



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

Executive Committee

Members are: Chris Lopez, Chair; Dave Potter, 1st Vice Chair; Wendy Askew, 2nd Vice Chair; Michael LeBarre, Past Chair; Luis Alejo, County Representative; Chaps Poduri, City Representative

**Wednesday, February 7, 2024
9:00 AM**

MEETING LOCATION

Voting members must attend a physical meeting location to count towards quorum
*55B Plaza Circle, Salinas, California 93901
Transportation Agency Conference Room*

Alternate Locations with Zoom Connection Open to the Public

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

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

Members of the public & non-voting members may join meeting online at:
<https://us02web.zoom.us/j/775161178?pwd=STY4UzZZblpOK0VLdEs3RGZUS3kyUT09>

OR

Via teleconference at +1 669 900 6833

**Meeting ID: 775 161 178
Password: 536047**

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

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

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the Agency Secretary to make an inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

1. QUORUM CHECK - CALL TO ORDER

Call to order and self-introductions. If you are unable to attend, please contact Elouise Rodriguez, Senior Administrative Assistant. Your courtesy to the other members to assure a quorum is appreciated.

2. PUBLIC COMMENTS

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

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

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.

3.1. APPROVE Executive Committee draft minutes of January 10, 2024.

- Elouise Rodriguez

3.2. RECOMMEND the Board of Directors adopt the revised Travel Policy.

- Christina Watson

Updates to the travel policy include aligning the rules for multi-day trips with state law and adjusting the reimbursement rates to match the federal travel rules.

4. Draft Overall Work Program, Budget, and Integrated Funding Strategy:

1. **RECOMMEND** that the Board authorize the Executive Director to submit the draft fiscal year 24/25 Overall Work Program to Caltrans for initial review;

2. **RECOMMEND** that the Board provide direction and guidance to staff on the three-year budget for fiscal years 24/25 through 26/27, the Overall Work Program for fiscal year 24/25, and the 2024 Integrated Funding Strategy; and
3. **RECOMMEND** that the Board direct the Executive Director to bring the final three-year budget, one-year Overall Work Program, and the 2024 Integrated Funding Strategy back to the Board on May 22, 2024 for approval.

- Jefferson Kise, Michael Zeller

Authorization to submit the draft Overall Work Program for fiscal year 2024/25 is necessary to meet Caltrans's review deadline. The Agency continues to control expenditures to stay within its current year's budget, and maintains a prudent cash reserve. The annual Transportation Agency for Monterey County Overall Work Program describes the activities that the Agency will undertake during the next fiscal year, and provides the basis for the 2024/25 budget.

5. **RECEIVE** report on draft agenda for the February 28, 2024, TAMC Board meeting.

- Todd Muck

6. **ANNOUNCEMENTS** and/or **COMMENTS**

7. **ADJOURN**

ANNOUNCEMENTS

Next Executive Committee meeting:

Wednesday, March 6, 2024, at 9:00 a.m.

**Transportation Agency for Monterey County
Conference Room**

55-B Plaza Circle, Salinas CA 93901

A quorum of voting members is required to be present to hold this meeting.

There will be a zoom link for hybrid participation by members of the public.

If you have any items for the next agenda, please submit them to:
Elouise Rodriguez, Clerk of the Board & Senior Administrative Assistant
Elouise@tamcmonterey.org

Important Meeting Information

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

Transportation Agency for Monterey County

www.tamcmonterey.org

55B Plaza Circle, Salinas, CA 93901

TEL: 831-775-0903

EMAIL: info@tamcmonterey.org

Agenda Items: The agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member of the Board may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any support papers must be furnished by that time or be readily available.

Memorandum

To: Executive Committee
From: Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board
Meeting Date: February 7, 2024
Subject: Executive Committee Draft Minutes

RECOMMENDED ACTION:

APPROVE Executive Committee draft minutes of January 10, 2024.

SUMMARY:

FINANCIAL IMPACT:

DISCUSSION:

ATTACHMENTS:

1. Exec draft minutes Jan_10_2024

WEB ATTACHMENTS:

DRAFT MINUTES

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

EXECUTIVE COMMITTEE MEETING

*Members: Michael LeBarre (Chair), Chris Lopez (1st Vice Chair),
Dave Potter (2nd Vice Chair), Mary Adams (Past Chair),
Wendy Root Askew (County representative), Chaps Poduri (City representative)*

Wednesday, January 10, 2024

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

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

Alternate locations:

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

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

EXECUTIVE COMMITTEE	FEB 23	MAR 23	APR 23	MAY 23	JUN 23	AUG 23	SEP 23	OCT 23	NOV 23	JAN 24
Michael LeBarre, Chair King City (C. DeLeon)	P (VC)	P	P	P	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Mary Adams, Past Chair Supr. Dist. 5 (C. Courtney)	P (VC)	P	P	P(A) (VC)	P	P(A) (VC)	P (VC)	P	P(A) (VC)	P
Chris Lopez, 1st Vice Chair Supr. Dist. 3 (P. Barba)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P (VC)	P(A) (VC)	P (VC)	P (VC)
Dave Potter, 2nd Vice Chair Carmel-By-The-Sea (J. Baron)	A	P*	P	P	P	P	P	P	P	P
Wendy Root Askew, County Representative Supr. Dist. 4 (Y. Anderson)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P (VC)	P(A) (VC)	P (VC)	P (VC)
Chaps Poduri, City Representative (Joe Amelio)	P* (VC)	P	P	P	P (VC)	P	P	P	P	P

TC: via teleconference; VC: via video conference

P = Present

A = Absent

P(A) = alternate present

E = Excused

P(VC) Video Conference

P*= New Representative

1. CALL TO ORDER

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

Staff present: Guther, Kise, Muck, Rodriguez, Sambrano, Strause, Watson and Wright.

Others present: Robert Brayer, County Counsel; Paul Schlesinger and Jim Davenport, Thorn Run Partners; Gus Khouri, Khouri Consulting; and Coleen Courtney, Supervisor District 5 office.

2. PUBLIC COMMENTS

No public comment

3. CONSENT AGENDA

On a motion by Committee Member Lopez seconded by Committee Member Adams, the Committee voted 5-0 to approve the consent agenda and minutes from the Executive Committee meeting of November 6, 2023.

4. LEGISLATIVE UPDATE & FINAL 2024 PROGRAM

On a motion by Committee Member Lopez, seconded by Committee Member Adams, the Committee voted 5-0 to recommend the Board of Directors adopt the final 2024 legislative program.

State legislative analyst Gus Khouri presented an update on state legislative activities, noting Governor Newsom is expected to release the Fiscal Year 24-25 proposed budget today. Of key interest is the proposed strategy for lowering the anticipated \$68 billion deficit.

Federal Agency legislative analyst Jim Davenport presented an update on federal legislative activities, noting that Congress came to an agreement on the spending levels for Federal Fiscal Year 2024, providing a path forward to negotiating appropriations bills.

Christina Watson, Director of Planning, reviewed the final 2024 legislative program and highlighted minor changes from the draft legislative program approved by the Board in October.

5. 2023 TRANSPORTATION AGENCY EXCELLENCE AWARDS

On a motion by Committee Member Askew, seconded by Committee Member Adams, the Committee voted 5-0 to receive nominations for the 2023 Transportation Agency Excellence Awards and select award recipients for the 22nd awards ceremony to be held during the January 2024 Transportation Agency Board meeting.

