultant firms to conduct the Canyon Del Rey Boulevard (State Route 218) corridor study. The review committee recommends Kimley-Horn for the contract.

### **FINANCIAL IMPACT:**

The not-to-exceed amount for this contract is \$133,800, which is funded by a Caltrans Strategic Partnerships Planning grant.

### **DISCUSSION:**

TAMC received a Caltrans Strategic Partnerships Planning grant to develop a corridor study for Canyon Del Rey Boulevard (State Route 218). The grant is a partnership with Caltrans and the cities of Seaside and Del Rey Oaks. The Corridor Study will gather data, conduct a technical traffic forecast analysis, and utilize public input to identify a set of complete streets, stormwater drainage,

active transportation, and environmental and wildlife preservation improvements for this regionally-significant corridor. The potential multimodal improvements that will be included in the Study will improve access to the diverse land uses along the corridor ranging from commercial retail, recreational to residential. The ultimate goal of the Corridor Study will be to create a more “complete” corridor — one that works better for broader range of transportation modes and for people of all ages and abilities.

TAMC is the responsible for procuring consultant services, leading the study's delivery, coordinating partnership involvement, conducting public outreach and administering the Caltrans grant. The study's scope was developed in coordination with key stakeholders: Caltrans and the cities of Del Rey Oaks and Seaside. The study's area includes the entire Canyon Del Rey Boulevard corridor from SR 68 to SR 1. Consultant assistance is required to complete key tasks of this Corridor Study's Scope of Work (**attached**), which include:

- Document existing conditions and plans governing improvements in the project area
- Analyze bicycle and pedestrian needs and confirm infrastructure gaps
- Engage local residents and regional partners in the study process
- Collect the data and identify travel time trends, key locations, and traffic volumes to analyze how traffic in this key transportation corridor impacts safety, operations, maintenance, planning, funding, and project prioritization
- Recommend conceptual designs for complete street improvements underground utility improvements, including “Green Street” improvements if feasible.
- Recommend priorities and phasing for implementing improvements
- Identify potential fund sources for implementation.

On August 23, 2017 the Transportation Agency Board of Directors approved the Request for Proposals for consultant services for the Canyon Del Rey Boulevard (State Route 218) Corridor Study. Staff distributed the RFP to the list of planning, engineering and environmental planning consultants on TAMC's database. Staff also pulled a list of planning, engineering and environmental planning Disadvantaged Business Enterprise firms and notified those firms of availability of the RFP. The RFP was posted online and noticed in the Monterey County Weekly.

TAMC received 4 proposals from the following firms by the required due date and time of 12:00p.m. on September 21, 2017:

- Eisen | Letunic (subconsultants: Fehr & Peers, Mark Thomas & Co., Pathways for Wildlife and LSA Associates)
- Kimley-Horn (subconsultants: Rincon Consultants)
- TJKM (subconsultants: Pathways for Wildlife and Rincon Consultants)
- WRT (subconsultants: Fehr & Peers, BKF Engineers, H.T. Harvey)

A review committee comprised of TAMC staff and staff from Caltrans, Del Rey Oaks and Seaside reviewed and scored proposals and recommends Kimley-Horn for award. This recommendation is based on the firm's expertise in corridor planning, their local experience and knowledge of transportation issues in the County and along the State Route 218 Corridor. Staff also checked references and found that Kimley-Horn provides exceptional deliverables and is responsive to their

clients needs.

The proposed agreement for services with Kimley-Horn would be for a period ending December 31, 2019. The proposed scope of work covers project management, public outreach, corridor travel analysis, wildlife connectivity analysis, and corridor study development.

**ATTACHMENTS:**

- Canyon Del Rey Boulevard Corridor Study - Scope of Work and Budget

## Scope of Work:

### 1. Project Management

#### *Task 1.1: Project Management*

**Project Management: Kimley-Horn’s** Project Manager Frederik Venter will manage and coordinate all work program tasks, consulting as appropriate with Principal-in Charge Adam Dankberg. The Project Manager serves as the single point of contact between Kimley-Horn, the consultant team, and TAMC staff. The Project Manager will manage project communications to ensure that TAMC and our corridor study team understand the requirements for each task and deliverable, including how long it will take to complete a task and the resources involved. The Project Manager is responsible for managing work activities and reporting on progress; he communicates workload requirements to team members.

A schedule for tracking project deliverables and our expenditures tracking system will be used to monitor and manage work program tasks.

**Tracking Activities and Deliverables:** Kimley-Horn’s Project Manager will maintain a monthly calendar of upcoming activities and deliverables, shared with Team members and TAMC. The calendar will be a key agenda item for bi-weekly project status calls between Kimley-Horn’s Project Manager TAMC’s Project Manager. The monthly calendar will be included in monthly progress reports accompanying monthly expenditure reports, i.e., invoices.

#### *Task 1.2: Project Area Review and Kick-off Meeting*

TAMC will coordinate the kick-off meeting with Caltrans District 5 and staff from Del Rey Oaks and Seaside to discuss the study process and obtain concurrence on the scope and the targeted areas of study. The Consultant Team will note Caltrans and city feedback on what they perceive to be the main issues the study ought to address—both challenges and opportunities—and specific expectations for potential relinquishment of the corridor to either TAMC or the cities.

The Consultant will develop the agenda and other presentation materials as directed by TAMC. The goals

and objectives will be revised based on feedback and included with meeting minutes for TAMC to distribute.

TASK	DELIVERABLES
1.1	<ul style="list-style-type: none"> <li>• Ongoing communication with TAMC staff</li> <li>• Bi-weekly check-in conference calls</li> </ul>
1.2	<ul style="list-style-type: none"> <li>• Meeting agenda, presentation materials, and minutes for meetings</li> </ul>

### 2. Public Outreach

This task will involve a heavy emphasis on online tools, maps, visuals, and other accessible and visually appealing materials. The target is to reach non-technical audiences and solicit their feedback on corridor improvement concepts. This will support decisions by the TAMC Board, Caltrans and the Del Rey Oaks and Seaside city councils.

#### *Task 2.1: Community Engagement*

Kimley-Horn will refine the outreach plan based on input from the kick-off meeting.

##### **2.1.1 Community Engagement Strategy**

Working with TAMC staff and the cities of Seaside and Del Rey Oaks as appropriate, Kimley-Horn will prepare a Community Engagement Strategy (CES) tailored to the community’s specific needs and strategic requirements. The CES will use this scope of work as a basis, and identify the specific outreach tasks and deliverables, and include specific ways that we will reach out to the community, stakeholders, and the project partners (TAMC, Del Ray Oaks, Caltrans District 5).

The CES will be prepared in a matrix/checklist fashion for ease of implementation and will be a fluid document, intended to be updated as needed at each major participation milestone. The CES will also identify dates and locations for each outreach activity identified below.

##### **2.1.2 Project Branding**

Kimley-Horn will develop a project logo and tag line (i.e., brand) for the project. This brand will be carried through all materials, the project website, and outreach presentations to distinguish this project. TAMC staff will be given several options to choose from and will have final approval of the design.

### **2.1.3 Project Web Site & Social Media**

Kimley-Horn will design and host project website that will be accessible throughout the project. It will function as a project information site, an archive of progress that includes all presentation materials and project deliverables, and a portal to acquire community feedback, particularly from citizens unable to attend the community workshops or agency presentations. It is anticipated that TAMC staff will assist in the data collection and processing from WikiMaps. The website will include the following features:

- Project overview, purpose, goals, and objectives
- Project schedule for community engagement
- Wikimap public input tool
- Corridor maps
- Photo inventory of existing conditions
- Project survey
- Presentation materials Project deliverables
- Comment form to receive ideas, comments and suggestions
- Email sign-up

A draft storyboard of the project website will be prepared for TAMC approval that shows the graphic style (look and feel), navigation hierarchy, and content structure. We will review this storyboard (one round of review) with TAMC prior to preparing a draft website. Kimley-Horn will then review the draft website (one round of review) with TAMC to finalize the design prior to launching the site for public access. Kimley-Horn will be responsible to registering the domain name and hosting the website on our company server.

Drawing on a variety of social media channels, including Facebook and NextDoor, Kimley-Horn will promote all community meetings and provide a forum to discuss issues and opportunities.

### ***Task 2.2: Baseline Issues Assessment and Stakeholder Meetings***

### **2.2.1 Community Preference Survey**

Accessible from the project website, Kimley-Horn will prepare a project survey to acquire quantifiable preferences and narrative comments from the community and stakeholders about the corridor. The survey will include questions to:

- Gather basic demographic data and corridor use patterns
- Identify user preferences and priorities
- Identify location-specific and corridor segment recommended mobility improvements
- Rank potential design solutions
- Receive open-ended narrative comments and suggestions

The survey will be prepared and managed using Survey Monkey. A draft of the survey will be provided to the Client for one round of review and comment. A final survey will then be posted for public access via the home page of the project website.

The results of the survey will be compiled into a Community Engagement Report, that will also include summaries from the stakeholder meetings and community workshops.

### **2.2.2 Stakeholder Meetings**

Kimley-Horn will conduct a series of meetings with affected stakeholders and community groups and business groups to inform them about the project and solicit their feedback. This scope of work assumes up to four meetings over the course of the project.

### **Task 2.3: Corridor Walking Field Survey**

In coordination with TAMC staff, Caltrans, city staff and representatives of partner agencies and stakeholder groups, Kimley-Horn will organize and facilitate a walking audit of the corridor. Participants will be given a field survey “kit” that will include aerial maps (by segment) and forms to documenting their assessments and recommendations with respect to issues such as accessibility, safety, lighting, maintenance, etc. The maps will include right-of-way boundaries and parcels for reference. Enlargements of key intersections and existing and potential pedestrian/bicycle crossings will also be provided.

**Task 2.4: Presentation #1 to City Councils (Seaside and Del Rey Oaks) and TAMC Board**

In coordination with TAMC staff, Kimley-Horn will prepare for and present an overview of the corridor study project to the City Councils’ of the cities of Seaside and Del Rey Oaks and to the TAMC Board (2 meetings). TAMC staff will attend initial meetings, informing the City’s about the project. This presentation will address the project scope and schedule, introduce the project website, and provide an overview regarding our findings regarding baseline conditions, feedback from the stakeholder meetings and corridor walking field survey. Kimley-Horn will solicit feedback about the corridor and the plan which will be used to further identify existing corridor multimodal deficiencies, and help define specific study objectives.

**Task 2.5: Community Workshop #1 – Existing Conditions**

Kimley-Horn will prepare for and facilitate **Community Workshop #1 – Existing Conditions** in coordination with TAMC and the cities of Seaside and Del Rey Oaks. The purpose of the workshop will be to provide a presentation on the Existing Conditions Report and collect public feedback on issues to consider in developing project alternatives.

A draft and final flyer will be prepared for posting on the project website, emailing to stakeholders and persons on the project email contact list, and public posting (by city staff).

This Community Workshop #1 is envisioned as a highly interactive and engaging open house format with up to six “stations”, designed to maximize public input and discussion. Organized according to the perspective **We Are Here to Listen**, the goal will be to informally present a concise and very graphical set of information for consideration and then engage in direct conversations (and not lengthy presentations!) to engage and listen, identify commonalities, and record outcomes. Recording may include Post It notes on comment boards, mark-ups on corridor segment maps, and completion of the online survey.

Results of the workshop will be summarized and posted on the project website. Project meetings and public meetings will be scheduled on the same day for coordination.

**Task 2.6: Draft Corridor Plan Validation and Refinement**

**2.6.1 Community Workshop #2 – Opportunities for Improvements**

Following preparation of the Concept Design Alternatives Report (CDAR), Kimley-Horn will prepare for and facilitate Community Workshop #2 – Opportunities for Improvements.

A draft and final flyer will be prepared for posting on the project website, emailing to stakeholders and persons on the project email contact list, and public posting (by city staff).

The workshop will begin with an informal open-house format to inform and educate participants about the planning process to date and graphical boards highlighting design options from the CDAR. This will be followed by a more formal PowerPoint presentation, followed by questions and answers.

All comments will be recorded and posted on the project website.

**Task 2.7: Presentation #2 to City Councils (Seaside and Del Rey Oaks) and TAMC Board**

Kimley-Horn will prepare for and present a summary of the CDAR to the City Councils’ of the cities of Seaside and Del Rey Oaks and to the TAMC Board (3 meetings). The PowerPoint presentation from the second community workshop will be used as the basis of this presentation, with revisions incorporated per workshop comments and coordination with TAMC staff.

TASK	DELIVERABLES
2.1.1	Community Engagement Strategy (CES)
2.1.2	Project branding logo
2.1.3	Project website with interactive online project forum (hosted by Kimley-Horn).

2.1.3	Facebook social media page
2.1.3	Community meeting notice flyers (2)
2.1.3	Public outreach materials for all community, stakeholder and local government workshops and meetings including graphic poster boards, PowerPoint presentations, handouts, and signup and comment sheets.
2.2	Canyon Del Rey Boulevard
2.2.2	Summary meeting notes for all
2.3	Corridor walking field survey audit materials and corridor maps

**3. Corridor Travel Analysis**

**Task 3.1: Existing Conditions, Traffic Volumes, and Modeling**

This task will establish travel conditions in the corridor and provide the foundation for developing project improvement concepts for further evaluation. The conditions must assume a multimodal perspective and document the environment for non-motorized modes, including bicycles and pedestrians. An objective of this study is to develop improvements that will enhance mobility for these other modes by creating a complete streets environment, thereby making SR 218 a more attractive community transportation resource.

The Kimley-Horn team will collect traffic count data, collision data, speed data, origin and destination data, and travel time data using the most cost-effective data collection techniques and technologies. The data will help us establish baseline operating and circulation characteristics along the corridor and important connecting roadways and transportation pathways. The data will also be used to develop and calibrate analysis tools to be applied for various scales of analysis and system performance diagnostics. Kimley-Horn does not propose running regional or, for that matter, subregional travel models, instead drawing on existing/available model forecasts prepared by others. However, Kimley-Horn will do corridor travel and traffic operations simulations.

Data collection will occur when school is in session. If counts are not available, Kimley-Horn will coordinate with corridor cities and TAMC on obtaining the information. TAMC will collect traffic counts. Kimley-Horn will study the following intersections:

- Del Monte Boulevard / SR 218
- Harcourt Avenue / SR 218 (Potential RAB)
- Hilby Avenue / SR 218 (Potential RAB)
- N Fremont Street / SR 218: Utilize data from the existing N Fremont Street project
- Rosita Road / SR 218
- Work Avenue / SR 218
- Carlton Drive / SR 218
- Via Verde / SR 218
- General Jim Moore Boulevard / SR 218
- SR 68 / SR 218 Utilize data from the existing SR 68 report

\*RAB = Roundabout

For each study intersection, we will determine the AM/PM peak hour operational characteristics using LOS standards. The static intersection operational analysis will be performed using SYNCHRO and SimTraffic software package. Signal timing sheets will be requested for all currently signalized intersections from the appropriate agencies and input into SYNCRHO. SIDRA software will be utilized for evaluating the roundabouts. A signal warrant analysis will be performed for each non-signalized intersection. The Signal Warrant 3 (Peak Hour Warrant) will be evaluated for AM/PM peak hours and the peak afternoon school let out hour.

**Travel Patterns** will be established, both locally in the corridor and for regional/sub regional movements. For regional travel patterns, we will analyze effects of travel between area cities that follow the below listed routes and either cross or use (portions of) Canyon Del Ray Boulevard to make a trip:

- Canyon del Rey Boulevard (SR 218)
- SR 68
- South Boundary Road
- Fremont Boulevard
- Del Monte Boulevard
- General Jim Moore Boulevard

- SR 1

Travel patterns will be derived from existing AMBAG model forecasts from the model for the FORA fee update. Data will only be extracted from the model, and no additional modeling is included in the analysis.

**Safety Conditions.** A safety assessment will be completed using the three most recent years of SWITRS and TASAS collision data for the SR 218 corridor. This assessment will identify potential hot-spot collision locations in the corridor.

**Air Quality Impacts.** Assessment will be made of existing vehicle emissions, both undesirable pollutant and greenhouse gases, from the SimTraffic. Alternatively Kimley-Horn could estimate emission using the latest version of EMFAC developed by the California Air Resources Board.

**Potential Improvements from Planned Development.** When developing transportation improvement alternatives, Kimley-Horn needs to take account of planned and programmed improvements, some of which may be commitments made by approved future development along the corridor. These planned and potential improvements will be documented and recorded in tables and added to corridor maps, clearly indicating their status as well as proposed characteristics. The effect of these and possibly other future improvements on corridor operations will be reflected by coding these improvements in the corridor traffic simulation model network and evaluating their impacts relative to operational performance of the no-build network.

When quantifying the effects of transportation improvements developed in this study, the baseline for comparison will be the existing plus planned/programmed improvements network.

#### **Environmental Fatal Flaw Analysis**

Rincon Consultants will prepare an Environmental Fatal Flaw Analysis for the Canyon Del Rey (SR 218) corridor that considers improvements to the 2.85-mile regional corridor. The study area is assumed to include the highway corridor including medians, shoulders, right-of-way footprint, as well as side street and driveway access to SR 218, including all intersections.

Rincon will review and compile existing information from multiple sources, including TAMC, AMBAG, Caltrans, the cities of Del Rey Oaks, Seaside, and Monterey, and other sources in order to identify major environmental constraints and fatal flaws from an environmental resources perspective. The analysis will be based on a project description provided by Kimley-Horn. The Environmental Fatal Flaw Analysis will consider the major constraints and fatal flaws associated with the following issue areas:

- **Aesthetics.** This section will include identification of designated scenic corridors and resources and Cities of Del Rey Oaks, Seaside, and Monterey policies that pertain to visual resources.
- **Biological Resources.** This section will identify potentially jurisdictional areas and critical habitat based on review of existing documentation, and sensitive species occurrences, based on the California Natural Diversity Database.
- **Cultural Resources.** This section will include identification of known and potential archaeological and cultural resources based on existing studies.
- **Geology/Soils.** This section will identify fault hazards in the vicinity of SR 218, as well as potential landslide and soil hazards, based on existing data.
- **Hydrology and Water Quality.** This section will describe drainage patterns and areas of potential flood hazards within the study area, based on review of existing mapping and data.
- **Noise.** This section will describe the existing noise environment along SR 218 based on information contained in the City's General Plans. This section will also identify existing sensitive receptors along the corridor based on existing information and an aerial review of the project corridor.

The results and findings of the Environmental Fatal Flaw Analysis will be prepared in a memorandum-format report. Using a tabular format, the report will include a summary of the major environmental constraints associated with each of the issue areas in the location



of identified corridor improvements. The report will additionally identify anticipated future studies or permits which may be required to comply with the California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), Federal Clean Water Act, California Fish and Game Code, and other applicable laws, ordinances, regulations, and statutes. Rincon will submit an Administrative Draft Analysis for review by TAMC, and will address TAMC comments in a Final Environmental Fatal Flaw Analysis Report.