The Transportation Agency received the following seven nominations for consideration for the 22nd Annual Transportation Excellence Awards:

- Individual: Amir Attia, Associate Professor, Graphic Design, Cal State University, Monterey Bay
- Business: Boyds Asphalt Services
- Program: "Better Bus Network," Monterey-Salinas Transit
- Project: California Avenue at Marina Heights Drive, City of Marina
- Project: Marina Parking Lot Improvement Project, City of Monterey
- Project: Downtown Streetscape Project, City of King
- Project: ParkIt!

Theresa Wright, Community Outreach Coordinator, reported that because the award program stipulates that projects need to be completed to be awarded, the ParkIt project, a phased approach to improve public safety on Highway 1, which has not been completed, was removed from the awardee list.

6. REVIEW BUDGET ASSUMPTIONS

The Committee provided direction and guidance to staff on assumptions for the three-year budget for fiscal years 24/25, 25/26, and 26/27. (Board Member Potter arrived during this item.)

Jeff Kise, Director Finance & Administration, reported that the TAMC annual budget development is an iterative process encompassing input from staff, the Executive Committee, and the Board of Directors. The budget reflects the financial impact of ongoing and committed projects and programs, as well as staff recommendations for operating expenditures. In addition to meeting the planning and programming commitments of the agency, staff seeks to ensure the agency has the operating capacity to meet its needs for the future. These goals are pursued while balancing direct and operating revenue with their associated expenses, and planning for any strategic use of reserves.

Director Kise highlighted the following four items on which staff is seeking guidance:

- Cost of Living Adjustment (COLA);
- Adding one position to the agency headcount to do contracts and grants management oversight;
- Exploring new accounting, grant management and payroll software; and
- Commencing the evaluation process for a new office space.

Committee Members offered the following feedback on these issues:

- For the COLA, provide more information with the index including fully loaded numbers from the bay area and other agencies, full Board must approve.
- For the new office space, studies need to be done, look for a central location with a conference room that can accommodate TAMC's larger meetings, consider if TAMC would save costs to purchase a building as compared to renting.

7. INVESTMENT POLICY: SUPERVISORY AUTHORITY UPDATE

On a motion by Committee Member Askew and seconded by Committee Member Potter, the Committee voted 6-0 to direct staff to meet with the County Treasurer for advice pertaining to the Agency's investment policy supervisory authority and return to the Executive Committee for further direction.

Jeff Kise, Director of Finance & Administration, reported that the Transportation Agency for Monterey County has an Investment Policy which specifies the types of investments permissible for agency reserve funds. The policy includes a Delegation of Authority which names the County of Monterey Treasurer as the person with supervisory authority over the agency's investments. Staff recommends giving the TAMC Executive Director or their designee supervisory authority over its investment accounts to ensure alignment with the agency goals and objectives.

Committee Member Askew expressed the need to proceed with caution, noting that there are significant risks to leaving the County Treasurer's office. She asked that staff meet with the County Treasurer to seek guidance from experts.

8. INVESTMENT POLICY: INVESTMENT POLICY UPDATE

On a motion by Committee Member Lopez and seconded by Committee Member Askew, the Committee voted 6-0 to defer the Investment Policy item to the February Executive Committee meeting.

Jeff Kise, Director of Finance & Administration, reported that the Transportation Agency for Monterey County manages six different funds, the aggregate balance of which is over \$110,000,000. The only market investment option available in TAMC's current policy is the Monterey County Investment pool. Due to the liquidity requirements of the County and its other investment considerations, the yield on this portfolio is 100-200 basis points lower than what can be achieved from some other pools available to the agency. The pooled programs being considered are currently investment components within the County pool. Preservation of capital will remain the core focus, while improving the yield on investments to provide additional funding for agency programs.

9. TAMC BOARD DRAFT AGENDA

Executive Director Todd Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of January 24, 2024. After Executive Committee discussion, directions were provided to staff to place the following items for consideration on the regular agenda:

- Election of 2024 Officers
- 2023 Transportation Excellence Awards
- State Route 156 / Castroville Boulevard Update

10. ANNOUNCEMENTS

None

11. CLOSED SESSION

The Committee held a closed session regarding Public Employee Performance Evaluation pursuant to Government Code Section §54957 – Position: Agency Counsel.

The Committee reconvened in open session:

Chair LeBarre reported no reportable actions taken.

12. ADJOURNMENT

Chair LeBarre adjourned the meeting at 11:04 a.m.

Memorandum

To: Executive Committee
From: Christina Watson, Director of Planning
Meeting Date: February 7, 2024
Subject: Updated Travel Policy

RECOMMENDED ACTION:

RECOMMEND the Board of Directors adopt the revised Travel Policy.

SUMMARY:

Updates to the travel policy include aligning the rules for multi-day trips with state law and adjusting the reimbursement rates to match the federal travel rules.

FINANCIAL IMPACT:

No financial impact from adopting this revised policy.

DISCUSSION:

The TAMC Board adopted the revised Administrative Policies and Procedures in February 2022 (see **web attachment**). The current travel policy can be found on pages 23-26 of that document. Staff requests the Committee recommend the Board adopt an updated Administrative Policies and Procedures, updating the travel policy section per the **attached** track changes document. Updates to the travel policy include aligning the rules for multi-day trips with state law and adjusting the reimbursement rates to match the federal travel rules.

ATTACHMENTS:

1. Travel and Training Policy

WEB ATTACHMENTS:

- [TAMC Administrative Policies and Procedures \(last amended February 23, 2022\)](#)

OFFICIAL TRAVEL AND TRAINING – EMPLOYEES

POLICY

- A. Travel and/or training will be authorized where there is a clear benefit to TAMC, including professional growth of employees, and which warrants the cost and time away from regular duties.
- B. Travel and training budget will be approved during the annual budget process. Approved budget for travel and training will not be exceeded without the express approval of the Executive Director.
- C. It is the Agency's policy to follow the Fair Labor Standards Act provisions in order to compensate employees for the above.

PROCEDURES

- A. A Travel Request will be submitted in advance for all training and/or travel requests.
 - 1. The employee's supervisor must approve all travel and/or training requests with the following exceptions:
 - a. The Executive Director must approve reimbursement for:
 - i. Lodging expenses that exceed the current ~~State-Federal~~ approved rate. An 'Excess Lodging Rate Request/Approval' form must be completed prior to travel; and
 - ii. A travel request that exceeds \$1,000
 - b. The Executive Committee must approve all out-of-state travel and/or training. The Agency budget resolution pre-approves anticipated out-of-state travel; any trips not included in the budget resolution requires Executive Committee approval.
- B. Use of Agency vehicles for travel is preferred; use of private vehicles may be authorized when:
 - 1. TAMC vehicles are not available.

2. A combination of the distance and duration of trip results in uneconomical tie-up of an official vehicle.
3. Specifically approved by Executive Director.
4. If the employee is authorized by the TAMC Board to receive a car allowance, that employee is expected to use their vehicle for work-related trips within the County (unless they are utilizing an alternative means to travel to and from work that day) and may only claim mileage reimbursement for work-related trips out of Monterey County.

Due to liability concerns, non-agency employees should not ride as passengers in Agency vehicles when the travel is not directly related to agency business.

COMPENSATION

Overtime- Exempt Employees

Overtime exempt employees will be paid for 8 hours of work for each day worked up to a maximum of 40 hours per week, regardless of travel time. Hours may be recorded on time sheets based on the policies listed below for non-exempt employees, for record-keeping purposes only.

Overtime-Non-exempt Employees

Home to Work Travel

Travel from home to work and back is not compensable.