***Task 3.2: Short-Term and Mid-Term Multimodal Project Improvements Concepts and Layouts***

This task includes two elements: (a) analysis of intersection improvements for better traffic, bicycle and pedestrian operations and safety; (b) development of multimodal corridor concepts for SR 218 from SR 1 to SR 68.

**Intersection Control Evaluations.** For the study intersections along the Canyon Del Rey Boulevard corridor, Kimley-Horn will define and evaluate alternative intersection control strategies. They will be derived from findings of the operations/LOS analyses performed previously in Task 3.1, updated to reflect expected future short- and mid-term peak hour volumes resulting from planned development, Gap analysis for bicycles and pedestrians and connectivity will receive priority in our approach. The analysis of short- and mid-term traffic conditions will incorporate the planned geometric and other committed improvements of planned development into the configuration of each intersection. The AMBAG model will be used to estimate the short and mid-term volume forecasts through post processing.

For each of the study intersection, three design-year traffic scenarios will be developed for weekday AM/PM peak hour conditions. The design-year traffic scenarios are:

- Baseline (existing plus planned/programmed improvements by others) volumes (based on 2017 traffic counts collected as part of this study)
- Short-term (3 to 5 years out)
- Mid-term (5 to 10 years out)

Kimley-Horn will develop alternative facility improvements that can enhance multimodal traffic flow (motorized and non-motorized) at each location and will compare conditions with proposed improvements in place to the baseline condition. The Consultant Team will develop concept intersection layouts to re-establish the footprint of each improvement, including the number of approach, departure, turn, and circulatory lanes and treatments for enhanced bicycle and pedestrian movements.

Control strategies to be considered will include, but not be limited to, stop sign, traffic signal, and roundabout intersection controls. The improvement alternatives will be developed in CAD using readily available aerial images (e.g., Google Earth or other) and topographic mapping. Colored, 2D concept renderings will depict critical intersection features and geometric design elements based on the traffic operations analysis. The layout will include colored pavement markings consistent with the California MUTCD, color coded areas identifying landscape opportunities, and the potential for vertical obstructions based on estimated sight lines. Key features evaluated for each intersection during this phase will include:

- Number of approach, departure, turn, and circulatory lanes
- Channelization
- Size and location relative to right-of-way and geometric constraints – GIS maps will be utilized to obtain ROW information
- Local access / access control considerations
- Pedestrian and bicycle facilities

Signal and roundabout intersection control alternatives will be evaluated against system performance measures focusing on safety, operations, and life-cycle costs. Specifically, the following evaluations will be applied to each intersection:

- Safety performance
- Capacity considerations

Traffic operations will be reviewed for the preferred intersection control strategies for the relevant short- and mid-term time horizons. Stop and signal control options will be performed with the SYNCHRO software

package using 2010 HCM methodologies. Roundabout control evaluations will be performed using the Sidra software package based on the 2010 HCM capacity model with California calibration factors.

Intersection layouts will also be used to examine pedestrian and bike facility needs and connectivity. Connectivity analyses will evaluate the adjacent roadway network to ensure good connectivity with the corridor. This will range from sidewalks with ADA compliant curb ramps to pathways where sidewalks belong. Our team will evaluate the following critical infrastructure components:

- Fort Ord Regional Trail & Greenway connectivity
- Sidewalk connectivity
- Access point safety
- Bicycle facilities
- Bicycle route connectivity
- Comfort level of pedestrians (relative to vehicles).

We will incorporate applicable elements of the current TAMC, Monterey County, and city bicycle improvement plans into the concept layouts.

**Corridor Improvement Concept Layouts.** Kimley-Horn will also evaluate opportunities and constraints to improving mobility in the segments of SR 218 between intersections. These improvements will include both facility (i.e., infrastructure) modifications and operational measures to better accommodate bicycles and pedestrians in a safe environment. The corridor plan should integrate intersection and roadway segment improvement strategies to create a complete streets corridor that will become an attractive community resource and not primarily a traffic throughway. The plan must also address existing safety and traffic operations problems.

On maps Kimley-Horn will show the footprints of individual improvement concepts. Kimley-Horn will also indicate where our analysis and public/stakeholder input (obtained from workshops, online input, stakeholder meeting, etc.) has identified mobility issues to be resolved if possible in this study. Where there are potential right-of-way impacts, these will be noted.

Consistent with the baseline analysis, an analysis of GHG emissions in the SR 218 corridor will be performed for each corridor concept alternative.

Corridor improvements will be displayed on aerials, similarly to the approach for displaying intersection control alternatives. These maps can be displayed at technical and public meetings.

At the conclusion of this study, one of the corridor concepts or a mix of the two will be recommended in a preferred scenario. A detailed analysis will be conducted for the preferred alternative.

### ***Task 3.3: Potential Impacts of Relinquishment; Impact/Benefit Analysis; Short- and Mid-Term Improvements Chapter***

This task examines the implications should Caltrans relinquish control of SR 218 to the cities of Del Rey Oaks and Seaside; estimates the impacts in terms of benefits-costs of corridor improvement concepts, and concludes with preparing a draft chapter for the corridor study final report, which summarizes the process and findings of Task Group 3.

**Relinquishment.** Kimley-Horn will review the requirements for relinquishment and look at what this has occurred on other locations—and the general impacts to the communities assuming control of a former state facility. The relinquishment analysis will be documented in a technical memorandum and subsequently be summarized in the corridor study report.

**Impact/Benefit Analysis.** A conceptual evaluation will be made of the impacts of corridor improvement concepts, including on traffic capacity, speed and flow, and on non-motorized modes as well. The analysis will consider potential traffic diversion off SR 218 and the operational impacts this could have on other roadways. Some impacts can be measured, such as changes in capacity, speeds, safety, and air quality. These will be quantified where the information is available and deemed sound from the AMBAG model. Other impacts, including many benefits expected to result from

improvement concepts, probably cannot be quantified. But they may be very important, particularly to corridor communities. These can include how improvement concepts support sustainability and livability goals. Public, stakeholder, and policymaker opinions on individual project elements are very important.

The impact/benefit analysis must be both quantitative and qualitative, therefore. Kimley-Horn will propose to identify various factors to include in the impacts analysis. Once agreed to by TAMC, Kimley-Horn will prepare a matrix that lists the factors and an assessment of how they are affected under each corridor improvement concept. Results of the analysis will support the selection of a preferred corridor concept.

**Short- and Mid-Term Improvements Chapter.** The work, including findings, of Task 3 will be documented in a chapter to become part of the final study report. Kimley-Horn will draft the improvements chapter proceeding the activities of Task 3, not waiting until its conclusion. This will allow Kimley-Horn and TAMC to establish the style, level of detail, and format for the Improvements Chapter and, thus, the final report. It should shorten the time and effort to complete the final report.

This chapter will include graphics, tables, and layouts/maps of corridor concepts in addition to narrative documenting the work performed.

**Task 3.4: Corridor Travel Simulation**

For the 2.85-mile segment of Canyon Del Rey a SimTraffic will be developed to evaluate the effects of the various improvement concepts under consideration. Validation at intersections will be based on intersection flow rates (vehicle throughput) and queue lengths while segment-based corridor validation will be based vehicle throughput, travel speeds and times.

Two simulation runs will be performed of proposed improvements established in this study. The first will include short-term improvements and the second, long-term improvements. Performance statistics will be assembled and compared to those of the adjusted baseline and to quantify benefits for the impact/benefit analysis of Task 3.3.

Simulation results will be visually and diagnostically checked for reasonableness. Queue spill-back potential between downstream and upstream intersections will be visually checked including the effects of downstream queues on upstream flow rates. Atypical dispersion or compression of the traffic stream between intersections – disrupting normal progression of vehicle platoons will also be visually checked for reasonableness.

Kimley-Horn will conduct an objective analysis of corridor concept alternatives using advanced intersection and highway analysis tools. The output will support the estimation of benefit-cost estimates to support short- and mid-term infrastructure and operational investment decisions.

**Task 3.5: Short-Term and Mid-Term Project Cost Estimates**

Planning level cost estimates improvement concepts developed in Task 3.2 will be developed for each improvement recommended for further evaluation by the study team and concurred with by the public and stakeholders, including Caltrans and corridor cities. A one-page worksheet will provide planning level opinions of probable project costs based on the Cost Estimating Guidance of the Caltrans Project Development Procedures Manual. The worksheet groups related work items in a standardized format that captures primary cost items common in transportation roadway projects. Where available current unit costs for known, calculable quantities will be documented; percentages of costs will be indicated for minor and common items. The single page format, unit prices, and percentage based cost calculations will be developed/approved in coordination with TAMC, Caltrans, and other members of the study team.

Improvement costs will be segregated by the type/location of the proposed improvements, and also by segment, for instance by city, so it is possible to understand not just the total cost of the improvement program but the costs for individual improvements in each jurisdiction.

TASK	DELIVERABLES
3.1	Sub-regional travel analysis and results

3.2	Regional and sub-regional travel analysis with graphic
3.3	Relinquishment analysis, intersection control evaluations, impact/benefit analysis of regional improvements, draft short-term and mid-term improvements chapter.
3.4	Corridor traffic simulation
3.5	Project cost estimates.

**4. Wildlife Connectivity Analysis**

**Task 4.1: Existing Connectivity Analysis**

Rincon Consultants will also prepare a Wildlife Connectivity Analysis for the Canyon Del Rey (SR 218) corridor in two phases; 1) existing connectivity analysis; and 2) potential connectivity enhancements. For the first phase; we will identify and map existing connectors, such as bridges, culverts and drainpipes, and then analyze road kill and collision data to determine natural wildlife crossings, and frequency and severity of automobile collisions with wildlife.

**Task 4.2: Potential Connectivity Enhancements**

For the second phase; Rincon will determine potential improvements for existing connectors to be used as wildlife connectors, and determine viability of new wildlife connectors along the SR 218 corridor. Rincon assumes that all spatial data containing locations of bridges, culverts, drainpipes, and wildlife collisions will be provided for this analysis.

TASK	DELIVERABLES
4.1	Map of existing connectors, maps of wildlife collisions.
4.2	Recommendations for wildlife mobility features incorporated into near-term and mid-term corridor improvements. Draft wildlife connectivity chapter with supporting graphics for improved wildlife crossings.

**5. Corridor Study Development**

**Task 5.1: Administrative Draft Corridor Study**

A single draft study report, incorporating findings from the prior tasks, including draft chapters on development impacts (Task 3.2), short-term and mid-term improvements, layouts and graphics, will be prepared for TAMC, Caltrans, city, and others designated by TAMC to review. These prior deliverables will have been constructed to be report ready, leaving only connecting discussions and specialized report elements to be written. This will reduce the amount of time needed to construct the draft, allowing more project time on the analytical tasks. The report will be comprehensive and cover the development, evaluation and preliminary recommendation of improvement concepts, both capital and operational. Contents will be developed in a user-friendly manner utilizing graphs, figures and illustrations to the greatest degree possible to convey technical information.

The draft plan will be developed to include:

- Executive summary
- Summary of the public outreach process
- Graphics and photos
- Recommendations for short and mid-term transportation improvements
- Findings and recommendations from the wildlife connectivity assessment; and,
- Implementation strategy to sequence priority projects, which would include availability of funding as well as basic implementation requirements such as environmental review and detailed design.
- Appendices

The technical appendix which will include: all significant outreach materials, including presentations; traffic count data; model output and simulation program worksheets; etc. All concept improvement designs will also be included in the technical appendix.

**Task 5.2: Public Draft Corridor Study**

Following receipt of review comments, we will prepare a public draft of the final report, which will be issued for public and stakeholder review. It will then be presented to the city councils of Del Rey Oaks and Seaside—and the TAMC Board if desired by TAMC staff. (Presentation

to TAMC is not called out in the proposed scope of services.) Kimley-Horn will respond to one round or set of consolidated comments from reviewers.

***Task 5.3: Final Draft Corridor Study for City Councils and TAMC Board Approval***

As a final project submission, we will prepare the Final Corridor Study for acceptance by the Seaside & Del Rey Oaks city councils and the Transportation Agency for Monterey County Board of Directors. Print-ready and electronic copies of the report will be provided TAMC’s project manager.

TASK	DELIVERABLES
5.1	Admin Draft Corridor Study.
5.2	Public Draft Corridor Study.
5.3	Final Corridor Study incorporating public and stakeholder input.

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**  
**Canyon Del Rey Boulevard (State Route 218) Corridor Study**

197.53%	Overhead %	Name	
197.02%	Overhead % w/o FCCM	Category/Title	
10%	Fee %	Direct Rate Billing Rate	Total KH Cost
<b>Task 1:</b>	<b>Project Management</b>		<b>\$ 12,687</b>
1.1	Project Management		\$ 9,553
1.2	Project Area Review & Kick-off Meeting		\$ 3,134
<b>Task 2:</b>	<b>Public Outreach</b>		<b>\$ 37,159</b>
<b>2.1</b>	<b>Community Engagement Preparation</b>		
2.1.1	Community Engagement Strategy		\$ 595
2.1.2	Project Branding		\$ 1,124
<b>2.2</b>	<b>Baseline Issues Assessment &amp; Stakeholder Meetings</b>		
2.2.1	CDRB Community Preference Survey		\$ 6,571
2.2.2	Stakeholder Meetings		\$ 4,135
<b>2.3</b>	<b>Corridor Walking Field Survey</b>		\$ 4,702
<b>2.5</b>	<b>Community Workshop #1 – Existing Conditions</b>		\$ 8,270
<b>2.6</b>	<b>Draft Corridor Plan Validation and Refinement</b>		
2.6.1	Community Workshop #2 - Opportunities for Improvements		\$ 8,799
<b>2.7</b>	<b>Presentation #2 to City Councils and TAMC Board</b>		\$ 2,964
<b>Task 3:</b>	<b>Corridor Travel Analysis</b>		<b>\$ 50,019</b>
3.1	Existing Conditions and Traffic Volumes, Modeling		\$ 7,524
3.2	Short-Term and Mid-Term Multimodal Project Improvements, Concepts and Layouts		\$ 20,550
3.3	Relinquishment Analysis, Concept Alternatives Report		\$ 6,203
3.4	Corridor Travel Simulation (Synchro and Sidra) and EIR Checklist		\$ 7,134
3.5	Short-Term and Mid-Term Project Cost Estimates		\$ 8,608
<b>Task 4</b>	<b>Wildlife Connectivity Analysis</b>		<b>\$ 585</b>
4.1	Existing Connectivity Analysis		\$ 293
4.2	Potential Connectivity Enhancements		\$ 293
<b>Task 5</b>	<b>Corridor Study Development</b>		<b>\$ 21,140</b>
5.1	Admin Draft Corridor Study		\$ 11,996
5.2	Public Draft Corridor Study		\$ 5,529
5.3	Final Draft Corridor Study for City Councils and TAMC Board Approval		\$ 3,616
	<b>TOTAL HOURS</b>		
	<b>Subtotal Labor:</b>		<b>\$ 121,591</b>
	<b>Other Direct Costs</b>		<b>\$ 12,209</b>
	Labor Escalation		\$ 3,040
	Travel, Printing		\$ 786
	Rincon Total		\$ 8,383
	<b>TOTAL COST:</b>		<b>\$ 133,800</b>



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Grant Leonard, Transportation Planner  
**Meeting Date:** December 6, 2017  
**Subject:** **Pajaro to Prunedale Corridor Study - Consultant Agreement**

### **RECOMMENDED ACTION:**

#### **Pajaro to Prunedale Corridor Study Consultant Agreement:**

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a contract with Omni-Means for an amount not to exceed \$243,000 to provide public outreach, corridor travel analysis, and corridor study document development for the Pajaro to Prunedale Corridor Study, for the period ending December 31, 2019;
2. **APPROVE** the use of \$243,000 of Caltrans Planning Grant funds budgeted for this purpose; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work or change the approved contract term or amount.

### **SUMMARY:**

The Pajaro to Prunedale Corridor Study will evaluate how to improve operations, safety, maintenance, and stormwater management to accommodate current and future travel patterns along San Miguel Canyon Road, Hall Road, Elkhorn Road, Salinas Road, Porter Drive (the G12 Corridor) between US 101 and State Route 1 in North Monterey County.

### **FINANCIAL IMPACT:**

TAMC received a \$282,942 Caltrans Sustainable Transportation Planning grant to develop the Pajaro to Prunedale Corridor study. State Rural Planning Assistance funds and local funds totaling \$55,883 are budgeted as matching funds. The total project cost is estimated to be \$338,813.

### **DISCUSSION:**

In Spring of 2017, the Agency received a Caltrans Sustainable Transportation Planning Grant to study corridor Improvements along the G12 Corridor from the County line in Pajaro to US 101 in Prunedale. The Study will analyze current and future travel patterns along the G12 corridor (San Miguel Canyon Road-Hall Road-Salinas Road) between U.S. 101 and SR 1 and Santa Cruz County.

Based on that analysis, the study will evaluate the feasibility of affordable mid-term operational and capacity improvements, the potential for improving transit service for residents and commuters, and the opportunities for improving stormwater management.

To best reflect the diverse nature of the three residential communities along the G12 corridor, the regional commuters and freight interests in the corridor, the Transportation Agency will actively engage the public and community stakeholders in the study with a program of public meetings and online outreach efforts. The project team will solicit extensive public feedback to fully capture the communities' transportation concerns and to create a set of proposed improvements. Combining the technical analysis with the public input, the Pajaro to Prunedale Corridor Study will evaluate current and future travel patterns along G12 between U.S. 101 and SR 1 and Santa Cruz County, the feasibility of affordable mid-term operational and capacity improvements in the G12 corridor, the potential for improving transit service along the corridor for residents and commuters, and the potential improving storm water management along the corridor.

The Agency will oversee the development of the Pajaro to Prunedale Corridor Study in coordination with the County of Monterey and Caltrans. In order to deliver the needed technical work, the Agency will hire a qualified consultant team to provide the specialized analysis needed for this study. For this study, key aspects of the consultant's Scope of Work include (see attachment):

- Modeling of existing conditions and traffic volumes
- Develop concepts and planning level cost estimates for short-term and mid-term projects
- Creating travel simulations to evaluate potential projects
- Stormwater management analysis and plan development.
- Producing a plan that includes an implementation strategy for selected projects

On August 23, 2017 the Agency Board of Directors approved the Request for Proposals for consultant services for the Pajaro to Prunedale Corridor Study. Staff distributed the RFP to the list of planning, engineering and environmental planning consultants on TAMC's database. Staff also pulled a list of planning, engineering and environmental planning Disadvantaged Business Enterprise firms and notified those firms of availability of the RFP. The RFP was posted online and noticed in the Monterey County Weekly.

The Agency received three proposals by the September 28 due date, but all three were determined to be non-responsive either to missing documents or being delivered late. The Agency reissued the RFP on October 2nd with an October 23rd due date. On October 23rd, the Agency received responsive proposals from Kimley-Horn and Omni-Means.