Travel During Regular Working Hours

Travel to and from meetings or work assignments away from the office during normal working hours are compensable.

One-Day Trips Extending Beyond Regular Working Hours

Travel time and conference, training, or meeting time associated with one-day, local, or out-of-town travel that extends beyond regular working hours is compensable. A manager must approve such travel ahead of time. Travel time to the work event starts when the employee leaves work (or home) and ends when the employee reaches the work event. Travel time from the work event starts when the employee leaves the event and ends when the employee arrives at home or work

(whichever occurs first). Normal home-to-work travel time (if travel starts from or ends at home) and meal periods shall be excluded from the hours recorded for compensation.

Employees must take a minimum of a half hour lunch period.

Multi-Day Trips

Employees must obtain a manager's written approval of estimated travel time and work time prior to taking a multi-day trip. Under State law, if an employer requires an employee to attend an out-of-town business meeting, training session, or any other event, the employer cannot disclaim an obligation to pay for the employee's time in getting to and from the location of that event. Time spent driving, or as a passenger on an airplane, train, bus, taxi cab, or car, or other mode of transport, in traveling to and from this out-of-town event, and time spent waiting to purchase a ticket, check baggage, or get on board, is, under such circumstances, time spent carrying out the employer's directives, and thus, can only be characterized as time in which the employee is subject to the employer's control. Such compelled travel time therefore constitutes compensable "hours worked". If an employee travels overnight, the employee will be paid for time spent in traveling (except for meal periods) during their normal weekday working hours (e.g. 8:00 a.m. to 5:00 p.m.) on their non-working days, such as Saturday, as well as, on their regular working days. In the case of travel across time zones, actual time will be counted and not the "artificial" time indicated by clock changes. ~~Travel time (on non-working days or regular working days) as a passenger on an airplane, train, boat, bus or automobile outside of regular working hours is not considered work time unless the employee performs actual work while traveling. Permission to work while traveling must be approved in writing ahead of time by a manager.~~

Employees must take a minimum of a half hour lunch period.

Conference, training, or meeting time associated with multi-day trips that extends beyond regular working hours is generally compensable.

Reimbursable expenses include:

Necessary transportation to include actual cost of rail, bus, airline (coach-class) tickets; airport, bus, or limousine services; and taxi/Uber/Lyft charges incidental to official meetings. Use of air, train, private vehicles, or other travel mode shall be selected on the basis of the lowest reasonable cost to TAMC after expense items and hours traveled are tabulated.

1. Actual cost of rented automobile.
2. Actual cost of hotel accommodation. Use of accommodation exceeding the current single room State-Federal approved rates must be authorized by the Executive Director.

~~For out-of-state travel, lodging will be paid at Internal Revenue Service approved rates. Use of accommodation exceeding the IRS rates must be authorized by the Executive Director.~~ For out-of-country travel, the Agency will follow the current [California Department of Transportation US General Services Administration](#) travel rules.

3. Baggage handling at terminals and hotels.
4. Official telephone and incidental expenses directly related to the trip or conference.
5. Registration fees for conferences, seminars, and related meetings.
6. Meals for overnight trips, including tips, will be reimbursed for actual expenses up to the most updated [State-Federal](#) approved per diem rates, unless there are mitigating circumstances such as no hotels or restaurants available at the current [State-Federal](#) rates and conferences being held at a given hotel, or meetings held at a given restaurant. Per state law, employees may not claim reimbursement for lunch when there is no overnight stay, unless it is an official meeting in which lunch is only a portion of the overall cost. ~~Meals within the County of Monterey are not reimbursable.~~ Itemized receipts for meals purchased, for whom purchased, and the business purpose or agenda must be submitted. [Alcoholic beverages are not reimbursable.](#)
7. Parking charges and toll bridges.
8. Where use of a private vehicle is authorized, reimbursement will be made at the current IRS rate per mile for published distances between travel points, not to exceed the minimum commercial air round trip fare.

At the request of the traveler, advance funds may be furnished based upon 75% of the estimated expenses.

A Travel Expense Report must be prepared and signed by traveler, approved by the employee's supervisor (and Executive Director if required), and submitted to the [Administrative Section/finance department](#) for settlement within 60 days following completion of travel. The Travel Expense Report will be prepared in sufficient detail to show time and nature of expenses incurred. Receipts are required for rail, bus, airline tickets, hotel rooms, meals, parking receipts, and other expenses for which receipts are normally obtainable. Meeting/conference agendas will be attached. Claims that are not submitted within 60 days will be treated as taxable income. Deputy Executive Director, Director of Planning, Director of Programming and Project Delivery or Director of Finance & Administration must approve the Executive Director's expense report.

Monthly claims for Local Mileage will be submitted for expenses incurred in local area and approved by employee's supervisor.

No personal gain to the employee shall occur as a result of this policy. If the Agency pays the employee's expenses or wages, any expenses or compensation (e.g., honorariums) paid by another organization will be reimbursed to the Agency.

These guidelines are not intended to address every issue, exception, or contingency that may arise in the course of Agency travel or attendance at meetings. Accordingly, the basic standard that should always prevail is to exercise good judgment in the use and stewardship of the Agency's resources.

The Agency reserves the right to deny reimbursement of travel related expenses for failure to comply with Agency policies and procedures.

Current State rates are available at: <https://travelpocketguide.dot.ca.gov>

Current Federal rates are available at: <https://www.gsa.gov/travel/plan-book/per-diem-rates>

Memorandum

To: Executive Committee

From: Jefferson Kise, Director of Finance & Administration, Michael Zeller, Director of Programming & Project Delivery

Meeting Date: February 7, 2024

Subject: **Draft Overall Work Program, Budget, and Integrated Funding Strategy**

RECOMMENDED ACTION:

Draft Overall Work Program, Budget, and Integrated Funding Strategy:

1. **RECOMMEND** that the Board authorize the Executive Director to submit the draft fiscal year 24/25 Overall Work Program to Caltrans for initial review;
2. **RECOMMEND** that the Board provide direction and guidance to staff on the three-year budget for fiscal years 24/25 through 26/27, the Overall Work Program for fiscal year 24/25, and the 2024 Integrated Funding Strategy; and
3. **RECOMMEND** that the Board direct the Executive Director to bring the final three-year budget, one-year Overall Work Program, and the 2024 Integrated Funding Strategy back to the Board on May 22, 2024 for approval.

SUMMARY:

Authorization to submit the draft Overall Work Program for fiscal year 2024/25 is necessary to meet Caltrans's review deadline. The Agency continues to control expenditures to stay within its current year's budget, and maintains a prudent cash reserve. The annual Transportation Agency for Monterey County Overall Work Program describes the activities that the Agency will undertake during the next fiscal year, and provides the basis for the 2024/25 budget.

FINANCIAL IMPACT:

The Transportation Agency gets the majority of its funding from state sources. The funding is usually specific to the project or program for which it is granted and cannot be used to cover expenditures of a different project or program, e.g., the funding received for the call box program can only be used for motorist aid programs. The use of state funding is approved by Caltrans in the annual Overall Work Program.

The Agency's budget separates expenditures into two types: operating and direct programs. Operating expenditures include salaries and benefits, materials and supplies, and equipment. Direct program expenditures for outside consultants, construction contracts, and ongoing project and program delivery with continuous funding, such as Freeway Service Patrol and Call Boxes, are in the Agency's budget and the Overall Work Program. The budgeting process was changed in fiscal year (FY) 2021/22 fiscal year so that regional projects such as the Monterey County Rail Extension and Measure X programs are now listed in the Integrated Funding Strategy. The two documents are intended to complement each other, but not necessarily add up. Agency staff time spent working on regional projects continues to be included in the Agency's budget. Direct expenses for these regional

projects are only included in the Integrated Funding Plan.