A review committee of staff from the Agency, the County of Monterey Public Works, and Caltrans review the proposals and conducted interviews with both teams. The review committee recommends Omni-Means based on the teams' expertise in corridor planning, complete streets, and public outreach. Staff also checked references and found that the Omni-Means team provides exceptional products and is responsive to their clients needs.

The proposed agreement for services with Omni-Means would be for a period ending December 31, 2019. The proposed scope of work covers project management, public outreach, corridor travel



analysis, and corridor study report.

**ATTACHMENTS:**

- ▣ Exhibit A - Scope of Work
- ▣ Exhibit B - Budget

# EXHIBIT A

## SCOPE OF WORK

### **Purpose:**

San Miguel Canyon Road-Hall Road-Elkhorn Road-Salinas Road-Porter Drive (the G12 Corridor) serves as an alternative route to the congested SR 1 between Monterey and Santa Cruz Counties for regional commuter, agricultural freight, and residential traffic between US 101 in Prunedale and the City of Watsonville in Santa Cruz County. The Pajaro to Prunedale Corridor Study will provide near term and mid-range conceptual plans to improve safety, multimodal traffic operations, transit, agricultural freight transport, and stormwater management along the G12 expressway in North Monterey County.

### **Goals:**

The final result will be a comprehensive corridor plan with a list of near term and mid-range projects that are prioritized by safety, cost effectiveness, and environmental sustainability in the G12 Corridor that appropriate bodies can use in planning and implementation.

### **Timeline:**

Consultant services for the Pajaro to Prunedale Corridor Study are anticipated to last approximately from December of 2017 through December of 2019.

### **Tasks:**

#### **Task 1: Bilingual Public Engagement**

##### **1.1: Online Community Engagement**

- Create a project website with project information, announcements, and comment box for the public to submit feedback. The website will be a resource for communicating project information and receiving public comments.
- Target outreach to solicit public input from citizens unable to attend community workshops or presentations with an interactive online project forum.

##### **1.2: Presentation #1 to Board of Directors**

- Presentation to introduce the corridor plan to the decision making bodies, define the scope of the plan, introduce the project website, and solicit feedback from the Board and public about the corridor and the plan.

##### **1.3: Community Workshop #1 & #2 - Existing Conditions**

- These workshops will introduce the corridor study and plan project to the communities along the corridor, define the scope of the study, introduce the project website, and solicit feedback from the public about the corridor and the plan. Public comments will be used to help define specific plan objectives.

**1.4: Community Workshop #3 & #4 – Opportunities for Improvement**

- This workshop will present substantial draft finding of the corridor plan to the community and solicit final feedback from the public about the corridor plan findings. Public comments will be used to help finalize the conclusions and recommendations.

**1.5: Presentation #2 to Board of Directors**

- Present a substantial draft finding of the corridor plan to the community and solicit final feedback from the Board and public about the corridor plan findings.

<b><u>Task</u></b>	<b><u>Deliverable</u></b>
1.1	<i>Agency website, social media content, interactive online project forum.</i>
1.2	<i>Presentation materials, meeting notes, and public feedback.</i>
1.3	<i>Workshops, post-workshops summaries, public feedback.</i>
1.4	<i>Workshops, post-workshops summaries, public feedback.</i>
1.5	<i>Presentation materials, meeting notes, and public and Board feedback.</i>

**Task 2: Corridor Travel Analysis**

**2.1: Existing Conditions and Traffic Volumes, Modeling**

- Analyze current regional and sub-regional travel patterns between U.S. 101 in Prunedale and Santa Cruz County via the G12 Corridor along the following routes:
  - San Miguel Canyon Road from U.S. 101 to Hall Road.
  - Hall Road from San Miguel Canyon Road to Elkhorn Road.
  - Elkhorn Road from Hall Road to Salinas Road.
  - Salinas Road from Porter Drive to SR 1.
  - Werner Road from Elkhorn Road to Salinas Road.
  - Porter Drive from Salinas Road to the Santa Cruz County Line.
- Analyze impact of congestion along SR 1 and U.S. 101 on the G12 corridor.
- Conduct systemic safety analysis of the corridor.
- Conduct multimodal level of service analysis of the corridor.
- Conduct transit service needs assessment.
- Conduct access inventory.
- Conduct travel time reliability analysis.
- Conduct greenhouse gas emissions analysis.
- Conduct travel pattern analysis for local vs. regional traffic.

**2.2: Short-Term and Mid-Term Project Concepts and Layouts**

- Conduct up to 15 intersection control evaluations at key intersections along:
  - San Miguel Canyon Road
  - Hall Road

- Elkhorn Road
- Salinas Road
- Porter Drive
- Identify needed bicycle and pedestrian improvements for the corridor.
- Identify areas for additional turn pockets and merge lanes.
- Identify opportunities to improve access to transit stops, including ADA upgrades and real time bus arrival information.

**2.3: Corridor Travel Simulation**

- Develop corridor traffic simulation evaluating alternative project concepts.

**2.4: Storm Water Management and Water Quality Analysis**

- Develop conceptual designs for stormwater management/treatment facilities.
- Develop conceptual Stormwater Control Plan for the corridor.

**2.5: Short-Term and Mid-Term Project Cost Estimates**

- Develop cost estimates for alternative project concepts.

<b>Task</b>	<b>Deliverable</b>
2.1	<i>Regional and sub-regional travel analysis with graphic representations of congestion, draft existing conditions chapter. Travel time impact analysis, air quality impact analysis, draft development Impact chapter.</i>
2.2	<i>Intersection control evaluations, impact/benefit analysis of regional improvements, draft short-term and mid-term solutions chapter.</i>
2.3	<i>Corridor traffic simulation evaluating alternative project concepts.</i>
2.4	<i>Stormwater treatment conceptual designs and control plans</i>
2.5	<i>Project cost estimates.</i>

**Task 3: Pajaro to Prunedale Corridor Plan**

**3.1: Administrative Draft Plan**

- Compile outcomes of public workshops, presentations, and outreach efforts.
- Review with TAMC staff the proposed conclusions and recommendations for the plan.
- Prepare the draft plan including:
  - Executive summary
  - Summary of the public outreach process
  - Graphics and photos
  - Recommendations for short and mid-term transportation and stormwater management improvements to be considered by appropriate bodies
  - Implementation strategy to fund and sequence priority projects.
- Deliver the administrative draft plan to staff for review.

**3.2: Draft Plan**

- Incorporate staff comments and revise the administrative draft for public release.

**3.3: Final Plan**

- Finalize draft plan, responding to public comments and incorporating staff and TAMC Board feedback.

<b>Task</b>	<b>Deliverable</b>
<i>3.1</i>	<i>Administrative Draft Plan Document</i>
<i>3.2</i>	<i>Draft Plan Document</i>
<i>3.3</i>	<i>Final Plan Document</i>

Task	Omni-Means Pajaro to Prunedale Corridor Study											Expenses	Strategic Initiatives	Website & Polling Expenses	Convergence Planning	Task Budget					
<b>Task 0. Project Management and Initiation</b>																				\$ 29,944	
Task 0.1 Project Management & Meetings																					\$29,944
<b>Task 1. Bilingual Public Engagement</b>																				\$ 64,555	
Task 1.1. Online Community Engagement																					\$7,853
Task 1.2. Presentation #1 to the TAMC Board of Directors																					\$14,171
Task 1.3. Community Workshops #1 & #2 - Existing Conditions																					\$13,709
Task 1.4. Community Workshop #3 & #4 - Opportunities for Improvements																					\$14,651
Task 1.5. Presentation #2 to Board of Directors																					\$14,171
<b>Task 2. Corridor Travel Analysis</b>																				\$ 114,640	
Task 2.1. Existing Conditions and Traffic Volumes, Modeling																					\$26,378
Task 2.2. Short-Term and Mid-Term Project Concepts and Layouts																					\$32,098
Task 2.3. Corridor Travel Simulation																					\$27,470
Task 2.4. Storm Water Management and Water Quality Analysis																					\$17,729
Task 2.5. Short-Term and Mid-Term Project Cost Estimates																					\$10,965
<b>Task 3. Pajaro to Prunedale Corridor Plan</b>																				\$ 21,343	
Task 3.1. Administrative Draft Plan																					\$12,982
Task 3.2. Draft Plan																					\$5,005
Task 3.3. Final Plan																					\$3,356
<b>Task Total</b>																					<b>\$230,483</b>
Reimbursable Expenses & Travel																					\$12,417
<b>Total</b>																					<b>\$242,900</b>



## *Memorandum*

**To:** Board of Directors  
**From:** Grant Leonard, Transportation Planner  
**Meeting Date:** December 6, 2017  
**Subject:** Draft 2018 Regional Transportation Plan

### **RECOMMENDED ACTION:**

**AUTHORIZE** staff to release the Draft 2018 Regional Transportation Plan for public review.

### **SUMMARY:**

The Transportation Agency adopts a Regional Transportation Plan every four years to provide a basis for allocating state and federal funding to transportation projects in Monterey County. The next update is due by June 2018. The 2018 Plan is intended to be a technical update to the 2014 Plan, reflecting changes in revenue forecasts and updated project lists from the local jurisdictions. The Agency prepares the plan in coordination with the Association of Monterey Bay Area Governments (AMBAG) to be consistent with the regional Sustainable Communities Strategy.

### **FINANCIAL IMPACT:**

There is no direct financial impact to the Agency. The 2018 Regional Transportation Plan's financial estimate identified a total of approximately \$4.8 billion in projected funding for transportation projects in Monterey County through the 2040 horizon year of the plan, in current year dollars.

### **DISCUSSION:**

The Transportation Agency prepares a Regional Transportation Plan every four years, which provides a basis for actions to allocate state and federal funding to transportation projects in Monterey County. The Agency prepares its plan in coordination with the Association of Monterey Governments, which prepares a Metropolitan Transportation Plan and Sustainable Communities Strategy for the three-county Monterey Bay Area in its role as the federal Metropolitan Planning Organization for this region. These plans outline the Agency's priorities for meeting future transportation and mobility needs, consistent with the policy goals and objectives adopted by the Board, as well as within the constraints of a transportation revenue forecast over the 20-year planning horizon of the documents.

The Regional Transportation Plan (RTP) includes three main components: 1) A Policy Element communicating goals and measurable objectives for improving the transportation system, 2) a Financial

Element that includes a forecast of revenues over the life of the plan, and 3) an Action Element that includes a list of projects to be funded within the capacity of the funding forecast, which meet the goals and objectives identified in the document. The RTP does not approve any particular project, but does review the environmental impacts of all proposed projects on a "program level."

The Agency has prepared a technical update to the 2014 Regional Transportation Plan. The technical update addresses two of the three elements of the RTP, the Financial Element and the Action Element, while leaving in place the Policy Element from the 2014 RTP. The Financial Element update incorporates changes in the revenue forecast for funding transportation improvements in Monterey County, including the addition of Measure X and Senate Bill 1 funds. The Action Element update reflects the addition of new projects within Monterey County (such as those listed in Measure X), and removal of completed projects (such as the Holman Highway Roundabout). Both the funding update and the revised project list were drafted earlier this year, with the final project list approved at the April 26, 2017 Board meeting.

The Policy Element of the Regional Transportation Plan provides a framework for selecting and evaluating transportation projects to meet Monterey County's mobility needs over the twenty year lifetime of the plan. The Policy Element is also designed to be consistent with statewide goals, policies, and measures, and those outlined in the 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy Update. The current Policy Element is also consistent with the goals and objectives of Measure X, and the vision provided by the Board of Directors at the September 27, 2017 Strategic Planning workshop.

Since the passage of SB 375, state law requires that Regional Transportation Plans be consistent with local Sustainable Communities Strategies. Collaborating with AMBAG on a coordinated Regional Transportation Plan/Metropolitan Transportation Plan/Sustainable Communities Strategy update allows for one Environmental Impact Report (EIR) to be prepared for all three documents. Attached is a summary from AMBAG regarding the Metropolitan Transportation Plan/Sustainable Communities Strategy Update, as well as a timeline for the coordinated plan adoption process.

To align the review process for these coordinated documents, staff is requesting Board authorization to release the Draft Monterey County Regional Transportation Plan in December for a public review period closing February 5, concurrent with AMBAG's review period. As part of this process, staff will schedule a noticed public hearing on the draft plan at the January 24 Board of Directors meeting. The document will be posted to the Agency website on that date and will be distributed to member jurisdictions, state and federal resource agencies, citizen advisory committees and other public stakeholders.

Any public testimony or written comments received by the Agency and AMBAG on the draft plan for Monterey County will be addressed in the final document, which staff expects to present to the Board for adoption no later than June 27, 2018. AMBAG adoption of the final Metropolitan Transportation Plan, Sustainable Communities Strategy and the Draft EIR is scheduled on June 13, 2018.

**ATTACHMENTS:**



- Timeline for Update of Regional Transportation Plan - Metropolitan Transportation Plan

**WEB ATTACHMENTS:**

[Draft 2018 RTP Summary](#)

# 2040 MTP/SCS Timeline



**2015**

**2016**

**2017**

**2018**

**October 2015 - Summer 2017**  
CARB GHG Emissions Target Revision

**January - February 2015**  
Create the framework & methodology for developing the 2040 MTP/SCS

**April 2014**  
Finalize MTP/SCS Work Program

**April - June 2015**  
Communicate with jurisdictions and stakeholders about implementation of AMBAG's 2040 MTP/SCS Plan

**July 2015 - February 2016**  
Collect necessary data from local jurisdictions on input from cities and counties for AMBAG's Growth Forecast and develop a list of local scenario planning options

**January - December 2016**  
Update the Regional Travel Demand Model

**April - November 2016**  
Update Transportation Project & Program Cost Estimates

**October 2016**  
Growth Forecast, Land Use Patterns & Financial Assumptions for MTP/SCS

**July - December 2016**  
Develop Financial Revenue Projections for AMBAG's 2040 MTP/SCS

**September 2016**  
Deadlines for input from local jurisdictions on AMBAG's Regional Growth Forecast & RTPAs to provide preliminary input on all planned projects to AMBAG for MTP/SCS

**March - May 2017**  
Conduct county-specific 2040 MTP/SCS planning workshops to fulfill SB375 outreach requirements

**January - December 2017**  
Prepare Draft EIR

**February 2017**  
RTPAs to approve & submit final project list

**February - June 2017**  
Evaluate Preferred Revenue Constrained Scenario and EIR Alternatives

**July - December 2017**  
Prepare Draft MTP/SCS

**January - March 2018**  
Conduct extensive outreach to cities, counties, stakeholders, and the public on the Draft 2040 MTP/SCS to fulfill State & Federal requirements. Begin public comment period on Draft 2040 MTP/SCS & EIR

**March - May 2018**  
Respond to comments and MTP/SCS modifications

**June 2018**  
AMBAG certifies Final EIR and approves 2040 MTP/SCS

**September 2015 - December 2016**  
AMBAG discuss and submits regional GHG reduction methodology to CARB

**December 2016 - March 2017**  
Development of SCS Alternative(s) for achieving new CARB GHG reduction targets

**August 2015 - October 2016**  
Update 2040 Regional Growth Forecast

**September 2016 - June 2017**  
Conduct workshops with Elected Officials and other appropriate outreach to fulfill State and Federal requirements

**November 2015 - June 2016**  
Refine MTP/SCS Vision, Goals, and Objectives

**December 2016**  
Final input on planned projects from the RTPAs for the Draft 2040 MTP/SCS

**December 2017**  
AMBAG releases the Draft EIR and Draft 2040 MTP/SCS for public review and comment

**December 2015**  
Issue Notice of Preparation for EIR

- Input from Local Jurisdictions & RTPAs
- Staff Actions Related to Policy/Plan Development
- Public Outreach
- AMBAG Board Action

**2015 - 2018**  
Develop and Implement Public Outreach, Education and Marketing Programs



## *Memorandum*

**To:** Board of Directors  
**From:** Grant Leonard, Transportation Planner  
**Meeting Date:** December 6, 2017  
**Subject:** **Freeway Service Patrol Annual Report**

### **RECOMMENDED ACTION:**

**RECEIVE** the fiscal year 2015-2016 Freeway Service Patrol Annual Report.

### **SUMMARY:**

The Freeway Service Patrol Annual Report summarizes the program's performance and compares it with the previous two fiscal years. In 2015-16, the tow truck program provided an average benefit of \$4.00 for every \$1.00 invested in the program, or an annual savings of 32,546 vehicle hours of delay, 55,947 gallons of fuel savings, and a decrease of 492,334 kilograms per year in carbon dioxide.

### **FINANCIAL IMPACT:**

The Freeway Service Patrol program is funded by the California Department of Transportation, with a 25% local match from the Transportation Agency. The state program funding is specifically designated for Freeway Service Patrol operations. The 25% match comes from the call box funds, which originate from a \$1 per registered vehicle fee collected by the Department of Motor Vehicles. The total cost of the program in fiscal year 2015-16 was \$218,051.

### **DISCUSSION:**

The Freeway Service Patrol is responsible for clearing the freeway of stalled or broken down automobiles, motorcycles, small trucks (vehicles with a gross weight of 6,000 pounds or less) and small debris. The Freeway Service Patrol vehicle operators contracting with the Transportation Agency provide "quick fix" items to motorists, e.g., furnishing one gallon of gasoline, changing flat tires, providing a "jump" start, taping or repairing cooling system hoses, refilling radiators or similar minor repairs. They also provide towing needs for minor collisions. If the disabled vehicle cannot be repaired in this manner, it is towed to a California Highway Patrol designated drop location. In that case, the motorist can request the vehicle operator to contact the California Highway Patrol Communication center to call for a tow truck or a friend/relative to assist them. The Freeway Service Patrol program is managed by a partnership of the Transportation Agency for Monterey County, the California Department of Transportation, and the California Highway Patrol.

This annual report is based on the latest year of complete data available from the State, which is 2015-16. During fiscal year 2015-16, Monterey County Freeway Service Patrol operations occurred on two road segments or beats: Highway 101 from Airport Boulevard to Highway 101/156 interchange (Beat 1) and State Route 1 between Carpenter Road and Reservation Road (Beat 2). Freeway Service Patrol drivers patrolled these two beats during times of peak traffic congestion from 7:00-9:00 a.m. and 3:00-7:00 p.m., Monday through Friday. A modified Beat 1 operated from Highway 156 to the San Benito County Line on Sundays during the summer months to accommodate the increase in traffic due to tourists visiting the Monterey County area, while the regular Beat 2 operated on Saturdays during the summer months to accommodate increased tourist traffic.

In the last three fiscal years, there were a total of 10,318 assists. The drivers provided a high level of service, exceeding the expectations of motorists as demonstrated by user surveys. Over 97% of the correspondents rated the service received as excellent, with the remaining three percent stating the service was “Good.”

The effectiveness of the Freeway Service Patrol (FSP) Program is assessed by calculating the annual benefit/cost ratio of each beat. The California Department of Transportation performs the benefit/cost analysis every other year. In fiscal year 2015-16, the overall benefit/cost ratio for the Monterey County Freeway Service Patrol Program was 4:1, which indicates that the tow truck program provided an average benefit of \$4.00 for every dollar invested in the program.