Operating: The proposed fiscal year 2024-2025 operating expenditure budget is \$3,926,133, a net increase over fiscal year 2023-2024 of \$142,653.

Direct Program: The proposed fiscal year current direct program expenditure budget is \$5,642,276, an increase over fiscal year 23/24 of \$1,880,203. This increase is primarily due to Safe Routes to School program and FORTAG construction management.

DISCUSSION:

Three-Year Budget:

Attachment 1 is the budget for the three-year period from July 1, 2024, to June 30, 2027. Staff proposed several assumptions for the operating budget, which were reviewed by the Executive Committee in January 2024. At this meeting, staff proposed a 3-4% Cost of Living Adjustment (COLA), as the Consumer Price Index (CPI) inflation number for 2023 came in at 3.5% and over the past 10 years the TAMC cost of living adjustments lag the CPI for All Urban Consumers by 7.2%. The Executive Committee requested more research be done into other agency COLA rates and other measures of CPI. Staff obtained data from six other agencies whose average COLA for FY 24-25 is 3.9%, and staff researched the CPI for Urban Wage Earners, which came in at 3.8% for the 12 months ending December 2023. The draft budget includes a 3.8% COLA increase. Were the cost of living adjustment reduced to 3%, operating expenses would drop from \$3,926,133 to \$3,905,396 representing a decrease of \$16,250 in salaries and \$4,487 in fringes.

The January 2024 Executive Committee meeting discussion also introduced long range administration initiatives regarding computer systems and office space. Allowances for both are included in the future years FY25/26 and FY26/27 of the draft budget.

Operating Revenues:

The Agency receives regular state planning and related operating funds from three primary state sources: Rural Planning Assistance; Planning, Programming and Monitoring funds; and Local Transportation Funds. Since November 2016, 1% of the originally forecasted revenues for Measure X administration have also been budgeted. TAMC receives funding related to specific project and program administration from several sources, which are estimated conservatively: Service Authority for Freeways and Expressways program; state rail project grants; Measure X project/program funds; and railroad lease revenues. Staff will continue to budget staff time for grants, such as the Safe Routes to School. In FY 16/17, the Congestion Management Program assessment on cities and counties was changed to a Regional Transportation Planning Assessment; the contribution amounts will stay at the same dollar level as in prior years and monies will need to be paid from a local funding source. Staff time will be billed to all of these revenue sources, and expenditures will be tightly controlled.

The Transportation Agency continues to subsidize the activities of the Regional Impact Fee Agency. The budget is projecting the annual use of \$20,000 in fee revenue to pay for operating expenses, although the ongoing annual cost to the Transportation Agency for this activity is much higher. Expenditures on regional fee activities are being tracked with the expectation that this cost will be repaid to the Transportation Agency as more fees are collected in the future.

Potential revenue risks to the agency include a reduction in annual state planning fund allocations and minimal new development and therefore reduced administration funds for the Regional Development Impact Fee Agency. No state planning fund source is forecasted to be reduced over the three-year period covered in this budget. Should major revenue reductions occur, the agency would

have to reevaluate its revenues, costs, and mission to determine essential vs. discretionary activities. Billing staff time to specific projects, when possible, will continue to be a priority.

Operating Expenses:

A 3.8% cost of living allowance is proposed for FY 24/25. Merit increases and promotions will continue to be available, subject to performance. Funds are also being budgeted to conduct a compensation study which has not been done in over a decade.

The draft budget position control report reflects the addition of a Contracts Manager position. This would be a new position for the agency, the purpose of which would be to centralize procurement expertise, vendor solicitation, contracting, and ongoing contract management. The agency has a current open position for a part-time accounting clerk, and continues to budget for internships.

In order to seek ways to restrain rising health care costs, while still providing and protecting quality care, the Agency revised its cafeteria health benefit allowance for its active employees in FY 2011/12. The changes eliminated several variables that existed, permitted the Agency to better forecast its obligation under the cafeteria plan, and reduced the liability for future premium increases. Employees have the flexibility to choose from several plans that are offered by CalPERS. In order to offset recent premium cost increases, a change to TAMC's cafeteria plan health allowance is proposed, which would result in an increase of \$138.16 per month for general employees and \$276.35 per month for management as of FY 2024/25. The last change to this allowance was made in FY 23/24. However, the cash-out allowance amount will remain at \$375 in order to be in compliance with statutory regulations.

The Agency contribution to CalPERS in FY 2024/25 is projected to be slightly higher than last year. The Agency paid off its side-fund liability in December 2013 and made a sizable payment towards its unfunded liability in June 2016. These two factors help in keeping contributions lower than they would otherwise have been. The Public Employees' Pension Reform Act of 2013 continues to help curtail the agency's costs in the future due to the establishment of a 2nd tier, 3-year averaging, and required sharing of employee contributions with future new members. All Agency employees pay a total contribution of 3.5% towards their CalPERS. These contributions help cover increases in CalPERS retirement costs and have brought the member share by employees at the payment percentage recommended in the pension reform law.

The agency's lessor has given notice that the current lease will not be renewed, which means the agency must have new office space by the end of 2027. The FY26/27 period of the draft budget reflects the estimated cost of purchasing a building to house the TAMC staff.

Direct Program:

Projects, programs, and consultant work are funded out of the Direct Program budget. For example, the traffic counts program is funded by the Regional Surface Transportation Program. Caltrans audit repayment, Public Outreach, and State and Federal legislative costs are funded from the unassigned reserve. Regional Development Impact Fees have been designated by Board action to pay for project costs related to Highway 156 improvements and the Highway 68 Monterey to Salinas Scenic Highway corridor. The budgeting process was changed in FY 21/22 so that capital expenditures, e.g., the Monterey County Rail Extension project, are incorporated into the Integrated Funding Plan, while ongoing programs, e.g., Freeway Service Patrol (FSP) and the travel demand management program "Go831", remain in the budget. As a result of good fiscal management, the Agency has added to its reserve in past years. As designated in its Governmental Accounting Standards Board (GASB) 54 fund balance policy, the Agency will continue to maintain a minimum of a six-month operating budget balance in its undesignated reserve. As requested by the Executive Committee, any excess over the six-month level is designated as a "contingency" fund to cover short-term revenue shortfalls or

unanticipated expenses. A portion of the undesignated contingency fund is forecast to be used in some of the three budget years for Operating and Direct Program activities.

Overall Work Program:

The annual Agency Overall Work Program (**attachment 2**) describes the activities to be accomplished during the fiscal year beginning July 1 and ending June 30. After the draft Overall Work Plan is approved by the Transportation Agency Board of Directors at their February meeting, the draft plan will be submitted to Caltrans, who reviews the document and provides comments on the state-funded activities in the plan. Agency staff then incorporates comments from Caltrans, as well as comments received from the Transportation Agency Board, into a final proposed Overall Work Program to be presented to the Board of Directors in May for adoption in conjunction with the fiscal year 2024/25 budget.

Integrated Funding Strategy:

The Agency's initial Integrated Funding Strategy, developed in 2017, was designed to identify projects and programs 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. The primary sources of funding included in the Integrated Funding Strategy are the regional share of Measure X, Monterey County's share of the State Transportation Improvement Program, and the various Senate Bill 1 formula and grant funding programs.