The annual savings in incident delay, fuel consumption and air pollutant emissions due to FSP service are calculated based on the number of assists, beat geometries and traffic volumes. The savings are then translated into benefits using monetary values for delay (\$17.35/vehicle-hour) and fuel consumption (\$3.48/gallon). The costs include the annual capital, operating and administrative costs for providing FSP service.

The \$4.00 benefit represents a 25% increase over fiscal year 2014-15, when the benefit was \$3.00. The increase is largely a reflection of an increase in accident and mechanical assists compared to the previous year. Assists along Highway 101 continued to decline, suggesting improved safety and operations along Highway 101 from both the Prunedale Improvements Project and the San Juan Road Interchange Project.

Moving forward, the Freeway Service Patrol will continue to patrol Monterey County's busiest commute corridors, clearing the roads of incidents and helping motorists in need. With the passage of Senate Bill 1 in 2017 an additional \$25 million is dedicated to the statewide program annually, which will likely result in additional funding for the Monterey County Freeway Service Patrol. With this in mind, the Agency is investigating areas for new patrol routes or providing additional service along the existing routes.

**WEB ATTACHMENTS:**

[Freeway Service Patrol Annual Report for Fiscal Year 2015-16](#)



## *Memorandum*

**To:** Board of Directors  
**From:** Grant Leonard, Transportation Planner  
**Meeting Date:** December 6, 2017  
**Subject:** **Call Box Annual Report for Fiscal Year 2016-2017**

### **RECOMMENDED ACTION:**

#### **Call Box Annual Report for Fiscal Year 2016-2017:**

1. **RECEIVE** fiscal year 2016-2017 Call Box Annual Report; and
2. **AUTHORIZE** staff to begin the Call Box Removal Plan process with Caltrans and the California Highway Patrol.

### **SUMMARY:**

The fiscal year 2016-2017 Call Box Annual Report provides an overview of the program and its performance during the last fiscal year. After a multi-year program review, staff has drafted a removal plan to reduce the size of the Call Box Program in Monterey County which must be approved by Caltrans and the Highway Patrol before the Call Box system can be reduced.

### **FINANCIAL IMPACT:**

The Service Authority for Freeways and Expressways program is funded by a \$1 per vehicle surcharge as part of the Department of Motor Vehicle registration fees. The cost to operate this program in fiscal year 2016-2017 was \$137,183.

### **DISCUSSION:**

The Service Authority for Freeways and Expressways (SAFE) program provides free emergency telephone service to stranded motorists through call boxes. The program is a joint effort between California Department of Transportation, California Highway Patrol and the Transportation Agency.

The call box program provides a system of 190 call boxes allowing motorists to request roadside assistance along the following routes: State Route 1, State Route 68, State Route 156, US Highway 101, Jolon Road (G14, G18), and Arroyo Seco Road / Carmel Valley Road (G16). Since the program's inception in 1999, many system improvements have been implemented, including improved accessibility for disabled motorists, enhanced system coverage, and faster response to call box calls. The call box system has also completed upgrades for digital service conversion, and speech and hearing impaired capability. In February of 2014, the Transportation Agency entered a three-year maintenance and

improvement contract to ensure all call boxes are maintained and meet ADA compliance. The contract was renewed for an additional three years in 2017.

The call boxes are directly linked to a call answering center operated under contract by Keolis America Inc./ CDS Net. Live operators dispatch the calls to the California Highway Patrol, tow truck, and/or emergency services. The service level provided by the private call answering center exceeded expectations in fiscal year 2015-2016. In June 2016, following a competitive procurement process, the Agency approved a new three-year contract with Keolis America Inc./ CDS Net to continue as the call box answering service. The new contract is in place until 2019, and includes an option for one renewal for an additional three years.

Although cell phone usage has reduced the need and use of call boxes in some locations, there remain areas not well served by cell phones, such as on parts of Highway 1, Arroyo Seco Road, Jolon Road, and parts of Carmel Valley Road. In fiscal year 2016-2017, a total of 575 calls were made from the 190 call boxes in operation, making for an average of approximately 48 calls per month. Approximately half of the calls came from call boxes located on Highway 1, and four of the five most used call boxes are located on Highway 1. However, the storm related closures of Highway 1 did result in considerably fewer calls from the Big Sur Coast.

The 2016-2017 annual report builds upon the previous two annual reports to provide a third year of current data to evaluate the program's performance. Going forward, the Transportation Agency will continue to track call box usage for year-to-year comparisons, and will evaluate if there are opportunities to reduce the number of call boxes in Monterey County, thereby reducing program costs.

In the near term, the Agency has completed a multi-year usage analysis to determine if reducing the size of the call box system was warranted. The analysis showed a considerable decline in usage along routes 101, 156, 68, and 1 north of Carmel. The decline corresponds to an increase in cell phone reception along these routes, as well as the continued proliferation of cell phone ownership. Based on this analysis, a large majority, approximately 80%, of the call box system in Monterey County could be considered for removal because of increased cell phone coverage and declining usage. Similar removal strategies are being considered or implemented by nearly all SAFE programs across California as increasing cell phone coverage is resulting in a statewide decline in call box use. Given these considerations, the Agency is beginning the process of establishing a call box Removal Plan with Caltrans and the California Highway Patrol. The plan is expected to be finalized in the spring of 2018 and implemented shortly after approval by Caltrans, the California Highway Patrol, and the Agency Board of Directors.

**WEB ATTACHMENTS:**

[Interactive Map for Monterey County Call Box Locations](#)

[2016-2017 Call Box Annual Report](#)



## *Memorandum*

**To:** Board of Directors  
**From:** Ariana Green, Associate Transportation Planner  
**Meeting Date:** December 6, 2017  
**Subject:** **Traveler Information/Rideshare Program**

### **RECOMMENDED ACTION:**

**RECEIVE** update on the Traveler Information/Rideshare Program.

### **SUMMARY:**

The Traveler Information/Rideshare Program seeks to reduce traffic, improve air quality and promote health by encouraging alternatives to driving alone. Staff anticipates a public launch of the program in spring 2018.

### **FINANCIAL IMPACT:**

The program has a personnel budget of \$275,590 and direct budget of \$92,000 for a total of \$367,590 in Fiscal Year 2017-2018. Funding is provided through a combination of money from the Local Transportation Fund (LTF) in the amount of \$175,590 and Service Authority for Freeway Emergencies (SAFE) in the amount of \$192,000.

### **DISCUSSION:**

The Traveler Information/Rideshare program will use the latest technology and robust communications to help travelers find alternatives to driving to work, school or special events. The primary goal of the program is to reduce traffic congestion in Monterey County by encouraging carpools, vanpools, use of transit, biking, walking, staggered work schedules, and telecommuting. These strategies are also known as "travel demand management" because they reduce the demand for new travel lanes by making more efficient use of the existing road network.

After a competitive Request for Proposals process, the TAMC Board authorized the Executive Director to negotiate contracts with Moxxy Marketing to develop a brand and marketing strategy for the program, and with RideAmigos to provide access to a ridesharing software platform and mobile application during the September 27, 2017 Board meeting. Both contracts were fully executed in October and notices to proceed were issued.



The program will be launched to the public in Spring 2018 and rolled out in three phases targeting distinct types of trips. The first phase will focus on reducing traffic during the peak commute hours and concentrate outreach to major employers. The second phase is expected to kick-off in Fall 2018 and address congestion and safety issues related to trips to K-12 schools. The third phase of the program is anticipated to roll out in Spring 2019 and concentrate on improving transportation options for agricultural workers and reduce special events traffic on the Peninsula.

In preparation for the public launch in Spring, TAMC staff met with 15 major employers/partner agencies to discuss what is offered through membership to the program and gauge interest.

Membership to the 511/Rideshare program is free and includes:

- Access to the RideAmigos software platform including trip-matching tool and trip-tracking mobile application;
- Commuter surveys and employee trip reduction planning services;
- Employee commute program human resources materials such as "new hire" packets with information about local transportation options and commuter tax benefits;
- Participation in countywide challenges and incentives;
- Data Reporting;
- Monthly e-Newsletters; and
- Improved access to the TAMC Emergency Ride Home Program

The result of initial meetings with major employers and partner agencies has been overwhelming interest to participate in the program, and willingness to help "beta test" the RideAmigos software tool and provide feedback to TAMC in advance of the public launch. The "beta testing" will kick-off with an orientation training hosted by RideAmigos in December and will continue through January and early February.

While the RideAmigos software platform undergoes testing by local employers and employees, TAMC staff will develop the program website and work with Moxxy Marketing to develop a program brand and marketing strategy.





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** December 6, 2017  
**Subject:** **SB 1 Grant Assistance Contract - Rail Extension to Salinas**

### **RECOMMENDED ACTION:**

#### **SB 1 Grant Assistance Contract - Rail Extension to Salinas:**

1. **RATIFY** the Executive Director's sole source contract with ICF Jones & Stokes, Inc., for an amount not to exceed \$8,250, to perform the greenhouse gas analysis for the Transit and Intercity Rail Capital Improvement Program grant application for the Rail Extension to Salinas, for the period ending June 30, 2018;
2. **APPROVE** a budget amendment shifting \$8,250 in Agency reserve funds to the Rail Extension to Salinas project to be used for this purpose; and,
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved agreement term or amount.

### **SUMMARY:**

Staff issued a request for proposals to the Agency's list of on-call engineering consultants for SB 1 Grant Assistance and received no proposals. The grant is sought to provide money to fill a funding gap in the Kick Start project (service to Salinas) and to fully fund the rest of the project - stations in Pajaro and Castroville, as well as expansion of the layover facility. Due to the January 12, 2018 deadline for the grant application, staff reached out to ICF Jones & Stokes, Inc., who is preparing the greenhouse gas emissions calculations for the Capitol Corridor, and received a sole source proposal for services.

### **FINANCIAL IMPACT:**

The cost of the work is a not-to-exceed amount of \$8,250, based on estimated hours of work and hourly rates of compensation. The grant request will be \$121 million, but will be separated into phases to allow for partial grants over time. Agency undesignated reserve funds (local) will be used to pay for the work due to the sole source nature of the contract.

### **DISCUSSION:**

The Rail Extension to Salinas project will support new passenger rail service from Santa Clara County south to Salinas, provided by Caltrain and/or the Capitol Corridor. TAMC is seeking new SB 1 Transit and Intercity Rail Capital Program (TIRCP) funding to support the project. Staff has met with the Caltrans Division of Rail and the California State Transportation Agency and has been encouraged to apply for funding not only to supplement the cost of the Kick Start improvements, but also future phases of the project, including the creation of new passenger stations at Pajaro and Castroville, an expanded layover facility in Salinas, and associated track improvements. Consultant services are needed to conduct the highly technical greenhouse gas emissions analysis to support the TIRCP grant application. The analysis will be based on existing ridership and other data, and be consistent with the California Air Resources Board's (ARB) 2018 TIRCP Quantification Methodology and Excel analysis tool.

A sole source contract was entered into for several reasons. ICF Jones & Stokes, Inc. was recommended by the Capitol Corridor as having specialized expertise in performing this greenhouse gas analysis for rail projects. Initially, a request for proposals was sent to the TAMC engineering on-call list of consultants, but no proposals were received. There is insufficient time to reissue the request for proposals given the January 12, 2018 grant application deadline. Given the size of the contract and the specialized expertise of the selected consultant, the Executive Director proceeded with a sole source award.

**ATTACHMENTS:**

- ▣ Exhibit A: ICF Scope of Work
- ▣ Exhibit B: ICF Budget

**Greenhouse Gas Emissions Analysis**  
**to Support TAMC’s 2018 Application to the Transit and Intercity Rail Capital Program**  
 Exhibit A: Scope of Work and Schedule

**Overview**

TAMC is seeking Transit and Intercity Rail Capital Program (TIRCP) funding to support its Rail Extension to Salinas project. The project will support new passenger rail service from Santa Clara County south to Salinas, provided by Caltrain and/or the Capitol Corridor. Funding will be sought to supplement existing funding for improvements at the Salinas station, as well as funding to create two new train stations and associated track improvements in located in the disadvantaged communities of Pajaro and Castroville. The consultant will conduct the greenhouse gas emissions analysis to support the TIRCP grant application, based on existing ridership and other data, consistent with the California Air Resources Board’s (ARB) 2018 TIRCP Quantification Methodology and Excel analysis tool.

**Tasks and Deliverables**

**TASK 1: Assemble required data**

ICF will provide a data needs request outlining all required information.

TAMC will provide project-level data including:

- Operating fuel and train miles
- Ridership, and
- Financial assumptions for the first operational year (Yr1) and final operational year (YrF)

Deliverable: Data needs request memo.

**TASK 2: Prepare greenhouse gas emissions analysis**

ICF will conduct the greenhouse gas analysis consistent with reporting requirements for the 2018 TIRCP, and will include the following:

- GHG reductions for Yr1, YrF, and over the project lifetime.
- Total project GHG emission reductions per total and TIRCP funds requested.

Deliverables: 1. Technical memo summarizing the greenhouse gas emissions analysis including a description of results suitable for inserting in the grant application.  
 2. Model runs used to estimate greenhouse gas reductions, in electronic format.

**Schedule**

Estimated Notice to Proceed .....	November 28, 2017
Due date for Task 1 deliverable .....	December 1, 2017
Due date for Task 2 deliverables .....	January 2, 2018
TIRCP grant due date.....	January 12, 2018
Contract expiration date .....	June 30, 2018

<b>Greenhouse Gas Emissions Analysis</b>				
<b>to Support TAMC's 2018 Application to the Transit and Intercity Rail Capital Program</b>				
Exhibit B - Budget				
Not to Exceed budget:	\$8,250			
Consultant:	ICF Jones & Stokes, Inc.			
	<b>Name</b>	Laura Yoon	Mike Davis	<b>Labor Total</b>
	<b>Project Role</b>	Project Manager, GHG Analyst	Senior Project Director	
	<b>Labor Classification</b>	Sr. Consultant II	Sr. Project Director	
	<b>Labor Rate/Hour</b>	\$170	\$290	
Task 1: Assemble Required Data		5		\$850
Task 2: Prepare Greenhouse Gas Emissions Analysis		35	5	\$7,400
	<b>Subtotal of hours:</b>	40	5	
<b>Total Price:</b>				\$8,250



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** December 6, 2017  
**Subject:** SB 1 Grant Assistance Contract - Imjin Parkway

### **RECOMMENDED ACTION:**

#### **SB 1 Grant Assistance Contract - Imjin Parkway:**

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a sole source contract with Cathedral Oaks Consulting for an amount not to exceed \$25,000, to prepare a draft SB 1 Solutions for Congested Corridors grant application for the Imjin Parkway segment of the Marina to Salinas Multimodal Corridor, for the period ending June 30, 2018;
2. **APPROVE** the use of \$25,000 in Measure X funds to be used for this purpose; and,
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved agreement term or amount.

### **SUMMARY:**

Staff issued a request for proposals to the Agency's list of on-call engineering consultants for SB 1 Grant Assistance and received no proposals. The grant is sought to provide money to fill a funding gap and accelerate delivery of this project along a critical thoroughfare for Monterey County commuters between Salinas, Marina and the Monterey Peninsula.

### **FINANCIAL IMPACT:**

The cost of the work will not exceed \$25,000, based on estimated hours of work and hourly rates of compensation. The grant request will be for \$19 million, to be matched with \$16 million in Measure X funds, \$3 million in City of Marina developer fees, and \$1.65 million in State Transportation Improvement Program funds.

### **DISCUSSION:**

TAMC is seeking matching funds for its Measure X project: Imjin Parkway improvements. This project is a segment of the corridor evaluated in the Marina to Salinas Multimodal Corridor study, which created a conceptual plan to integrate high quality transit, bike and pedestrian facilities and gap-filling capacity improvements along a designated route. The project fits well within the SB 1

Solutions for Congested Corridors grant program, whose concept is to fund transformative projects in high usage corridors. An SB 1 grant from this program would accelerate construction and fund a multimodal range of improvements in support of the vision created in the Marina to Salinas Multimodal Corridor Study.

While TAMC would be the lead agency for submittal of the grant application, the City of Marina is the project sponsor and is currently conducting the environmental review for the project. Conceptual design for the corridor has been completed. The City has indicated it will be ready to list the project for bidding purposes in the 2018/19 fiscal year, likely by May 2019. This accelerated delivery schedule improves the chances for a successful grant application. All work on this grant will be coordinated with the City of Marina.

Initially, staff sent a request for proposals to the TAMC engineering on-call list of consultants, but no proposals were received. There is insufficient time to reissue the request for proposals given the complexity of the work and the February 16, 2018 grant application deadline. As such, staff reached out to Steve VanDenburgh with Cathedral Oaks Consulting to submit a sole source proposal. Mr. VanDenburgh until recently was a Principal Planner with the Santa Barbara County Association of Governments and has extensive experience with regional transportation planning and programming, including grant preparation. He is familiar with Monterey County transportation issues through his participation in the Central Coast Coalition, and he presented at the New Self-Help Counties workshop in early 2017. Given the small size of the contract and the expertise of the selected consultant, staff recommends proceeding with a sole source award.

**WEB ATTACHMENTS:**

[Cathedral Oaks Consulting - Scope of Work](#)

[Cathedral Oaks - Budget](#)



## *Memorandum*

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** December 6, 2017  
**Subject:** **2018 California State Rail Plan**

### **RECOMMENDED ACTION:**

**APPROVE** comments on the 2018 California State Rail Plan.

### **SUMMARY:**

The 2018 California State Rail Plan was published on October 11, 2017 for a 60-day public review period. Comments are due December 11, 2017. Attached is a comment letter on the plan for Board approval.

### **FINANCIAL IMPACT:**

Inclusion of Agency rail projects in the near term scenarios in the rail plan will strengthen applications for grant funding for those projects.

### **DISCUSSION:**

The plan includes separate sections for passenger and freight rail, including a short-term four year program of projects, a 10-year interim program, and a long-term “vision” with a 2040 horizon year. The passenger component of the plan is based on a proposed “Integrated Network” to provide “Core Services” with coordinated schedules and efficient transfers providing access to and supporting convenient intercity rail travel.

This ambitious plan is intended to establish a long term framework to guide service planning and investment decisions that supports, or does not preclude, development of the integrated network. The passenger rail planning effort includes a market assessment, a rail infrastructure review (a.k.a. capacity analysis), and a refinement of network service scenarios. Outside the scope of the plan but a necessary next step is an analysis of organizational structures required to support the plan’s implementation.

The plan reflects the goal of auto-competitive alternatives for statewide travel and a connection to the statewide High-Speed Rail network at Gilroy. The plan includes intercity bus options as well as rail, and much of the service proposed for the Central Coast region is envisioned to be bus in the near term,

while planning for increased rail service in the longer term.

The 2022 scenario includes the Salinas Rail Extension project, with two round trips to San Jose, including new stations at Pajaro/Watsonville and Castroville and early investments in Coast Route stations in Soledad and King City.