The draft 2024 Integrated Funding Strategy (**attachment 3**) updates the 2023 version of the strategy with the latest funding and timing information for the projects and programs. The 2024 version of the strategy includes a few additional projects to be consistent with staff work identified in the budget and work program.

Project development phases do not naturally follow the Agency's July 1 to June 30 fiscal year calendar. Past Agency budgets included direct project costs, such as property acquisitions for the Monterey County Rail Extension. These costs would often carry over from year-to-year, artificially inflating the Agency's direct budget. The Integrated Funding Plan covers all expenses associated with a given project. More closely aligning the Integrated Funding Plan with the Budget and Overall Work Program provides a summary of the project's and program's timing and funding while allowing the Budget and Overall Work Program to focus on the Agency's planning activities and ongoing programs, e.g., Freeway Service Patrol, Call Boxes, and Go 831 traveler information program.

Draft 2024/25 Overall Work Program & 2024 Integrated Funding Strategy Highlights, by Agency Goal:

Deliver Projects (and Programs)

Measure X administration and implementation, including:

- Work with Caltrans on state highway projects:
 1. Monterey to Salinas Highway 68 Corridor: environmental review, final engineering design, and construction;
 2. Highway 156/Castroville Boulevard Interchange: funding construction; and,
 3. US 101 Safety Improvements – South of Salinas: initiate the environmental and preliminary engineering phases of the project.
- Imjin Road Improvements: work with the City of Marina to complete construction and support public information and outreach activities.
- Highway 1 SURF! busway and bus rapid transit project on the Monterey Branch Rail Line: work with MST on final design, funding, and construction.
- SR 156-Blackie Road Extension: coordinate with the County of Monterey to complete

environmental review and preliminary engineering.

- Fort Ord Regional Trail and Greenway: initiate construction for the Canyon Del Rey/SR 218 segment; coordinate with Federal Highways Administration on the Federal Lands Access Program grant segment; complete final design engineering for the California Avenue segment; and pursue grant funding for other Fort Ord Regional Trail and Greenway segments.
- Habitat Preservation/Advance Mitigation: pursue advanced mitigation opportunities based on the the Regional Conservation Investment Strategy.
- Safe Routes to School: continue implementing the Salinas Valley Safe Routes to Schools grant as part of a coordinated effort to advance education, enforcement, and engineering improvements to reduce collisions and encourage active transportation to improve the health of school children; and initiate work on the North Monterey County Safe Routes to Schools plan.
- Senior and Disabled Mobility program: oversee programs funded in the third grant cycle and develop and prepare for the fourth grant cycle.

Non-Measure X Projects:

- Monterey County Rail Extension: Continue the right-of-way acquisition and final design for the layover facility and Gilroy station modifications portions of the project; continue environmental review for the Pajaro Multimodal Station.
- King City Multimodal Transit Center: Work with city and regional partners to secure full funding for the first phase of the King City train station project.
- Active Transportation Support Program (formerly "Bicycle Secure Program"): fund racks, lockers and related secure storage for bicycles, skateboards, and scooters; bicycle safety trainings, and bicycle and pedestrian support kits.
- Highway 1 Elkhorn Slough: pursue additional funding to initiate a Planning and Environmental Linkages study and Project Initiation Documents for multimodal projects that address sea level rise and climate adaptation for the transportation facilities in and adjacent to Elkhorn Slough.

Maximize Funding

- Matching grants: work to secure Senate Bill (SB) 1 grants, potential new federal funding, and other matching grants for priority projects.
- Planning grants: evaluate the need for future corridor studies and safe routes to school grants. Begin implementation of any planning grants received in the prior cycle.
- Other agencies: assist Caltrans, Monterey-Salinas Transit, and member agencies in securing funding and delivering transportation improvements. Emphasis will be on supporting member agencies' Active Transportation Program applications and grant programs for the SURF! busway along Highway 1.

Communicate Early and Often

- Continue high level of public interaction during project development and construction. Projects that will be a focus of agency outreach are:
 1. Imjin Road Widening improvements,
 2. Segments 1-3 of the Fort Ord Regional Trail and Greenway project,
 3. SR 156 / Castroville Boulevard Interchange project,
 4. US 101 South of Salinas, and
 5. The Scenic State Route 68 project.

- Prepare Agency and Measure X annual report.
- Assist member agencies with public outreach.
- Continue ongoing agency media outreach, staff and Board member education.

Prepare for the Future

- Implement the Agency’s Racial Equity Program.
- Invest in transportation solutions that promote the safe travel of all modes and decrease fatalities and injuries for all travel modes through a Vision Zero strategy.
- Continue developing the 2026 Regional Transportation Plan.
- Participate in state and federal policy discussions advocating for the policies adopted in the Agency's legislative platform.
- Participate in Central Coast Counties efforts to coordinate electric vehicle charging infrastructure for freight and interregional passenger vehicle travel.
- Monitor emerging transportation technologies including autonomous cars and trucks and Urban Air Mobility.
- Complete streets: support local use of bicycle and pedestrian safety improvements as part of a “complete streets” policy.
- Intersection safety and roundabouts: continue to evaluate and support the installation of new engineering designs for intersections to improve safety.
- SAFE Callbox Program: coordinate with CHP to complete the removal of underutilized call boxes.
- Blue Zones: coordinate with the Blue Zone health and longevity program to promote active transportation and related safety improvements as the program expands countywide.

The next steps in the process are to present the draft budget, Overall Work Program, and Integrated Funding Strategy to the Board of Directors in February and in May to bring the final versions of the documents to the Executive Committee for review and the Board of Directors for adoption.

ATTACHMENTS:

1. DRAFT BUDGET FY 2024-2025 FEB VER
2. Overall Work Program Summary - FY24/25
3. 2024 Integrated Funding Strategy - DRAFT

WEB ATTACHMENTS:

**TRANSPORTATION AGENCY
FOR MONTEREY COUNTY**

**3 YEAR
BUDGET**

FISCAL YEARS

2024 - 2025

to

2026 - 2027

TAMC-3 YEAR BUDGET JULY 1, 2024 - JUNE 30, 2027

TOTAL REVENUE & EXPENDITURES - SUMMARY

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE
	FY 23/24 Approved	FY 24/25 Estimated	FY 25/26 Estimated	FY 26/27 Estimated	FY 23/24 BUDGET vs FY 22-23 APPROVED
Operating Revenue	\$3,783,480	\$3,926,133	\$4,080,001	\$4,232,367	
Direct Program Revenue	\$3,762,073	\$5,642,276	\$5,159,501	\$5,650,094	50.0%
TOTAL REVENUE	\$7,545,553	\$9,568,409	\$9,239,502	\$9,882,461	26.8%
Operating Expenditures	\$3,783,480	\$3,926,133	\$4,080,001	\$4,232,367	3.8%
Direct Program Expenditures	\$3,762,073	\$5,642,276	\$5,159,501	\$5,650,094	50.0%
TOTAL EXPENDITURES	\$7,545,553	\$9,568,409	\$9,239,502	\$9,882,461	26.8%
REVENUE MINUS EXPENDITURES	\$0	\$0	\$0	\$0	