The 2027 scenario calls for bi-hourly service connecting Salinas to Gilroy, and bi-hourly integrated rail/bus service between Salinas and San Luis Obispo.

The 2040 vision anticipates a regional rail network on the Central Coast with connections between Santa Cruz, Monterey, and Salinas to Gilroy, with hourly service, and hubs at Pajaro/Watsonville to Santa Cruz and at Castroville to Monterey.

The full plan is online as **web attachment 1**. Caltrans also prepared an Executive Summary (**web attachment 2**) and flyer (**web attachment 3**).

An online interactive mapping tool (**web attachment 4**) provides an interface with the existing rail network and the 2040 Vision, allowing users to explore what California's rail network looks like today and the vision for what it will look like in the future.

Staff presented the plan at the November 6 Rail Policy Committee meeting and gathered input for a comment letter from the Agency (**attached**), due December 11.

#### **ATTACHMENTS:**

- Draft comment letter

#### **WEB ATTACHMENTS:**

1. [2018 California State Rail Plan](#)
2. [2018 California State Rail Plan Executive Summary](#)
3. [Factsheet](#)
4. [Interactive Map](#)



**DRAFT**  
**DUE 12/11/17**

December 7, 2017

Malcolm Dougherty  
Director  
California Department of Transportation (Caltrans)  
Division of Rail and Mass Transportation  
2018 California State Rail Plan  
Rail Planning Branch  
1120 N Street, MS 74  
Sacramento, CA 95814

Email: [RailPlan@dot.ca.gov](mailto:RailPlan@dot.ca.gov)

**RE: 2018 California State Rail Plan Comments**

Dear Director Dougherty:

On behalf of the Transportation Agency for Monterey County (TAMC), I am writing to comment on the 2018 California State Rail Plan. We would like to thank you and your team for putting so much time and effort into developing a truly visionary and ground-breaking rail plan for the State of California.

TAMC and the City of Salinas are working on the Salinas Rail Extension Project, a project that will make improvements at the Salinas Train Station and in Gilroy. We are pleased that you have put our service to Salinas – including stations at Pajaro/Watsonville and Castroville – in the near-term 2022 scenario, and we will endeavor to realize that vision, with your support (p. 132). We especially appreciate the shift in coordination with Union Pacific Railroad to a more statewide perspective.

TAMC is also the lead on the project to restore rail service on the Monterey Peninsula. In October 2009, TAMC adopted a locally preferred alternative of light rail on the Monterey Branch Line, a 16-mile corridor that extends between Monterey and Castroville on the publicly owned tracks adjacent to Highway 1. The service will provide alternative to traffic congestion and reduce commuter stress and air pollution between Monterey and Marina. Unfortunately, the project currently lacks funding, and has been delayed until TAMC can secure the funds needed to complete the environmental review, design, and construction. In the meantime, TAMC is working with Monterey-Salinas Transit to study a busway on the line as a precursor to the rail service. The draft State Rail Plan anticipates further planning efforts on the Monterey Branch Line in the near-term scenarios, with rail service in the 2040 vision plan (p. 148). We support that interpretation of the project's timeline, and will work with the State and other entities on the planning of the project.

TAMC is also coordinating with San Luis Obispo Council of Governments (SLOCOG) and the Coast Rail Coordinating Council (CRCC) to improve and increase passenger rail on California's Central Coast. We are pleased that you have included stations at King City and Soledad in the near-term 2022 scenario (p. 132), to be served in the near term by Amtrak Coast Starlight, pending

Amtrak's review of our request for consideration of those stations, and by a second intercity train in the 2027 vision of the plan (p. 140). The currently tenuous state of Amtrak generally and the Coast Starlight in particular raises concerns that the State may want to consider accelerating the new state-supported rail service on the coast line to the 2022 scenario.

We sincerely appreciate the Plan's multimodal viewpoint. Some type of priority for Active Transportation Program (ATP) projects that provide better bicycle routes and pedestrian paths to access rail and bus transit would be helpful in making those multimodal connections, also known as "first and last mile".

We support both rail and bus service in Monterey County, and we work closely with our bus operator, Monterey Salinas Transit. Integration of local bus with regional rail service is important and should not have to compete for funds with each other.

We appreciate that the freight section of the plan acknowledges that Monterey County has a need for a rail-truck intermodal freight center, optimally to be located along the US 101 corridor south of Salinas (p. 207). Several studies have examined the need for such a facility, implementation of which would ultimately be a decision of Union Pacific and its customers.

We understand the final plan will have additional maps for the 2022 and 2027 scenarios. We would request a visual marker on all maps other than just colored lines, such as dots, squares, or triangles over those lines, for those that are color-blind. We would also request that you add a map of abandoned rail lines and publicly-owned rail lines that are not in current operation.

Thank you for pursuing this ambitious and visionary direction for rail in California. If you have any questions, please contact Christina Watson of my staff at (831) 775-4406 or via email at [christina@tamcmonterey.org](mailto:christina@tamcmonterey.org).

Sincerely,

Debra L. Hale  
Executive Director



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** December 6, 2017  
**Subject:** 15 Station Place & 52 West Market Street Settlement

### **RECOMMENDED ACTION:**

#### **15 Station Place & 52 West Market Street Settlement Agreement:**

1. **APPROVE** the real estate acquisition settlement agreement with JBM Properties for two parcels located at 15 Station Place and 52 West Market Street for the Rail Extension to Monterey County project by increasing the \$295,000 currently deposited in the State Condemnation Fund as just compensation for the property by \$7,500 to a not to exceed amount of \$302,500;
2. **APPROVE** the payment of statutory costs not to exceed the amount of \$2,000 and property owner appraisal costs not-to-exceed \$5,000;
3. **AUTHORIZE** the Executive Director to execute the agreement and changes to the agreement if such changes do not increase the Agency's net costs, subject to approval by Agency Counsel; and
4. **AUTHORIZE** the use of no more than \$14,500 from state funds budgeted to this project for a total settlement not-to-exceed amount of \$309,500.

### **SUMMARY:**

The property owners for 15 Station Place and 52 West Market Street are prepared to grant the Agency possession of the property and settle the acquisition.

### **FINANCIAL IMPACT:**

The Salinas Rail Extension project includes funding for right-of-way acquisition. At the March 2017 meeting, the Transportation Agency Board approved depositing \$295,000 with the State Condemnation Fund as just compensation for the property, as determined from the Agency's property appraisal. Staff proposes to use Traffic Congestion Relief Program or Proposition 116 bond funds for the additional \$14,500 in settlement expenses. The total project budget is estimated at \$70 million to \$80 million; the total right-of-way phase is estimated to cost \$17.4 million.

### **DISCUSSION:**

The Transportation Agency for Monterey County is proposing to extend passenger rail service from

Santa Clara County south to Salinas. The service is scheduled to start with two round trips, expanding to up to six round trips as demand warrants.

The properties in question are approximately 9,405 combined square feet located at 15 Station Place and 52 West Market Street in the City of Salinas, California, known as Monterey County Assessor's Parcel Numbers 002-171-010 and 002-171-006. The parcels will be needed for the parking lot and extension of Lincoln Avenue planned for the area of the Salinas Rail Station. A Phase I environmental review found no contamination on the property.

At the March 22, 2017 meeting of the Transportation Agency Board of Directors, the Board approved proceeding with the condemnation process on 15 Station Place and 52 West Market Street for the Salinas Rail Station project. This included establishing just compensation for the combined properties at \$295,000 and depositing that amount with the State Condemnation Fund.

The Agency's real estate acquisition consultant, Overland, Pacific, & Cutler, and special legal counsel, Meyers Nave, have continued to negotiate with the property owners. The property owner has agreed to sell the property and grant the Agency possession at \$302,500, which is roughly splitting the difference between the \$295,000 TAMC appraised value and the property owner's appraised value of \$310,000. The Agency is also legally required to pay for the property owner's statutory costs of \$2,000 in this process, which have primarily been filing fees, as well as their appraisal costs up to \$5,000. As such, Agency staff is seeking Board approval of an additional \$14,500 to add to the amount already on deposit with the State Condemnation Fund, for a total negotiated settlement (inclusive of statutory and appraisal costs) of \$309,500 to acquire the property.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** December 6, 2017  
**Subject:** **54 West Market Street Settlement**

### **RECOMMENDED ACTION:**

#### **54 West Market Street Settlement Agreement:**

1. **APPROVE** the real estate acquisition settlement agreement with JBM Properties for one parcel located at 54 West Market Street for the Rail Extension to Monterey County project by increasing the \$150,000 currently deposited in the State Condemnation Fund as just compensation for the property by \$7,500 to a not to exceed amount of \$157,500;
2. **APPROVE** the payment of statutory costs not to exceed the amount of \$1,344.48 and property owner appraisal costs not-to-exceed \$5,000;
3. **AUTHORIZE** the Executive Director to execute the agreement and changes to the agreement if such changes do not increase the Agency's net costs, subject to approval by Agency Counsel; and
4. **AUTHORIZE** the use of no more than \$13,844.48 from state funds budgeted to this project for a total settlement not-to-exceed amount of \$163,844.48.

### **SUMMARY:**

The property owners for 54 West Market Street are prepared to grant the Agency possession of the property and settle the acquisition.

### **FINANCIAL IMPACT:**

The Salinas Rail Extension project includes funding for right-of-way acquisition. At the March 2017 meeting, the Transportation Agency Board approved depositing \$150,000 with the State Condemnation Fund as just compensation for the property, as determined from the Agency's property appraisal. Staff proposes to use Traffic Congestion Relief Program or Proposition 116 bond funds for the additional \$13,844.48 in settlement expenses. The total project budget is estimated at \$70 million to \$80 million; the total right-of-way phase is estimated to cost \$17.4 million.

### **DISCUSSION:**

The Transportation Agency for Monterey County is proposing to extend passenger rail service from Santa Clara County south to Salinas. The service is scheduled to start with two round trips, expanding

to up to six round trips as demand warrants.

The property in question is approximately 6,500 square feet located at 54 West Market Street in the City of Salinas, California, known as Monterey County Assessor's Parcel No. 002-171-011. The parcel will be needed for the parking lot and Lincoln Avenue extension planned for the area of the Salinas Rail Station. A Phase I environmental review found no contamination on the property.

At the March 22, 2017 meeting of the Transportation Agency Board of Directors, the Board approved proceeding with the condemnation process on 54 West Market Street for the Salinas Rail Station project. This included establishing just compensation for the property at \$150,000 and depositing that amount with the State Condemnation Fund.

The Agency's real estate acquisition consultant, Overland, Pacific, & Cutler, and special legal counsel, Meyers Nave, have continued to negotiate with the property owners. The property owner has agreed to sell the property and grant the Agency possession at \$157,500, which is roughly splitting the difference between TAMC's valuation of \$150,000 and the property owner's appraised value of the property at \$165,000. The Agency is also legally required to pay for the property owner's statutory costs of \$1,344.48, which have primarily been filing fees, as well as their appraisal costs up to \$5,000. As such, Agency staff is seeking Board approval of an additional \$13,844.48 to add to the amount already on deposit with the State Condemnation Fund, for a total negotiated settlement (inclusive of statutory and appraisal costs) of \$163,844.48 to acquire the property.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Board of Directors  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** December 6, 2017  
**Subject:** Salinas Rail Project Construction Management Contract

### **RECOMMENDED ACTION:**

#### **Salinas Rail Kick Start Project – Construction Management:**

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a contract with MNS Engineers, in an amount not to exceed \$4,381,719, to provide construction management services for the Salinas Rail Kick Start Project, for the period ending December 31, 2021, pending review and approval of the contract by Agency Counsel, Caltrans Audits and Investigations, and Local Assistance;
2. **APPROVE** the use of Traffic Congestion Relief Program (TCRP) funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

### **SUMMARY:**

TAMC released a Request for Proposals for the Construction Management for the Salinas Rail Kick-Start Project on June 28, 2017. Two responsive proposals were submitted. The proposal review team and staff recommend hiring MNS Engineers.

### **FINANCIAL IMPACT:**

The Salinas Rail Kick-Start Project has an overall cost estimate of \$77.7 million for the construction of all three packages, including improvements to the UP main line tracks. Package 1 is the extension of Lincoln Avenue to the Salinas train station and associated parking and circulation improvements. Package 2 is the Salinas layover facility. Package 3 is track improvements at the Gilroy station and minor improvements at other Santa Clara County stations.

The independent cost estimate for the construction management work for all three packages was \$4,300,000, and the consultant contract budget comes in at \$4,381,719, or approximately 6% of the total project budget. The project budget has sufficient programmed TCRP funding for this contract.

**DISCUSSION:**

On June 28, 2017, the Transportation Agency Board of Directors authorized staff to release a Request for Proposals for Salinas Rail Kick Start Project Construction Management services, for an estimated not-to-exceed cost of \$4,300,000. TAMC received two responsive submittals by the due date of August 3, 2017. The review panel read and scored the written submittals according to selection criteria listed in the RFP. The review panel found both consultants to be well qualified to do this work, and recommended interviews.

The interview team and agency staff recommend approving MNS Engineers to do the Construction Management work for the Salinas Rail Kick Start Project. Attached are the scope of work (**Attachment 1**) and budget summary (**Attachment 2**) for an actual cost plus fixed fee contract with MNS Engineers. The proposed contract with MNS Engineers contains a nonstandard professional liability insurance provision that requires minimum coverage levels in the amount of \$2 million per claim and \$2 million aggregate. Staff updated the Rail Policy Committee on this contract on September 11, 2017.

**ATTACHMENTS:**

- ▢ MNS CM Contract Scope of Work
- ▢ MNS CM Contract Budget Summary



# SALINAS RAIL KICK-START PROJECT CONSTRUCTION MANAGEMENT

## EXHIBIT A: SCOPE OF SERVICES

### PHASE 1.0 PRE-CONSTRUCTION PHASE SERVICES

#### 1. Task 1.1: Kick-Off Meeting

- a. Key Personnel: Paul Goryl, Project Manager
- b. The Kick-Off meeting will share the intent of the project; the design plans, specifications, and estimates (PS&Es); design constraints; features requiring special attention such as public outreach, permits, traffic control and staging, coordination with various railway/transit and public agencies; and establish the protocol to be used throughout the project.
- c. MNS will meet with TAMC and other team members to establish parameters for:
  - i. Roles and responsibilities
  - ii. Lines of communication
  - iii. Levels of authorization
  - iv. Project schedule and milestones
  - v. Procedures for progress payments, Contract Change Orders (CCOs), Requests for Information (RFIs), and notifications
- d. The MNS team will develop a detailed Project Management Plan (PMP) to outline administration, documentation, and filing systems to be used during the pre-construction and construction phases. MNS will use a web-based system such as *EADOC* or *Procore* to facilitate a streamlined approach and effective communication throughout the project. The system will be consistent with the Caltrans Construction Manual and Local Assistance Procedures Manual (LAPM) to meet funding requirements and be tailored to meet the relevant TAMC, Caltrain, Capitol Corridor, and Union Pacific Railroad (UPRR) requirements.
- e. Deliverables:
  - i. Meeting agenda and minutes
  - ii. PMP

#### 2. Task 1.2: Project Coordination

- a. Key Personnel: Paul Goryl, Project Manager; Paul Greenway, Stakeholder/Utility Coordination; Mike Chan, Railway Agency Coordination
- b. MNS will be responsible for the overall project coordination and communication, including stakeholder coordination relating to the construction management services, and will assist TAMC and the designer with stakeholder coordination/ negotiation during the pre-

construction phase if needed. MNS will monitor agreements with 3<sup>rd</sup> parties (utilities, railroad companies and municipalities) to ensure that physical interfaces between the planned work and the 3<sup>rd</sup> party's infrastructure are adequately addressed in the package contract documents.

- c. Deliverables:
  - i. Meeting agendas and minutes
  - ii. Comments on stakeholder interface documentation produced by the designer

### **3. Task 1.3: Public Relations**

- a. Key Personnel: Jennifer Russell, Public Relations Manager
- b. The MNS Public Relations Manager, along with Circlepoint, will develop and implement a comprehensive public engagement effort to reach a broad range of project stakeholders and roadway users who live, work, or travel to destinations in and around the project boundaries.
- c. MNS and Circlepoint will develop a Public Information Plan to address community and public relations issues necessary to mitigate business and public concerns. The plan will:
  - i. Guide project outreach efforts;
  - ii. Identify the key audiences, project stakeholders, and affected parties;
  - iii. Craft appropriate messaging, including boilerplate narrative to be included on all communications tools;
  - iv. Explain the outreach process and opportunities for public participation; and
  - v. Describe methods for distributing information and gathering input.
- d. The outreach approach includes holding outreach meetings at key points during the project to better inform the community and project stakeholders and to promote an open, transparent process emphasizing two-way communication. MNS will collaborate with TAMC to determine the number of information meetings appropriate. Each meeting will be held to coincide with the appropriate time in the overall process.
- e. Planning for public meetings will include coordination with TAMC to confirm format, timing, location, and other aspects as follows:
  - i. Meeting notices (postcards);
  - ii. Publicity (newspaper ads and emails);
  - iii. Presentation materials, displays, and handouts; and
  - iv. TAMC staff attendance.
- f. MNS and Circlepoint will assist TAMC in the design of a project website and/or Facebook page, as well as the establishment of an informational telephone hotline for use by the community to obtain timely project information, such as work schedules and traffic detours.
- g. The MNS team will collaborate closely with TAMC and key partners to ensure success leading up to, during, and following the planned Groundbreaking and Ribbon Cutting Ceremonies.

- h. Deliverables:
  - i. Public Information Plan
  - ii. Meeting notices, presentation materials, and notes
  - iii. Project flyers, publicity, and ads
  - iv. Website and/or Facebook page
  - v. Hotline
  - vi. Groundbreaking ceremony notices and publicity
  - vii. Ribbon Cutting ceremony notices and publicity

#### **4. Task 1.4: Structure Demolition Oversight**

- a. Key Personnel: Kathy Lett, Civil Inspector
- b. Several existing buildings are scheduled to be removed under separate contracts prior to starting Construction Packages 1 and 2, and it is understood these buildings may contain hazardous materials.
- c. MNS will oversee the demolition and abatement consultant teams to ensure proper planning occurs and the required protocols are followed for hazardous materials handling and disposal.
- d. Deliverables:
  - i. Meeting agendas and minutes
  - ii. Site observation diaries.

#### **5. Task 1.5: Utility relocation oversight**

- a. Key Personnel: John Woodley, Utility Inspector
- b. Several existing utilities are to be relocated or removed prior to the construction phase of the project packages.
- c. MNS will work with the designer to make sure that necessary utility relocation/ removal plans and agreements are in place and monitor utility relocations prior to the construction phase of the project for conformance with the plans and agreements.
- d. Deliverables:
  - i. Meeting agendas and minutes
  - ii. Site observation diaries.

#### **6. Task 1.6: Constructability Review**

- a. Key Personnel: Paul Goryl, Project Manager, Bruce Pastorius, Resident Engineer for Package 1; Andrew Kleiber, Resident Engineer for Packages 2 & 3

- b. The MNS team will perform a constructability review of the 100% PS&E for Package 1 and the 75% PS&E for Packages 2 and 3, as well as any project stakeholder agreements affecting the constructability of the project. MNS will review the project plans and special provisions for potential deficiencies, which could lead to conflicts and changes during construction.
- c. A Critical Path Method (CPM) schedule will be prepared as part of the constructability review to inform the appropriate number of working days for each construction package.
- d. A field reconnaissance will be conducted as part of the constructability review to determine actual site conditions and their consistency with the PS&E documents; this is particularly important at the interfaces with existing infrastructure as well as at the interfaces between the three construction packages.
- e. Key Elements of a Constructability Review
  - i. Verify the bidding documents are unambiguous, comprehensive, and buildable.
  - ii. Assess the coordination of drawings and specifications for each discipline (i.e., interfaces between project disciplines).
  - iii. Assess the coordination of drawings and specifications between each construction project (i.e., interfaces between the three construction projects).
  - iv. Verify all required agency permits (including, but not limited to: Salinas, Gilroy, Caltrans, Caltrain, Capitol Corridor, UPRR, Regional Water Quality Control Board [RWQCB], and Amtrak), temporary easements, utility relocation agreements, cooperative agreements, and memoranda of understanding (MOUs) are complete and the associated requirements are incorporated into the construction plans and special provisions.
  - v. Review the contract specifications to determine which risks can be avoided, mitigated, or transferred to the contractor to minimize overall risk for TAMC.
  - vi. Review the technical specifications to ensure the California Environmental Quality Act (CEQA) permit and mitigation requirements are included in the specifications.
- f. After the constructability review and consolidation of the reviewers' comments, MNS will organize a constructability review workshop to discuss the findings and recommendations to be incorporated into the 100% PS&E.
- g. Following the constructability workshop, the MNS team will prepare and submit draft and final constructability reports with recommendations for modifications to the PS&E.
- h. Deliverables:
  - i. Constructability review workshop agenda and minutes
  - ii. CPM Schedule
  - iii. Draft and Final constructability reports

## **7. Task 1.7: Biddability Review and Bid Assistance**

- a. Key Personnel: Paul Goryl, Project Manager; Steve DiGrazia, Project Controls Manager

- b. At the 100% PS&E stage, the MNS team will provide a biddability review of the three construction packages. In addition, the MNS team will develop a bidding strategy with TAMC to obtain the most advantageous bids considering the timing of the three construction projects and the interfaces between them.
- c. Bid phase services will begin after the plans and specifications are signed by the Design Engineer and during the bid advertisement period.
- d. MNS is available to provide the following services during the bid period:
  - i. Participate in the pre-bid conferences for each Package (if separate);
  - ii. Assist TAMC and Design Engineer with responding to questions from contractors during the bid periods;
  - iii. Assist TAMC with the preparation of any project addenda, as needed;
  - iv. Assist TAMC with the bid opening, the review of all bid packages, and selecting qualified bidders;
  - v. Conduct a bid analysis for each bidder; and
  - vi. Assist TAMC in responding to any protests received in accordance with the TAMC's procedures.
- e. After the bid analysis is completed, the MNS team will assist in preparing award recommendation packages for TAMC Board approval.
- f. Deliverables:
  - i. Biddability review
  - ii. Pre-bid conferences agendas and minutes
  - iii. Responses to questions, bid addenda
  - iv. Bid analyses
  - v. Award recommendations

**8. Task 1.8: Pre-Construction Conference**

- a. Key Personnel: Paul Goryl, Project Manager; Bruce Pastorius, Resident Engineer for Package 1; Andrew Kleiber, Resident Engineer for Packages 2 & 3
- b. Pre-construction conferences will be scheduled once the Notices of Award are sent to the selected contractors for each Package (if different). All appropriate parties will be invited. Separate utility meetings may be held to address utility relocation and involvement, if necessary. MNS will prepare the agenda and distribute to all attendees.
- c. At the pre-construction conferences, the team will discuss special contract requirements and concerns and establish the protocol to be used throughout the project. The MNS Resident Engineer will distribute meeting minutes to all parties in attendance.
- d. The meeting will highlight the contractor's responsibility towards such items as:
  - i. Order of work
  - ii. Permit and environmental agreements

- iii. Safety, traffic control, and access
- iv. Earthwork, haul routes, and pay methods
- v. Labor compliance and progress pay requests
- vi. Submittals, RFIs, CCOs
- vii. Stakeholder coordination
- viii. Permits
- ix. Interfaces with existing infrastructure
- x. Quality control and materials certification
- xi. Schedule updates and weekly meeting

e. Deliverables:

- i. Pre-construction conferences agendas and minutes

## **PHASE 2.0 CONSTRUCTION PHASE SERVICES**

MNS will implement the quality management plan discussed previously. The PMP will outline the administration, coordination, cost, and schedule controls to keep the project on schedule, built to specifications, and within budget.

### **1. Task 2.1: Contract Administration and Document Control**

- a. Key Personnel: Bruce Pastorius, Resident Engineer for Package 1; Andrew Kleiber, Resident Engineer for Packages 2 & 3, Anita Berger, Office Administrator
- b. The day-to-day management and administration will be provided by the Resident Engineer, with the Office Engineer responsible for project document control. MNS will implement the project administration system outlined in the PMP, which will conform to the Caltrans Construction Manual or other agreed format. It will contain a system for organizing files to assist in tracking correspondence, submittals, RFIs, CCOs, progress payments, labor compliance, and materials testing results. The project controls system will be compatible with TAMC and the Caltrans/railway agency administration requirements.
- c. The project records will be maintained in a cloud-based system as well as a hard copy in the construction field office and will be available to TAMC, Caltrans, UPRR, Caltrain, Capitol Corridor, and the CM team at all times.
- d. Deliverables:
  - i. Project management system
  - ii. Project records

### **2. Task 2.2: Project Communication and Coordination**

- a. Key Personnel: Paul Goryl, Project Manager; Bruce Pastorius, Resident Engineer for Package 1; Andrew Kleiber, Resident Engineer for Packages 2 & 3; Steve DiGrazia, Project Controls Manager; Jennifer Russell, Public Relations Manager

- b. The Resident Engineer will act as TAMC’s representative in charge of project communication and coordination with the CM team, TAMC, Caltrans, Design Engineer, affected businesses, Caltrain, Capitol Corridor, UPRR, the Cities of Salinas and Gilroy, California High Speed Rail Authority, utility companies, and the contractor throughout the construction phase. The Inspectors will assist the Resident Engineer in the field. The Resident Engineer in coordination with the Project Manager will implement the Public Outreach Plan developed during the pre-construction phase.
- c. Construction Progress Meetings: The Resident Engineer will conduct weekly meetings as part of the regular construction engineering duties. MNS will facilitate coordination of all utility work and relocation with the various utility companies and the contractor.
- d. Monthly Progress Reports: MNS will prepare monthly progress reports, which will provide updated project status and include:
  - i. Construction highlights
  - ii. Updated schedule
  - iii. Summary cost report
  - iv. Risk register
- e. Deliverables:
  - i. Meeting agendas and minutes
  - ii. Monthly progress reports

### **3. Task 2.3: Project Schedule Adherence**

- a. Key Personnel: Bruce Pastorius, Resident Engineer for Package 1; Andrew Kleiber, Resident Engineer for Packages 2 & 3; Steve DiGrazia, Project Controls Manager
- b. The MNS scheduler will review and recommend approval of the contractor’s CPM baseline schedule at the start of the project. The contractor will also be required to submit monthly schedule updates, which will be reviewed by the scheduler.
- c. The Resident Engineer will approve the contractors' baseline schedule and updates, and require a three-week-look-ahead schedule from the contractor, which will be reviewed at the weekly project meeting. The contractor will be issued Weekly Statement of Working Days to document the progress of the work and the number of working days expended.
- d. Deliverables:
  - i. Review of and response comments on contractors’ baseline CPM schedules and updates
  - ii. Project meeting agendas and minutes
  - iii. Schedule updates as part of the monthly progress reports

### **4. Task 2.4: Cost Control**

- a. Key Personnel: Bruce Pastorius, Resident Engineer for Package 1; Andrew Kleiber, Resident Engineer for Packages 2 & 3; Steve DiGrazia, Project Controls

- b. MNS will establish and maintain a project resource management system to provide for the management, control, and documentation of resources expended on the construction of the project.
- c. Additional items tracked include contract items and change order payments, extra work, supplemental work, item overruns and underruns, supplemental items, and the impact of price index fluctuations. The project contingency balance will be verified as part to the monthly progress pay estimate review and submittal.
- d. Deliverables:
  - i. Cost summary as part of the monthly progress reports

#### **5. Task 2.5: Quantity Calculations and Progress Pay Request**

- a. Key Personnel: Bruce Pastorius, Resident Engineer for Package 1; Andrew Kleiber, Resident Engineer for Packages 2 & 3
- b. The MNS team will prepare accurate and complete quantity calculations (Q-sheets) for each contract item to support each progress pay request. Additional backup documentation includes field measurements, certificates of compliance, and material test reports. Extra and supplemental work costs will be tracked and compared against the authorized change order amounts. MNS will review the contractor's progress pay request against the Q-sheets for accuracy before forwarding to TAMC for recommended payment.
- c. Deliverables:
  - i. Q-sheets and recommendations for approval of progress pay estimates.

#### **6. Task 2.6: Submittals and Requests for Information**

- a. Key Personnel: Bruce Pastorius, Resident Engineer for Package 1; Andrew Kleiber, Resident Engineer for Packages 2 & 3
- b. The document control system will include logs for tracking both submittals and RFIs. All submittals and RFIs will be logged and distributed to the Design Engineer or others as necessary. The Resident Engineer and Office Engineer will monitor the log to verify all reviews and responses are submitted in a timely manner and coordinate with the Design Engineer to ensure any design-related RFIs and submittals are answered and returned within the required time frame. All correspondence will flow through the Resident Engineer.
- c. MNS will prepare a submittals list for the UPRR Coordinator, who may also have other required submittals.
- d. Deliverables:
  - i. Submittal responses
  - ii. RFI responses



## **7. Task 2.7: Change Orders and Claims Management**

- a. Key Personnel: Bruce Pastorius, Resident Engineer for Package 1; Andrew Kleiber, Resident Engineer for Packages 2 & 3
- b. Prior to beginning any contract work, MNS will coordinate with TAMC to define the contract change order process in accordance with TAMC procedures. The CM team will proactively identify actual and potential problems and notify the Resident Engineer immediately.
- c. The Resident Engineer will:
  - i. Determine the validity and justification for all change orders
  - ii. Perform independent cost estimate and negotiate costs with the contractor
  - iii. Consult with TAMC on all change orders
  - iv. Identify any schedule impacts
  - v. Process CCOs and track costs against contingency balance
  - vi. Track and log all CCOs
- d. The objective is to resolve any potential claims at the job level before it becomes an actual claim. Notices of potential claims submitted by the contractor will be acted on in a timely manner in accordance with the Contract Documents and TAMC policies and procedures. MNS will review all notices of potential claims and resolve disputes in the most cost effective and fair manner.
- e. Deliverables:
  - i. Change order documentation, and recommendations for approval
  - ii. Response to Notices of Potential Claims, and recommendations to TAMC
  - iii. Status of change orders and potential claims as part of the monthly progress reports

## **8. Task 2.8: Construction Engineering**

- a. Key Personnel: Bruce Pastorius, Resident Engineer for Package 1; Andrew Kleiber, Resident Engineer for Packages 2 & 3
- b. MNS will provide required field engineering for any project-related items and issues such as potential cost saving changes, unexpected conditions, temporary work reviews, and conflicts with other items of work. The CM team will review the site conditions and look ahead to address upcoming work and any required deliverables and coordination.
- c. Deliverables:
  - i. Engineering documents

## **9. Task 2.9: Permit Management**

- a. Key Personnel: Bruce Pastorius, Resident Engineer for Package 1; Andrew Kleiber, Resident

Engineer for Packages 2 & 3; Sheri Lubin, Environmental/ SWPPP Coordination

- b. MNS will monitor the construction and coordinate with permitting agencies to ensure all work items are performed in accordance with the permit requirements.
- c. The contractor is responsible for obtaining encroachment permits from the City of Salinas, City of Gilroy, Caltrans, Caltrain, and UPRR prior to any work within the specific agency right-of-way.
- d. The MNS team will provide Storm Water Pollution Prevention Plan (SWPPP) coordination; the SWPPP coordinator will assist the Resident Engineer with the review and recommend approval of the contractor's SWPPP prior to the start of any work. The SWPPP will be forwarded to TAMC and Caltrans for their concurrence. The Resident Engineer and the discipline engineers and/or inspectors will monitor the Best Management Practices throughout the project to ensure compliance with the SWPPP.
- e. Deliverables:
  - i. Encroachment permit compliance monitoring
  - ii. SWPPP review and recommendation for approval

#### **10. Task 2.10: Safety**

- a. Key Personnel: Bruce Pastorius, Resident Engineer for Package 1; Andrew Kleiber, Resident Engineer for Packages 2 & 3
- b. The Caltrans Safety Manual, Federal Rail Administration (FRA) Safety Regulations, Code of Safe Practices, Manual on Uniform Traffic Control Devices (MUTCD), and the contractor's submitted Safety Plan will guide the CM team in monitoring the contractor's compliance with its safety program. Any safety concerns or issues will be brought to the contractor's attention and resolution of the issues will be documented.
- c. Site inspectors will attend safety meetings every 10 working days and promote safety throughout the life of the contract.
- d. All construction staff will be registered through the *eRailSafe* program, specifically for work on UPRR right-of-way, as well as have the required Caltrain Roadway Worker Protection training.
- e. Railroad Flagging: The MNS team will facilitate coordination between the contractor and UPRR for flagging when the work is within the foul zone.
- f. Deliverables:
  - i. Documentation of safety issues and resolutions
  - ii. Safety meeting agendas and minutes

## 11. Task 2.11: Construction Surveying and Staking

- a. Key Personnel: Bruce Pastorius, Resident Engineer for Package 1; Andrew Kleiber, Resident Engineer for Packages 2 & 3
- b. Construction surveying will be provided by the contractor, but MNS will be available to provide a separate check on critical items. The CM team will check staking in the field for consistency with the contractor during construction. The Inspectors will review cut sheets against stakes and plans to ensure the contractor has the correct information on the stakes to construct the item per the plans.
- c. Deliverables:
  - i. Review of Contractors' staking cut sheets and verification of line and grade on critical items

## 12. Task 2.12: Construction Observation and Inspection

- a. Bruce Pastorius, Resident Engineer for Package 1; Andrew Kleiber, Resident Engineer for Packages 2 & 3; Inspectors
- b. MNS will coordinate with TAMC, Caltrans, Caltrain, Capitol Corridor, UPRR, and any other authorities and agencies to maintain communication and a cohesive team approach in inspecting work for compliance. The Inspectors' primary duties involve inspecting and verifying all work in place meets the requirements of the contract and conforms to Caltrans, Caltrain, Capitol Corridor, UPRR, and applicable city codes and procedures. The Inspectors will also be proactive and prepare for upcoming scheduled work items and assist the Resident Engineer in resolving issues arising in the field.
- c. The Inspectors' responsibilities include:
  - i. **Quality Assurance.** Inspect all work to ensure it meets the requirements and quality of work outlined in the contract documents including grade and alignment, traffic control, materials sampling, and testing. Any deficient work will be rejected.
  - ii. **Daily Inspection Diaries and Documentation.** The daily report will include an accurate description of the labor and equipment, description of work, safety issues, quantities, and weather conditions. The Inspector will submit labor compliance reviews and material verifications, prepare quantity calculation sheets, and maintain as-builts.
  - iii. **Coordination.** Coordinate utility work and testing of systems.
  - iv. **Permit and SWPPP Compliance.** Monitor work for compliance with project permits, perform SWPPP inspections for compliance, and ensure the project meets permitting regulations.
  - v. **Safety.** Review all traffic control for compliance per WATCH and for performance in a safe manner. Ensure work performed within a railway foul zone is performed in accordance with UPRR requirements.
  - vi. **Photo Record Maintenance.** Regularly photograph construction activity and progress.
  - vii. **Verification of Material and Equipment.** Verify the delivered items conform to the project specifications and approved submittals.

- viii. **Offsite Inspections.** MNS will schedule and coordinate offsite inspections.
- ix. **Proactive Approach.** A proactive approach to inspection to ensure project elements are built right the first time.
  
- d. As required by the contract specifications, the MNS team will perform quality assurance reviews and inspections of all track materials for conformance to specifications and plans. Reviews will include shop drawings and material testing result reports.
  
- e. The MNS Track Inspector will also perform inspection of the track and special trackwork elements to meet construction specifications. The Track Inspector will verify all required testing has been performed and will review test results and documents to meet specifications.
  
- f. Deliverables:
  - i. Inspection diaries and documentation
  - ii. Photo records

### **13. Task 2.13: Quality Assurance Materials and Testing**

- a. Key Personnel: Bruce Pastorius, Resident Engineer for Package 1; Andrew Kleiber, Resident Engineer for Packages 2 & 3
  
- b. MNS will develop and provide a comprehensive testing program for the project in accordance with the Caltrans Quality Assurance Plan, Caltrans Construction Manual, UPRR, Amtrak, Capitol Corridor, and Caltrain requirements.
  
- c. The Resident Engineer and Inspectors will be responsible for coordinating most of the materials testing with Earth Systems, the materials testing consultant, to ensure all required testing is performed per Caltrans, UPRR, Amtrak, and Caltrain standards and frequencies. MNS will track testing reports to verify contract compliance. The Inspectors will ensure the remedial actions taken by the contractor are in accordance with the project documents. MNS will maintain a log to track all material testing that has been performed for the project.
  
- d. Specific source inspections may be recommended for special track work, ties, ballast, and grade crossing panels. Prior to any inspection, the specialist Track Inspector will prepare an audit checklist based on the contract specifications and send it to the material supplier. At the time of the inspection, MNS representatives will review with the plant quality control staff their documentation, witness their testing, and prepare a report of findings. After delivery to the site, materials will be inspected for potential damage during shipment and for confirmation the materials are those previously inspected and accepted.
  