TAMC-3 YEAR BUDGET JULY 1, 2024 - JUNE 30, 2027

TOTAL REVENUE BY SOURCE

SOURCE OF REVENUE	FY PLAN	FUTURE 3 YR BUDGET			4 Years Cumulative Impact	% CHANGE FY 24/25 BUDGET vs FY 23-24 APPROVED
	FY 23/24 Approved	FY 24/25 Estimated	FY 25/26 Estimated	FY 26/27 Estimated		
Federal Grants-Operating	\$0	\$40,000	\$0	\$0		#DIV/0!
Federal Grants-Direct	\$0	\$600,000	\$600,000	\$600,000		
State Grants-Operating	\$1,984,240	\$2,266,145	\$2,246,214	\$2,304,410		14.2%
State Grants-Direct	\$1,119,932	\$2,444,905	\$2,998,313	\$3,473,981		118.3%
RSTP-Direct	\$1,493,800	\$1,131,800	\$131,800	\$131,800		-24.2%
Local Funds-Operating	\$1,365,702	\$1,473,788	\$1,375,051	\$1,386,136		7.9%
Local Funds-Direct	\$400,060	\$1,195,621	\$1,195,621	\$1,260,546		198.9%
Sub Total Revenue	\$6,363,734	\$9,152,259	\$8,546,999	\$9,156,873		43.8%
SAFE Reserve Surplus/(Usage)	(\$275,638)	(\$274,767)	(\$270,767)	(\$270,767)	(\$1,091,939)	-0.3%
Rail-Leases ROW-Reserve Surplus/(Usage)	(\$8,000)	(\$8,000)	(\$8,000)	(\$8,000)	(\$32,000)	0.0%
Undesig. Contingency Surplus/(Usage)-Oper.	(\$50,538)	\$511,717	\$184,750	\$86,666	\$732,594	-1112.5%
Undesig. Contingency Surplus/(Usage)-Direct	(\$847,643)	(\$380,186)	(\$348,000)	(\$298,000)	(\$1,873,829)	-55.1%
Total Contingency Fund Surplus/ (Usage)	(\$1,181,820)	(\$151,236)	(\$442,017)	(\$490,101)	(\$2,265,174)	-87.2%
Interest Income		\$244,431	\$230,000	\$215,000		
TOTAL REVENUE	\$7,545,553	\$9,568,409	\$9,239,502	\$9,882,461		26.8%

TAMC-3 YEAR BUDGET JULY 1, 2024 - JUNE 30, 2027

OPERATING REVENUE

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE	\$ CHANGE
	FY 23/24 Approved	FY 24/25 Estimated	FY 25/26 Estimated	FY 26/27 Estimated	FY 24/25 BUDGET vs FY 23-24 APPROVED	FY 24/25 BUDGET vs FY 23-24 APPROVED
OPERATING REVENUE						
FEDERAL PLANNING GRANTS						
Monterey County Regional Vision Zero Plan	\$0	\$40,000	\$0	\$0		
SUB TOTAL FEDERAL GRANTS	\$0	\$40,000	\$0	\$0		\$40,000
STATE PLANNING GRANTS						
Local Transportation Fund	\$908,485	\$908,485	\$908,485	\$908,485	0.0%	\$0
Planning, Programming & Monitoring	\$201,000	\$277,000	\$277,000	\$277,000	37.8%	\$76,000
Rural Planning Assistance	\$422,000	\$422,000	\$392,000	\$392,000	0.0%	\$0
Complete Streets Project Implementation/SRTS-RSTP TAMC	\$110,000	\$88,000	\$88,000	\$88,000	-20.0%	-\$22,000
Alisal Greening -Clean Calif.	\$19,208	\$0	\$0	\$0		-\$19,208
	\$0	\$0	\$0	\$0	#DIV/0!	\$0
Salinas Valley SRTS	\$1,184	\$0	\$0	\$0		-\$1,184
Rail Extension to Salinas-Operating	\$275,000	\$275,000	\$275,000	\$275,000		\$0
ADA access program	\$9,000	\$9,000	\$9,000	\$9,000		\$0
ATP Cycle 5 Broadway Ave Complete Street Corridor	\$3,020	\$37,021	\$37,021	\$37,021		\$34,001
ATP Cycle 6 Alisal Safe Routes to School	\$1,500	\$2,025	\$2,025	\$2,025		\$525
ATP Cycle 6 Harden Parkway Safe Routes to School	\$12,800	\$20,800	\$30,869	\$30,869		\$8,000
ATP Cycle 6 San Antonio Path & Safe Routes to School	\$12,800	\$41,632	\$41,632	\$41,632		\$28,832
ATP Cycle 6 FORTAG & SRTS	\$8,243	\$17,718	\$17,718	\$17,718		\$9,475
Elkhorn Slough Climate Resiliancecy	\$0	\$66,667	\$66,667	\$66,667		\$66,667
N. Monterey Cnty SRTS	\$0	\$38,797	\$38,797	\$96,993		\$38,797
Pajaro/Watsonville Multimodal Station	\$0	\$62,000	\$62,000	\$62,000		\$62,000
SUB TOTAL STATE GRANTS	\$1,984,240	\$2,266,145	\$2,246,214	\$2,304,410	14.2%	\$281,905
LOCAL PLANNING CONTRIBUTIONS						
Regional Transportation Planning Assessment	\$243,076	\$243,076	\$243,076	\$243,076	0.0%	\$0
Impact Fee - Program Administration	\$10,000	\$20,000	\$20,000	\$20,000	100.0%	\$10,000
Sales Tax Authority Administration Fees	\$200,000	\$200,000	\$200,000	\$200,000	0.0%	\$0
Measure X Projects/Programs	\$900,000	\$900,000	\$900,000	\$900,000	0.0%	\$0
Alisal Greening -Clean Calif.-Measure X match	\$5,764	\$0	\$0	\$0		-\$5,764
SRTS-ATP Cycle 4 Every Child-Measure X match	\$0	\$0	\$0	\$0	#DIV/0!	\$0
Salinas Safe Routes to School -Measure X match	\$0	\$0	\$0	\$0		\$0
Salinas Valley SRTS-Measure X match	\$2,305	\$95,314	\$0	\$0		\$93,009
Marina Rec Rail	\$0	\$3,423	\$0	\$0		\$3,423
ATP Cycle 6 FORTAG & SRTS - Match	\$4,557	\$4,585	\$4,585	\$4,585		\$28
N. Monterey Cnty SRTS - Measure X Match	\$0	\$7,390	\$7,390	\$18,475		\$7,390
SUB TOTAL LOCAL FUNDS	\$1,365,702	\$1,473,788	\$1,375,051	\$1,386,136	7.9%	\$108,086
OTHER CONTRIBUTIONS						
FSP- Staff Support	\$35,000	\$35,000	\$35,000	\$35,000	0.0%	\$0
SAFE- Staff Support	\$40,000	\$50,000	\$50,000	\$50,000	25.0%	\$10,000
SAFE- Go831 Staff Support/Vision Zero	\$250,000	\$250,000	\$250,000	\$250,000	0.0%	\$0
Rail-Monterey Branch Line /Leases Staff Support	\$58,000	\$78,486	\$78,486	\$78,486	35.3%	\$20,486
SUB TOTAL STAFF SUPPORT	\$383,000	\$413,486	\$413,486	\$413,486	8.0%	\$30,486
Sub Total Operating Revenue	\$3,732,942	\$4,193,419	\$4,034,751	\$4,104,032	12.3%	\$460,477
Interest Income	\$0	\$244,431	\$230,000	\$215,000		
Undesig. Contingency Res. Surplus/ (Usage)-Oper.	(\$50,538)	\$511,717	\$184,750	\$86,666	-1112.5%	\$562,255
TOTAL OPERATING REVENUE	\$3,783,480	\$3,926,133	\$4,080,001	\$4,232,367	3.8%	\$142,653

**TAMC- OPERATING REVENUE CHANGES FY 2024-2025
FROM FY 2023-2024 APPROVED BUDGET**

<u>Operating Revenue</u>	FY 23-24 APPROVED BUDGET	FY 24-25 PROPOSED BUDGET	FY 24/25 BUDGET vs FY 23-24	
			\$ CHANGE	% CHNG
1 <u>FEDERAL PLANNING GRANTS</u>	\$0	\$40,000	\$40,000	
2 <u>STATE PLANNING GRANTS</u>	\$1,984,240	\$2,266,145		0.0%
Local Transportation Fund (Current)- LTF	\$908,485	\$908,485	\$0	0.0%
Planning & Programming -PPM	\$201,000	\$277,000	\$76,000	37.8%
Rural Planning Assistance-RPA	\$422,000	\$422,000	\$0	0.0%
Complete Streets Project Implementation/SRTS	\$110,000	\$88,000	-\$22,000	-20.0%
Alisal Greening -Clean Calif.	\$19,208	\$0	-\$19,208	-100.0%
Salinas Valley SRTS	\$1,184	\$0	-\$1,184	-100.0%
Rail Extension to Sailnas-Operating	\$275,000	\$275,000	\$0	0.0%
ADA access program (UBER/LYFT)	\$9,000	\$9,000	\$0	0.0%
ATP Cycle 5 Broadway Ave Complete Street Corridor	\$3,020	\$37,021	\$34,001	1125.9%
ATP Cycle 6 Alisal Safe Routes to School	\$1,500	\$2,025	\$525	35.0%
ATP Cycle 6 Harden Parkway Safe Routes to School	\$12,800	\$20,800	\$8,000	62.5%
ATP Cycle 6 San Antonio Path & Safe Routes to School	\$12,800	\$41,632	\$28,832	225.3%
ATP Cycle 6 FORTAG & SRTS	\$8,243	\$17,718	\$9,475	114.9%
Elkhorn Slough Climate Resiliancecy	\$0	\$66,667	\$66,667	
N. Monterey Cnty SRTS	\$0	\$38,797	\$38,797	
Pajaro/Watsonville Multimodal Station	\$0	\$62,000	\$62,000	
3 <u>LOCAL PLANNING FUNDS</u>	\$1,365,702	\$1,473,788	\$108,086	7.9%
Regional Transportation Planning Assessment	\$243,076	\$243,076	\$0	0.0%
			\$0	#DIV/0!
Sales Tax Authority Administration Fees	\$200,000	\$200,000	\$0	0.0%
Measure X Projects/Programs	\$900,000	\$900,000	\$0	0.0%
Alisal Greening -Clean Calif.-Measure X match	\$5,764	\$0	-\$5,764	-100.0%
SRTS-ATP Cycle 4 Every Child-Measure X match	\$0	\$0	\$0	
Salinas Safe Routes to School -Measure X match	\$0	\$0	\$0	
Salinas Valley SRTS-Measure X match	\$2,305	\$95,314	\$93,009	4034.3%
Marina Rec Rail	\$0	\$3,423	\$3,423	
ATP Cycle 6 FORTAG & SRTS - Match	\$4,557	\$4,585	\$28	0.6%
N. Monterey Cnty SRTS - Measure X Match	\$0	\$7,390	\$7,390	
4 <u>OTHER CONTRIBUTIONS</u>	\$383,000	\$413,486	\$30,486	8.0%
FSP- Staff Support	\$35,000	\$35,000	\$0	0.0%
SAFE- Staff Support	\$40,000	\$50,000	\$10,000	25.0%
SAFE- Go831 Staff Support	\$250,000	\$250,000	\$0	0.0%
Rail-Monterey Branch Line /Leases Staff Support	\$58,000	\$78,486	\$20,486	35.3%
5 <u>INTEREST INCOME</u>	\$0	\$244,431	\$244,431	
6 <u>UNDESIGNATED CONTINGENCY SURPLUS/ (USAGE)</u>	(\$50,538)	\$511,717	\$562,255	-1112.5%
OPERATING REVENUE TOTAL	\$3,783,480	\$3,926,133	-\$139,252	-3.7%

**TAMC- OPERATING EXPENSE CHANGES
FY 24-25 BUDGET vs FY 23-24 APPROVED**

<u>Operating Expenses</u>	FY 23-24 APPROVED BUDGET	FY 24-25 PROPOSED BUDGET	FY 24/25 BUDGET vs FY 23-25	
			\$ CHANGE	% CHNG
1 Salaries Changes Cost of Living Adjustments Step increases/Promotions Contract Manager Position Added	\$2,183,553	\$2,209,234	\$25,682	1.2%
2 Fringe Benefit Changes Health benefits and others PERS contributions & unfunded liability	\$1,001,370	\$1,097,721	\$96,351	9.6%
3 Materials and Services Changes Accounting Services- OPEB/GASB 75 Insurance (Liability, Crime & Property) Rent (Utilities &Janitorial Incl.) Supplies	\$588,557	\$609,178	\$20,620	3.5%
4 Depreciation/Amortization Changes	\$ 10,000	\$10,000	\$0	0.0%
OPERATING EXPENSE TOTAL	\$ 3,783,480	\$ 3,926,133	\$ 142,653	3.8%