- e. Deliverables:
  - i. Comprehensive testing program
  - ii. Material testing, results and summary logs

## PHASE 3.0 POST-CONSTRUCTION PHASE

### 1. Task 3.1: Close Out

- a. Key Personnel: Bruce Pastorius, Resident Engineer for Package 1; Andrew Kleiber, Resident Engineer for Packages 2 & 3
- b. MNS will ensure an up-to-date set of as-built plans, quantities, CCO costs, and general record keeping throughout the project's construction are maintained to expedite and ensure accuracy of final documents and reports. Closeout items include:
  - i. **Record Drawings.** MNS will ensure a set of redlined field as-builts drawings are delivered to the Design Engineer for final processing of the as-builts plans.
  - ii. **Punch List.** MNS will develop a punch list for the work performed, notify the contractor, and re-inspect the completed work. Depending on the construction package, a final walk through of the project will be scheduled with TAMC, the City of Salinas, City of Gilroy, Caltrans, Caltrain, Capitol Corridor, UPRR, and any other party TAMC may wish to attend. All punch list items will be closed out before the project is recommended for acceptance.
  - iii. **Acceptance and Final Report.** MNS will evaluate the contractor's completion of work and make a final acceptance recommendation to TAMC. MNS will submit all job files and Final Reports and Certifications in accordance with TAMC requirements and Chapter 17 of the Caltrans LAPM, Caltrain, and UPRR requirements.
- c. Deliverables:
  - i. Contractors' record drawings
  - ii. Punch list and resolution
  - iii. Final report

**Construction Management Services for the  
Salinas Rail Extension  
Transportation Agency for Monterey County**



			Construction Package (CP) 1			Total Hours	Rate	Cost
		MNS	hours	CP2 hours	CP3 hours			
Project Manager	Paul Goryl	MNS	392	672	524	1,588	\$250	\$ 397,349
Public Relations	Jennifer Russell	MNS	356	120	276	752	\$140	\$ 105,137
Project Controls	Steve DiGrazia	MNS	376	464	392	1,232	\$206	\$ 254,396
Scheduling	Tony Cisneros	LAN	92	120	104	316	\$210	\$ 66,430
Stakeholder/Utilities Coordination	Paul Greenway	MNS	172	192	40	404	\$193	\$ 77,988
Railway Agency Coordination	Michael Chan	S&C		336	352	688	\$272	\$ 186,888
Resident Engineer - CP1	Bruce Pastorius	MNS	1,504			1,504	\$201	\$ 301,928
Resident Engineer - CP2&3	Andrew Kleiber	S&C		1,504	1,104	2,608	\$233	\$ 607,429
Civil Inspector	Kathy Lett	MNS	2,344	1,240	580	4,164	\$175	\$ 728,450
Trackwork/Station Inspector	Tim Schmidt	LAN		744	464	1,208	\$250	\$ 301,505
Systems/Electrical Inspector	Robert Kraft	S&C	212	700	320	1,232	\$181	\$ 223,004
Utility Inspector	John Woodley	MNS	344	400	110	854	\$195	\$ 166,539
Hazardous Waste Coordination	Jim Tkach	MNS	100	70	88	258	\$150	\$ 38,661
Environmental/SWPPP Coordination	Sheri Lubin	MNS	64	64	56	184	\$105	\$ 19,388
Office Administrator	Anita Berger	MNS	1,120	1,200	1,040	3,360	\$112	\$ 376,286
<b>SUB-TOTAL</b>			<b>7076</b>	<b>7826</b>	<b>5450</b>	<b>20352</b>		<b>\$ 3,851,379</b>

Direct Expenses	CP1	CP2	CP3	TOTAL COST
Direct Expenses/CM Software (5)	\$15,000	\$25,000	\$15,000	\$55,000
<b>SUB-TOTAL</b>				<b>\$55,000</b>

Materials Inspection/Testing/PR Support	CP1	CP2	CP3	TOTAL COST
Materials Testing Earth Systems	\$73,198	\$140,678	\$70,456	\$284,332
Source Inspection LAN (Dave Clary)	\$9,062	\$56,637	\$45,309	\$111,008
PR Support Circlepoint	\$40,000	\$15,000	\$25,000	\$80,000
<b>SUB CONSULTANTS SUB-TOTAL</b>				<b>\$475,340</b>

<b>PROJECT TOTAL</b>	<b>\$ 4,381,719</b>
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**Notes:**

1. Hours based on preliminary schedule and assuming Packages 2 & 3 are constructed concurrently
2. The level of effort may change due to final contract schedule and construction durations
3. Field Office not included in costs
4. ODC's and sub-consultants will include 10% markup
5. Construction Management software system direct cost is based on Procure, eadocs or similar. Direct costs are based on package capital cost and duration.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant  
**Meeting Date:** December 6, 2017  
**Subject:** **Draft Minutes from Transportation Agency Committees**

**RECOMMENDED ACTION:**

**ACCEPT** draft minutes from Transportation Agency Committees:

- Executive Committee - November 1, 2017
- Rail Policy Committee - November 6, 2017
- [Bicycle and Pedestrian Committee](#) - November 1, 2017
- [Technical Advisory Committee](#) - no meeting this month
- eXcellent Transportation Oversight Committee (xTOC) - [Final minutes of April 18, 2017 & July 18, 2017](#), and Draft minutes of October 17, 2017

**ATTACHMENTS:**

- ▣ Executive Draft November 1, 2017
- ▣ Rail Policy Draft November 6, 2017
- ▣ xTOC Draft October 17, 2017

**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: Alejandro Chavez (Chair),  
John Phillips (1<sup>st</sup> Vice Chair), Robert Huitt (2<sup>nd</sup> Vice Chair),  
Kimbley Craig (Past Chair),  
Luis Alejo (County representative), Ed Smith (City representative)*

**Wednesday, November 1, 2017**

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

Transportation Agency Conference Room  
55-B Plaza Circle, Salinas

1. **CALL TO ORDER:** Chair Chavez called the meeting to order at 9:03 a.m. Committee members present: Chavez, Craig, Huitt, Phillips and Gonzales (alternate to Alejo). Staff present: Goel, Hale, Muck, Rodriguez, Watson, Wright and Zeller. Others present: Agency Counsel Blich; and MacGregor Eddy, The Californian “We Could Car Less” columnist. Committee member Alejo arrived after the consent agenda.
  
2. **PUBLIC COMMENTS:** None.

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3. **CONSENT AGENDA:**  
On a motion by Committee member Huitt and seconded by Craig, the committee voted 5-0 to approve the consent agenda as follows:
    - 3.1 Approved minutes from the Executive Committee meeting of October 4, 2017, as amended to note Chair Chavez arrived after the consent agenda.
    - 3.2 Recommended that the Transportation Agency for Monterey County Board approve Calendar year 2018 schedule of meetings for Agency Board of Directors and Executive Committee.

**END OF CONSENT**

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**4. EX OFFICIO MEMBERSHIP FOR CAL STATE MONTEREY BAY:**

On a motion by Committee member Craig and seconded by Huitt, the committee voted 5-0 to approve the Agency does not add another “voting” member to the Board.

On a motion by Committee member Alejo and seconded by Vice Chair Phillips, the committee voted 3-2 to add a member of CSUMB as a non-voting member and to amend the Agency Bylaws to reflect this change.

Noes: Craig and Huitt

The Committee considered the request from California State University at Monterey Bay to be added as a member of the Transportation Agency for Monterey County Board of Directors either as a seventh-ex officio member, or as a replacement of City of Watsonville.

Chair Chavez reported that he had met with Oscar Rios the Mayor of Watsonville, and it was clear that he wanted to continue having a seat on the Agency Board, noting that the Pajaro Station partnership is crucial for Watsonville. Vice Chair Phillips expressed his support for the City of Watsonville’s continued seat, noting Watsonville connects with his district.

Committee member Alejo thanked Chair Chavez for meeting with Mayor Rios, and concurred with Phillips that the City of Watsonville should continue to sit on the Agency Board as an ex-officio member. He also expressed his support for a CSUMB seat on the Board as a non-voting member, noting they have an important voice and add a lot of value to our Board.

The Committee voted to ask the Executive Director to ask President Ochoa if he would be willing to accept a non-voting ex officio seat for CSUMB, and if so, to place the matter before the full TAMC Board for its consideration.

**5. DRAFT AGENCY GOALS AND OBJECTIVES:**

The Committee reviewed the draft Agency goals and objectives and recommended that they be forwarded to the Board of Directors for its approval.

Executive Director Hale reported at the September Board meeting that the Transportation Agency held a workshop to update the Agency's goals and objectives in light of the approval of Measure X and the availability of new SB 1 monies from the State. Consultant Terry Feinberg interviewed Board members prior to the workshop, and based on the discussion at the workshop, Mr. Feinberg prepared the draft goals and objectives and reviewed them with staff. The four new proposed goals are:

- Deliver projects
- Maximize funding
- Communicate early and often
- Prepare for the future

Board members Craig and Huitt commented that Mr. Feinberg did an excellent job synthesizing the discussion into an updated set of goals and objectives.

**6. THREE YEAR BUDGET FOR FISCAL YEARS 18/19, 19/20, AND 20/21**

The Committee provided direction and guidance to staff on the assumptions for the three-year operating budget for fiscal years 18/19, 19/20, and 20/21.

Rita Goel, Director of Finance & Administration, highlighted the proposed three-year budget assumptions for fiscal years 18/19, 19/20, and 20/21. She reported that the Agency budget separates expenditures into two types: operating and direct programs. 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 project delivery tasks such as rail program, highway projects, bicycle and pedestrian program. Changes to the budget from the prior year are primarily due to full implementation of Measure X, as well as work on the two new corridor studies, and activities related to new construction at the Salinas Intermodal Station.

Director Goel noted next steps will be that the draft budget will go to the Executive Committee in January or February 2018 and to the Board in February. Final budget adoption will be in May, 2018.

**7. NOMINATING COMMITTEE**

On a motion by Committee member Huitt and seconded by Vice Chair Phillips, the committee voted 4-0, with Committee member Craig abstaining, to recommend that the Transportation Agency for Monterey County appoint Board members Craig and Parker as the Nominating Committee. The Nominating Committee will meet and return to the Board of Directors on January 24, 2018 with recommendations for Board Chair, 1<sup>st</sup> Vice Chair, 2<sup>nd</sup> Vice Chair and Executive Committee to serve one-year terms beginning upon their election through the next election of officers at the beginning of the January 23, 2019 Board meeting.

**8. CLOSED SESSION**

The Committee held a closed session regarding Public Employee Performance Evaluation pursuant to Government Code Section §54957 – Position: Executive Director and Legal Counsel.

**RECONVENE**

The Committee reconvened in open session and Agency Counsel Blich reported that Chair Chavez and Vice Chair Phillips will discuss the Executive Directors proposed salary adjustment and make a recommendation to the Board. Also, Board Chair Chavez will meet with Executive Director Hale to discuss her evaluation.

**9. TAMC DRAFT AGENDA FOR OCTOBER 25, 2017**

Executive Director Hale reviewed the highlights of the draft regular and consent agenda for the TAMC Board meeting of December 6, 2017. She reported on some of the items on the agenda:

- Hold a Closed Session regarding the Executive Director’s Evaluation.
- Receive the State Route 156 West Corridor Level 2 Traffic and Revenue Study and provide direction on potential alternatives to fund construction of the SR 156 project.
- Release a draft 2018 Regional Transportation Plan
- Review and adopt the Agency goals and objectives.

**10. ANNOUNCEMENTS**

None this month.

**11. ADJOURNMENT**

Chair Chavez adjourned the meeting at 10:49 a.m.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

**RAIL POLICY COMMITTEE MEETING**

*DRAFT Minutes of November 6, 2017*

Transportation Agency for Monterey County

55-B Plaza Circle, Salinas, CA

	OCT 16	NOV 16	FEB 17	MAR 17	APR 17	MAY 17	JUN 17	SEPT 17	OCT 17	NOV 17
L. Alejo, Dist. 1 (L. Gonzalez)	E	P(A)	P(A)	P	<b>C</b>	P(A)	E	P(A)	<b>C</b>	P(A)
J. Phillips, Dist. 2 (J. Stratton, <del>C. Link</del> )	P(A)	P(A)	P(A)	P(A)	<b>A</b>	P(A)	P(A)	P(A)	<b>A</b>	P(A)
J. Parker, Dist. 4 (W. Askew)	E	P(A)	P(A)	P(A)	<b>N</b>	-	P(A)	P(A)	<b>N</b>	E
M. Adams, Dist. 5, (Y. Anderson)	P	P	P(A)	E	<b>C</b>	P(A)	P(A)	P(A)	<b>C</b>	P(A)
B. Delgado, Marina, Vice Chair (F. O'Connell )	-	P(A)	P	P	<b>E</b>	P	P	P	<b>E</b>	P
E. Smith, Monterey (R. Deal)	E	-	P	E	<b>L</b>	P	E	P	<b>L</b>	E
K. Craig, Salinas, Chair (J. Gunter)	P(A)	P	P	E	<b>L</b>	P	P	P	<b>L</b>	E
T. Bodem, Sand City (L. Gomez)	P	P	-	P	<b>E</b>	P	P	E	<b>E</b>	P
R. Rubio, Seaside (D. Pacheco)	P	P	P	P	<b>D</b>	P	P	P	<b>D</b>	P
A. Chavez, Soledad (F. Ledesma)	P	E	P	P		-	P	P		P
M. LeBarre, King City (C. Victoria)	P	P	P	P		P	P	P		P
M. Twomey, AMBAG (H. Adamson)	P(A)	P(A)	-	P(A)		P(A)	E	-		-
O. Monroy-Ochoa, Caltrans District 5	P	E	-	-		-	-	-		-
C. Sedoryk, MST ( <del>H. Harvath</del> , L. Rheinheimer)	P(A)	P(A)	P(A)	P(A)		P(A)	P(A)	E		P(A)
B. Sabo, Airport (R. Searle)	P	-	-	-		-	-	-		-
<b>STAFF</b>										
D. Hale, Exec. Director	E	P	E	P		E	P	P		P
T. Muck, Deputy Exec. Director	P	P	P	P		P	P	P		P
C. Watson, Principal Transp. Planner	P	P	P	P		P	P	P		P
M. Zeller, Principal Transp. Planner	P	P	P	P		P	P	P		P
V. Murillo, Transp. Planner	P	P	P	P		P	P	E		P
A. Green, Associate Trans. Planner	-	-	-	P		-	-			-
T. Wright Community Outreach Coordinator	-	-	-	P		P	-	E		P

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

Vice Chair Delgado called the meeting to order at 3:00 p.m. A quorum was established and self-introductions were made.

**OTHERS PRESENT**

Andy Cook	Caltrans	James Serrano	City of Salinas
Paul Greenway	MNS Engineers	Andrew Easterling	City of Salinas
Paul Powers	Salinas resident	Cheryl Yu	County of Monterey

**2. PUBLIC COMMENTS**

None.

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**3. CONSENT AGENDA**

M/S/C Delgado/Bodem/unanimous

3.1 Approved minutes of the September 11, 2017 Rail Policy Committee meeting.

3.2. Approved 2018 schedule of Rail Policy Committee meetings.

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

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**END OF CONSENT AGENDA**

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**4. 2018 CALIFORNIA STATE RAIL PLAN**

Andy Cook, Caltrans Division of Rail and Mass Transportation, presented an overview of the draft 2018 California State Rail Plan. Mr. Cook noted that the State Rail Plan serves as the State's guide and investment plan for the State's passenger rail network. The passenger component of the plan is based on a proposed "Integrated Network" to provide "Core Services" with coordinated schedules and efficient transfers providing access to and supporting convenient intercity rail travel. Mr. Cook noted that the plan includes separate sections for passenger and freight rail, including a near-term four-year program of projects, a 10-year interim program, and a long term-vision with a 2040 horizon year. He reported that the Salinas Rail Extension project is included in the short-term program of projects.

Christina Watson, Principal Transportation Planner, noted that the Plan was published on October 11, 2017 for a 60-day public review period. Comments are due December 11, 2017.

Committee alternate Stratton asked if the rail plan looked at trolleys or other types of rail as part of the Plan. Mr. Cook clarified that light rail and trolleys are not part of the Plan, but noted that the Plan analyzes connectivity to local light rail and other local transit services.

Committee member LeBarre asked if rail service to King City is in the near-term program of projects. Mr. Cook said it is in the 2022 scenario, assumed to be served by the Coast Starlight. Ms. Watson noted that rail service to Salinas, Pajaro, Castroville, Soledad and King City are all on the near-term list.

Committee member Chavez asked about passenger access rights on the Union Pacific Railroad right-of-way. Mr. Cook reported that the California State Transportation Agency has been coordinating with Union Pacific to develop an agreement for access payments to facilitate passenger rail on the Central Coast.

Executive Director Debbie Hale asked about the proposed study on implementation of a Central Coast rail network. Mr. Cook said that the study would be a state-led effort with coordination among the relevant agencies.

Vice Chair Delgado asked if conventional rail is envisioned for Monterey and Santa Cruz Counties, and noted that TAMC has plans for light rail on the Monterey Branch Line. Mr. Cook noted that conventional rail is in the State Rail Plan now with the intent of preserving rail corridors, but that future State Rail Plans can reflect the local choice of light rail upon implementation.

Vice Chair Delgado noted that he attended a Land Watch presentation on Portland's rail transportation network. He asked if the Rail Plan considers highway projects that will not be needed due to passenger rail development. Mr. Cook said Caltrans might analyze this and noted that Caltrans has become more multimodal in recent years.

5. **2018 LEGISLATIVE PROGRAM**

Christina Watson, Principal Transportation Planner, reported that the purpose of the legislative program is to set general principles to guide staff and Board responses to proposed legislative or budgetary issues. The program notifies state representatives of the Transportation Agency's position on issues of key importance to the agency.

Vice Chair Delgado noted that the legislative program is very thorough.

6. **COAST CORRIDOR PROJECT UPDATE**

M/S/C Rubio/Stratton/unanimous

The Committee received an update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles and recommended Board adoption of the Coast Rail Coordinating Council Memorandum of Understanding in concept.

Christina Watson, Principal Transportation Planner, reported that the progress since the last update on the coast rail project to this Committee on September 11, 2017, includes meetings of the Coast Rail Coordinating Council Technical and Policy Committee. She presented the draft MOU.

Committee member Rubio commented that the draft MOU does not include the anticipated work program, specific work assignments to member agencies, or quantify the associated costs.

Committee member LeBarre commented that this MOU would demonstrate to the State that there is regional coordination.

7. **SALINAS RAIL EXTENSION PROJECT UPDATE**

Christina Watson, Principal Transportation Planner, reported that the activities on the Salinas Rail Extension project since the last update on September 11, 2017, include meetings related to operations scenarios and progress in the acquisition of properties in Salinas. Ms. Watson also reported that staff is anticipating applying for approximately \$110 million of Transit and Intercity

Rail Capital Program grant funding to fully fund the Salinas Kick-Start project and the full buildout of the Salinas Rail Extension project.

Ms. Watson reported that she attended a meeting of the Northern California Megaregion group to discuss short-term operations for the Salinas Rail Extension project. She reported that Caltrain is a potential short-term operator, with Capitol Corridor providing service in the long-term.

Mr. Zeller reported that all Package 1 parcels are now in TAMC's possession, with at least two settlement agreements expected to be on the December TAMC Board meeting.

Vice Chair Delgado noted that he and other TAMC Board members attended meetings in Sacramento to advocate for a doubling of grant program funds for the Transit and Intercity Rail Capital Program. Ms. Watson noted that this round of Transit and Intercity Rail Capital program funding is a 5-year program funded through \$1 billion of cap and trade funds plus and additional \$1.4 billion of SB 1 funds.

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

Committee member Rubio requested an update of the MST Bus on Shoulder/Monterey Branch Line feasibility study. Committee alternate Rheinheimer noted that this would likely be ready for the February Rail Policy Committee meeting.

Committee member Rubio asked if the TAMC funding plan will include funding the MST bus on shoulder/Monterey Branch Line. Executive Director Hale said this was included, and that this item will be presented at the December 6 TAMC Board meeting.

**9. ADJOURN**

Vice Chair Delgado adjourned the meeting at 4:10 p.m.

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**  
**eXcellent Transportation Oversight Committee (X-TOC)**  
**Draft Minutes of October 17, 2017**  
Held at the Marina Branch Library  
139 Seaside Circle, Marina, CA

Voting Members	APR 17 2017	JUL 18 2017	OCT 17 2017	JAN 16 2018	APR 17 2018	JUL 17 2018	OCT 16 2018	JAN 15 2019
Kevin Dayton, Chair Salinas Valley Taxpayers Association <i>(Rick Giffin)</i>	P A	P P	P A					
Cesar Lara, Vice Chair Transit Users <i>(Monica Gurmilan)</i>	P -	P -	P E					
Janet Brennan League of Women Voters <i>(Howard Fosler)</i>	P P	E P	A P					
Tom Rowley Monterey Peninsula Taxpayers Association <i>(Jack Jensen)</i>	P P	P A	P A					
Kalah Bumba Senior or disabled services agency <i>(Teresa Sullivan)</i>	P P	P E	P A					
Victoria Beach Bicycling Advocate <i>(Claire Rygg)</i>	E P	P E	P A					
Rod Smalley Labor Organization <i>(Glen Schaller)</i>	P A	P P	P A					
Christie Cromeenes Central Coast Builders Association <i>(Cliff Fasnacht)</i>	P P	P A	P A					
John Haupt Salinas Valley Chamber of Commerce <i>(John Bailey)</i>	P P	P A	P A					
Dan Limesand Monterey Peninsula Chamber of Commerce <i>(Jody Hansen)</i>	P P	P P	P A					
Scott Waltz Habitat Preservation <i>(Sarah Hardgrave)</i>	P A	P P	P P					
Barbara Meister Hospitality <i>(Gary Cursio)</i>	P P	P P	P P					
Norm Groot Agriculture <i>(Kurt Gollnick)</i>	P P	P A	E E					
Joshua Jorn Education <i>(Ruben Parra, Patrick Deberdt)</i>	P P P	P A A	A A A					



Paula Getzelman South County (Carol Kenyon)	P E	P A	P P					
Chris Barrera Latino Organization (Vacant)	P -	E -	P -					
Ron Rader North County (Scott Freeman)	P E	P A	P A					
(Heidi Zamzov) Pedestrian (Vacant)	- -	- -	P -					
(Anthony Tomas Rocha) Youth/College (Vacant)	- -	A -	P -					
Sean Hebard Construction (Keith Severson)	E E	P A	E P					
<b>TRANSPORTATION AGENCY STAFF</b>								
Debbie Hale, Executive Director	P	P	P					
Todd Muck, Deputy Executive Director	P	P	P					
Theresa Wright, Community Outreach Coordinator	P	P	P					
Mike Zeller, Principal Transportation Planner	E	P	P					
Kay Reimann, Transportation Agency Council	P							
Rob Shaw, Transportation Agency Counsel								
Susan Blicht, Transportation Agency Counsel								
Virginia Murillo, Transportation Planner			P					
Rich Deal, Transportation Engineer			P					
<b>OTHERS PRESENT:</b>								
Richard Landsman, City of Salinas, Resident								

**P-PRESENT**  
**E-EXCUSED**  
**A-ABSENT**  
**-Vacant Position**

- WELCOME**  
 Kevin Dayton, Committee Chair, called the meeting to order at 2:02, He noted that there were two newly appointed members in attendance and asked them to introduce themselves. Anthony Tomas Rocha, the youth/college representative introduced himself; followed by Heidi Zamzow, the pedestrian advocate. Chair Dayton proceed by asking each member to introduce themselves and for Theresa Wright, TAMC’s community outreach coordinator, to note who was present on the sign-in sheet.

After the introductions, at the request of TAMC staff, Chair Dayton asked the committee’s

approval to switch the presentation order of agenda item 5, the draft “2017 Measure X Strategic Expenditure Plan”, and agenda item 6, “Transportation Funding in California”. The request to switch the presentations was done to help facilitate the committee’s understanding of transportation funding prior to the presentation and subsequent discussion of the draft Measure X Strategic Expenditure Plan. With the committee’s approval, the presentation of the two items were switched.

Chair Dayton called for approval of the consent agenda. Member Zamzow noted that her name, her son’s name and member Getzelman’s names were misspelled in the minutes. After making that notation, Member Cromeenes called for approval, the motion was seconded by Member Smalley, and the consent agenda was unanimously approved by the committee.

2. **PUBLIC COMMENT**

Jerry Landesman, a member of the public, asked to speak to the committee. Chair Dayton, called for public comments and invited him to the podium. Mr. Landesman identified himself as a resident of Salinas. He said there was inadequate signage on city/county roads and urged that this issue be placed upon everyone’s agenda.

3. **RECEIVE THE DRAFT MEASURE X SENIOR & DISABLED TRANSPORTATION PROGRAM GUIDELINES**

Virginia Murillo, TAMC’s Transportation Planner, presented a report on the draft “Measure X Senior & Disabled Transportation Program Guideline”; asked the committee to provide input on the guidelines and nominate three members to serve on the program’s application review committee. Ms. Murillo explained that the purpose of the program is to increase transportation services for seniors and persons with disabilities to support their ability to live independently in their homes and communities. Per Measure X policies, this program is intended to fund non-profit transportation services to support seniors and persons with disabilities.

Ms. Murillo explained that the Transportation Agency worked with the Monterey-Salinas Transit (MST) Mobility Advisory Committee to establish implementation strategies for this program. The Committee includes consumer and medical/social services agency personnel who have first-hand experience using MST services and/or assisting others that do so. She explained that TAMC is a member of the MST Mobility Advisory Committee and that the Committee also serves as TAMC’s Social Services Transportation Advisory Council. TAMC consults with the Committee on the transit needs of transit-dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited income.

In establishing the program guidelines, the group reviewed similar federal grant program templates, as well as, those from the Monterey Peninsula Foundation. Ms. Murillo re-emphasized that the grant program was intended to provide funding to non-profits who were filling gaps not met by services provided by MST. The recommended guidelines include a multi-year grant program and funding for capital and operation projects, such as the purchase of a van to provide transportation services. After her presentation on the program policies and application process, committee members engaged in a robust discussion which included the following questions, comments and responses:

1. MST recently passed their sales tax measure. How is TAMC coordinating with what MST is doing?  
(The MST Measure Q funds are being used to maintain and fund MST’s paratransit

programs that serve seniors, veterans and people with disabilities. Measure X funds non-profit organizations that fill the gaps that MST does not provide.)

2. Make sure there is no duplicity in duties between the Measure X program and MST services.
3. How will the public know about this program? Is there a publicity plan attached the grant application? If not, it should be added.  
(TAMC community outreach includes traditional media and social media, Measure X construction project signs, a Measure X newsletter, which members are encouraged to subscribe to, advocacy on the part of all stakeholders including members of the citizens oversight committee to keep the public informed about how Measure X funds are being used, the importance of leveraging these funds with new SB 1 funds. TAMC is also developing a Measure X Communications Plan. As for the application, it does include a publicity requirement for the non-profit.)
4. Members asked if they could be given talking points or a PowerPoint presentation that they could use in their own public outreach efforts.  
(TAMC staff will put together the requested items and provide them to committee members.)
5. How will you know if someone is cheating the non-profit program?  
(The grant agreement includes auditing provisions.)
6. Who will be responsible for picking the applications to be funded?  
(A sub-committee, comprised of members from other committees; three of which will come from this citizens oversight committee.)
7. What is the cost per ride?  
(The cost per ride will depend on the applicant's proposal.)
8. How do you discern a person's need?  
(The application asks for the need to be explained.)
9. What is the set range for funding? A suggestion is to look at setting limits, using fore-sighting to fund adequately to make a difference, rather than trying to fund every application, thereby not providing enough funding to the funding effective.  
(There isn't any assignment. This is a competitive grant. The decision was made not to set minimums & maximums in this first round because we don't have a history to base it upon. We reviewed the structure of other applications & the criteria they set, such as the Community Foundation.)
10. Are you considering how many are being served through the non-profit and their capacity for funding?  
(Yes, we are looking at both and the non-profits ability to leverage funding.)
11. What are your expectation in the funding cycle? Is it good for 3 years or are you re-evaluating it one year into the funding cycle?  
(Funding is for a 3-year period.)
12. Are you accepting collaborative proposal, such as one submit from two partnering organizations or a county-wide proposal from several organizations?  
(Yes.)
13. Will the 20% points for experience be a barrier for new non-profit organizations or innovations?

(It shouldn't be. The application only requires 5 years and we are factoring in experience in other programs. This presents a good partnering opportunity for non-profits.)

14. Good coordination is critical to the success of the program.

15. How can this program's integrity be protected?

(This program is in the measure approved by voters. It contains a check & balance system that includes the citizens oversight committee and the TAMC Board.)

16. Is there any consideration for geographic equity?

(Yes, geographic equity is included as a scoring criteria.)

Following this discussion, the committee asked that their comments be formalized in the minutes and that they be used as guidance. They also requested that the Measure X Senior & Disabled Program provide an annual update to the citizens oversight committee. Chair Dayton noted that three members were needed to serve on the Measure X Senior & Disabled Transportation Program application review committee. He asked members, Vice Chair Lara, the transit-users representative, Bumba, the senior & disabled services agency representative, and Rocha, the youth/college representative, if they were willing to serve. Each agreed to serve. A motion was made by Ms. Beach and seconded by Ms. Cromeenes to appoint the three nominees to the review committee. The motion passed unanimously.

The presentation presented by Ms. Murillo can be viewed on the TAMC website at:

<http://www.tamcmonterey.org/wp-content/uploads/2017/10/VM-Senior-Disabled-Mobility-Draft-Guidelines-1.pdf>

#### 4. **RECEIVE PRESENTATION ON TRANSPORTATION FUNDING IN CALIFORNIA**

Mr. Todd Muck, Deputy Director of TAMC, explained the various transportation funding sources and how these funds are distributed. Mr. Muck's presentation illustrated how only 36% of the gas exercise tax, which is the primary funding source for transportation, goes to local streets & roads, while the remaining 64% goes to state highway. Other revenue sources that are associated with transportation, such as the motor vehicle fee, do not contribute to transportation, but rather to the CHP, fire and public safety.

He pointed out that it is difficult to plan for projects when annual adjustments are made by the state based upon projected revenue from the gas tax; which continues to decline due to the efficiency of automobiles and the increase in hybrid and electric vehicles. However, he said there has been a huge shift in transportation funding with the passage of SB 1. SB1 adds \$5 billion a year for transportation. That's a 45% increase over the current state funding. Mr. Muck said that members will see in Mr. Zeller's presentation, that SB 1 gives us the ability to leverage Measure X funds for many of our major projects. Optimistically, Monterey County could leverage \$209 million.

Mr. Muck said that an example of how erratic California's revenue stream has been is illustrated by this comment he made during a presentation to the hospitality association, They were shocked when he said "we don't have funding identified for the projects we are working on now." He said he was surprised by the association's surprised reaction. He pointed out that both reactions are an example of the difference between funding projects on the private side and funding projects through the public process.

SB 1 shifts that reality by providing a consistent funding source and enables Monterey County to move projects forward. However, there are concerted efforts to repeal SB 1 through a voter initiative in November 2018. That effort creates uncertainty; and we'll likely see higher construction costs.

until the uncertainty of SB 1 is resolved.

Committee members asked follow-up questions that included:

1. FORA collects impact fees, how are they applied to regional projects?  
(Up to this point, the fees are collected by FORA have not been given to TAMC for regional projects; but rather to FORA who has adopted a “local project first policy.”)
2. Give an example of a significant regional project that could benefit from this funding.  
(Highway 156.)
3. What is the percentage for pedestrian money?  
(It’s a competitive grants process.)
4. How does the state improvement program work with SB 1 and are you considering gas free automobiles, new technology = less gas, less taxes? (Other methods for collecting transportation taxes, such as Vehicle Miles Traveled, are being investigated by the state.)
5. How will SB 1 funds be leveraged?  
(Mr. Zeller will present that his presentation today.)
6. When will we know whether SB 1 is going to be repealed?  
(The initiative must qualify by August 2018 for the November 2018 ballot.)
7. What is TAMC back-up plan if its repealed?  
(We have to deal with the new reality.)

After receiving no public comment on the transportation funding presentation, Chair Dayton called for Mr. Zeller’s presentation.

A link to Mr. Muck’s presentation can be found at:

<http://www.tamcmonterey.org/wp-content/uploads/2017/10/eXtoc-Transportation-Funding-101-1.pdf>

## 5. **RECEIVE THE DRAFT 2017 MEASURE X STRATEGIC EXPENDITURE PLAN**

Michael Zeller, Principal Transportation Planner, presented the draft 2017 Measure X Strategic Expenditure Plan. The Policies and Project Descriptions documents for Measure X calls for the Transportation Agency to prepare and adopt by vote of the TAMC Board a Strategic Expenditure Plan within twelve months of the sales tax taking effect. The Agency is on track to approve the plan at the December 7, 2017 Board of Directors meeting, in advance of this deadline.

Mr. Zeller’s presentation to the Committee included a summary of the outcome of the Transportation Agency Board’s September strategic planning session, in which they outlined four goals that should be considered when implementing Measure X projects: project delivery; maximizing leveraging; new approaches (forward thinking); and communications to the board and public. During that session, the Board also developed a list of five prioritization criteria:

1. Project Readiness
2. Ability to Leverage Matching Funds
3. Fair Geographic Distribution of Funds
4. Project Need: Congestion Relief and Safety Benefits
5. Cost Effectiveness & System Connectivity

Using those goals and criteria, Agency staff prepared a draft prioritization of the Measure X projects, and developed an integrated funding plan to synchronize the use of Measure X funds with other available fund sources. In the first five years of the Measure, the Agency is looking at

potential debt financing and at several projects reaching construction:

- State Route 68 Safety & Traffic Flow
- Marina-Salinas Multimodal Corridor (Imjin Safety & Traffic Flow)
- Fort Ord Regional Trail and Greenway
- Holman Highway 68 – CHOMP Roundabout

Mr. Zeller then proceeded to outline the 11 projects identified in the Measure, the projected funding for each and the timeline for project completion. His summary included the projection of leveraging Measure X funds at 2.4 times with grants and other fund sources. The ability to leverage funds along with debt financing would allow the projects to be delivered as quickly as possible, making them more cost-effective while reducing overall expenses.

After his presentation, committee members made the following comments:

1. This reinforces the importance of leveraging and the empowerment of Measure X.
2. The Agency should be at as many public events as possible to share this information.
3. There needs to be clarification on the Highway 156 section of your presentation. Measure X is funding the Castroville Blvd. Interchange, but this makes it seem like the entire highway.
4. Can you provide committee members with information to empower us to talk about this? (Yes, the Agency will provide the Committee members with information on Measure X and Senate Bill 1 to discuss with the public.)
5. Where does Monterey County stand in relations to other counties in getting these funds? (The larger regions tend to receive most of the available State funds; however, Monterey County has several projects that are positioned well to take advantage of the upcoming grant cycles.)
6. What can we do to help to get the word out about Measure X, SB 1 to move it along against the repeal efforts? (The Agency will provide the Committee members with information on Measure X and Senate Bill 1 to discuss with the public.)
7. Provide the committee with the list of what each city/county will get from SB 1.
8. Is any Measure X money being used to clean up ordinance in the FORA area? (No, ordinance clean-up on the Former Fort Ord is the responsibility of the Fort Ord Reuse Authority, and no Measure X funds will be used for this purpose. Further, the proposed alignment of the Fort Ord Regional Trail and Greenway project is in an area that has already been cleared of munitions.)

During the public comment session, Mr. Landesman said there was no mention of the Monterey Branch Line and he wanted to know if there was anything in the plan for rail service. Mr. Zeller responded that Measure X includes funding for the Highway 1 Bus on Shoulder project, which parallels the Monterey Branch Line alignment, but there are no rail funds included in Measure X.

A link to Mr. Zeller's presentation can be found at:

<http://www.tamcmonterey.org/wp-content/uploads/2017/10/2017-1017-Integrated-Funding-Plan-XTOC.pdf>

## 6. **ANNOUNCEMENTS AND/OR COMMENTS**

Chair Dayton called for announcements and/or comments. He asked the committee that in addition to the email notification that includes an on-line link to the agenda, if they wanted to have the agenda printed and handed out at the committee meeting or sent to them by mail. The sign-in sheet was passed around for members to indicate their preference. The committee also requested that the

draft minutes from this meeting be sent out as early as possible, while all the information presented to them was still fresh in their memories. The Agency agreed to send the draft minutes as soon as possible, post the presentations online and send them the links.

Ms. Wright announced that the first Measure X project started construction in King City during August and that there will be a ground-breaking ceremony in Gonzales on November 2, 2017 for the Alta Street project.

The next X-TOC meeting will be on January 16, 2018.

Committee members asked for the following items to be placed on the January 16, 2018 oversight committee agenda:

- A presentation by Independent Transportation Network (ITN)
- A presentation of TAMC's Measure X public information plan

**7. ADJOURNMENT**

Chair Dayton adjourned the meeting at 3:50 p.m.



## *Memorandum*

**To:** Board of Directors  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** December 6, 2017  
**Subject:** Correspondence

### **RECOMMENDED ACTION:**

**RECEIVE** selected correspondence sent and received by the Transportation Agency for November and December 2017.

### **WEB ATTACHMENTS:**

- [October 3, 2017 letter from Central California Self Help Agencies to Bob Alvarado, CTC Chair, re: Local Partnership Program Guidelines and Funding Allocations](#)
- [October 17, 2017 letter from TAMC to Susan Bransen, CTC Executive Director, re: Draft Trade Corridor Enhancement Program Guidelines](#)
- [October 17, 2017 letter from Dell Matt to TAMC, re: increased congestion on County Roads](#)
- [October 19, 2017 letter from TAMC to Lisa Brinton, Salinas Community Development, re: Comments on the Draft Economic Development Element Draft Program Environmental Impact Report](#)
- [November 1, 2017 letter from Lee and Allison Hinkle to TAMC, re: 11 Roundabouts on Highway 68 between Josselyn Canyon Rd and Blanco Road](#)
- [November 13, 2017 letter from TAMC to Rambabu Bavirisetty, Caltrans Office of Capital Improvement Programming, re: Comments on the Draft 2018 Interregional Transportation Improvement Program](#)
- [November 25, 2017 letter from Robert Thornton, Salinas resident, re: Ten roundabouts along a ten mile route on Highway 68](#)
- [November 20, 2017 letter from Virgil M. Piper re: Ten roundabouts along a ten mile route on Highway 68](#)