TAMC-3 YEAR BUDGET JULY 1, 2024 - JUNE 30, 2027

Direct Program - Summary

WE	Direct Program Description	Revenue Source	FY PLAN				FUTURE 3 YR BUDGET		FY 24/25 BUDGET vs FY 23-24	
			FY 23/24 Approved	FY 24/25 Estimated	FY 25/26 Estimated	FY 26/27 Estimated	\$ CHANGE	% CHNG		
0000	Caltrans audit repayment (fy 15-16 thru fy 24-25)	Oper Resv	Oper Resv	\$82,186	\$82,186	\$0	\$0	\$0	0%	
1020	Triennial Audit	Oper Resv	Oper Resv	\$0		\$50,000	\$0	\$0	#DIV/0!	
1122	Legislative Advocates	Oper Resv	Oper Resv	\$159,000	\$159,000	\$159,000	\$159,000	\$0	0%	
1130	Public Outreach Program	Oper Resv	Oper Resv	\$70,000	\$70,000	\$70,000	\$70,000	\$0	0%	
1130	Public Outreach Software	Oper Resv	Oper Resv	\$49,000	\$49,000	\$49,000	\$49,000	\$0	0%	
1770	Freeway Service Patrol	State	FSP	\$232,206	\$230,320	\$230,320	\$230,320	-\$1,886	-1%	
1770	FSP-SAFE Match (25% FSP Grant)	State	FSP	\$58,051	\$57,580	\$57,580	\$57,580	-\$471	-1%	
1770	FSP- Staff Support	Operating	FSP	(\$35,000)	(\$35,000)	(\$35,000)	(\$35,000)	\$0	0%	
1770	Freeway Service Patrol-SB1	State	FSP	\$181,520	\$179,920	\$179,920	\$179,920	-\$1,600	-1%	
1770	FSP-SAFE Match (25% FSP Grant)-SB1	State	FSP	\$45,380	\$44,980	\$44,980	\$44,980	-\$400	-1%	
1780	SAFE	State	SAFE	\$340,000	\$340,000	\$340,000	\$340,000	\$0	0%	
1780	SAFE - FSP Match	State	SAFE	(\$58,051)	(\$57,580)	(\$57,580)	(\$57,580)	\$471	-1%	
1780	SAFE - FSP Match-SB1	State	SAFE	(\$45,380)	(\$44,980)	(\$44,980)	(\$44,980)	\$400	-1%	
1780	SAFE- Staff Support	Operating	SAFE	(\$40,000)	(\$40,000)	(\$40,000)	(\$40,000)	\$0	0%	
1790	SAFE- Go831 Staff Support	Operating	SAFE	(\$250,000)	(\$250,000)	(\$250,000)	(\$250,000)	\$0	0%	
1780	SAFE- Reserve (Surplus)/Usage	reserve	SAFE	\$275,638	\$274,767	\$270,767	\$270,767	-\$871	0%	
1791	Monterey County Regional Vision Zero Plan	Fed	Fed	\$0	\$600,000	\$600,000	\$600,000	\$600,000	#DIV/0!	
1791	Monterey County Regional Vision Zero Plan	State	SAFE	\$0	\$150,000	\$150,000	\$150,000	\$150,000	#DIV/0!	
2310	Traffic Counts/Bike & Ped	RSTP TAMC	RSTP TAMC	\$43,800	\$43,800	\$43,800	\$43,800	\$0	0%	
6145	Bike Map update	Oper Resv	Oper Resv	\$0	\$0	\$0	\$0	\$0	#DIV/0!	
6148	Bike and Ped Events/Active Trans. Program	Local	TDA	\$57,500	\$0	\$0	\$0	-\$57,500	-100%	
6220	RTP/EIR update shared	State	RPA	\$0	\$22,517	\$37,500	\$37,500	\$22,517	#DIV/0!	
6220	RTP/EIR update shared	State	PPM	\$0	\$13,046	\$0	\$0			
6262	RDIF Validation & Nexus Study	Local	RDIF	\$0	\$0	\$0	\$0	\$0	#DIV/0!	
6550	Active Transportation Support Program	RSTP TAMC	RSTP TAMC	\$0	\$0	\$0	\$0	\$0	#DIV/0!	
6550	On Call Engg.	RSTP TAMC	RSTP TAMC	\$100,000	\$88,000	\$88,000	\$88,000	-\$12,000	-12%	
6729	Salinas Safe Routes to School -Measure X match	Local	Measure X	\$0	\$0	\$0	\$0	\$0	#DIV/0!	
6730	Salinas Valley Safe Routes to School SB1	State	SB1-Adapt.	\$96,256	\$0	\$0	\$0	-\$96,256	-100%	
6730	Salinas Valley Safe Routes to School -Measure X match	Local	Measure X	\$18,335	\$0	\$0	\$0	-\$18,335	-100%	
6731	Monterey Cnty Regional Transp. Vulnerability Assmnt	State	State	\$0	\$61,464	\$66,831	\$201,655	\$61,464	#DIV/0!	
6731	Monterey Cnty Regional Transp. Vulnerability Assmnt	State	RPA	\$0	\$24,710	\$14,320	\$48,977	\$24,710	#DIV/0!	
6732	N Monterey County SRTS	State	State	\$0	\$227,239	\$227,239	\$568,098	\$227,239	#DIV/0!	
6732	N Monterey County SRTS - Measure X match	Local	Measure X	\$0	\$43,284	\$43,284	\$108,209	\$43,284	#DIV/0!	
7103	ATP Cycle 5 Broadway Ave Complete Street Corridor	State	State	\$1,906	\$299,677	\$299,677	\$299,677	\$297,771	15623%	
7104	ATP Cycle 6 Alisal Safe Routes to School	State	State	\$1,702	\$7,802	\$34,672	\$0	\$6,100	358%	
7105	ATP Cycle 6 Harden Parkway Safe Routes to School	State	State	\$35,634	\$0	\$529,627	\$529,627	-\$35,634	-100%	
7106	ATP Cycle 6 San Antonio Path & Safe Routes to School	State	State	\$0	\$718,978	\$718,978	\$718,978	\$718,978	#DIV/0!	
7303	FORTAG Construction Management	Local	Measure X	\$0	\$897,337	\$897,337	\$897,337	\$897,337	#DIV/0!	
6803	Rail-Rail Extension -HDR Amendment # 1	Oper Resv	Oper Resv	\$467,457	\$0	\$0	\$0	-\$467,457	-100%	
6803	Rail-Rail Extension -HDR Amendment # 2	RSTP	RSTP	\$1,350,000	\$1,000,000	\$0	\$0	-\$350,000	-26%	
6804	Rail-Leases ROW	Local	Leases	\$210,000	\$210,000	\$210,000	\$210,000	\$0	0%	
6804	Rail-Leases ROW-Staff Support	Operating	Leases	(\$58,000)	(\$68,000)	(\$68,000)	(\$68,000)	-\$10,000	17%	
6804	Rail-Leases ROW-Reserve (Surplus)/Usage	reserve	Leases	\$8,000	\$8,000	\$8,000	\$8,000	\$0	0%	
6807	Rail Leases-Salinas	Oper Resv	Oper Resv	\$20,000	\$20,000	\$20,000	\$20,000	\$0	0%	
7102	Alisal Greening -Clean Calif.	State	State	\$230,708	\$0	\$0	\$0	-\$230,708	-100%	
7102	Alisal Greening -Clean Calif.-Measure X match	Local	Measure X	\$69,225	\$0	\$0	\$0	-\$69,225	-100%	
7303	ATP Cycle 6 FORTAG & SRTS	State	State	\$0	\$169,229	\$169,229	\$169,229	\$169,229	#DIV/0!	
8010	Public Outreach Program -Measure X	Local	Measure X	\$40,000	\$40,000	\$40,000	\$40,000	\$0	0%	
8010	Measure X - Materials & Services-Audits etc.	Local	Measure X	\$5,000	\$5,000	\$5,000	\$5,000	\$0	0%	
Total Direct Program Revenue				\$3,762,073	\$5,642,276	\$5,159,501	\$5,650,094	\$1,867,157	49.6%	

TAMC-3 YEAR BUDGET JULY 1, 2024 - JUNE 30, 2027

Direct Program Revenue- Summary by Funding Source

WE	Direct Program Description		Revenue Source	CURRENT FY PL				\$ CHANGE FY 24/25 BUDGET vs FY 23-24 APPROVED
				FY 23/24	FY 24/25	FY 25/26	FY 26/27	
				Approved	Estimated	Estimated	Estimated	
1791	Monterey County Regional Vision Zero Plan	Fed	Fed	\$0	\$600,000	\$600,000	\$600,000	\$600,000
	SUB TOTAL FEDERAL			\$0	\$600,000	\$600,000	\$600,000	\$600,000
1770	Freeway Service Patrol	State	FSP	\$232,206	\$230,320	\$230,320	\$230,320	-\$1,886
1770	FSP-SAFE Match (25% FSP Grant)		FSP	\$58,051	\$57,580	\$57,580	\$57,580	-\$471
1770	Freeway Service Patrol-SB1	State	FSP	\$181,520	\$179,920	\$179,920	\$179,920	-\$1,600
1770	FSP-SAFE Match (25% FSP Grant)-SB1	State	FSP	\$45,380	\$44,980	\$44,980	\$44,980	-\$400
1780	SAFE - FSP Match (25% FSP Grant)	State	SAFE	(\$58,051)	(\$57,580)	(\$57,580)	(\$57,580)	\$471
1780	SAFE - FSP Match (25% FSP Grant)-SB1	State	SAFE	(\$45,380)	(\$44,980)	(\$44,980)	(\$44,980)	\$400
1780	SAFE	State	SAFE	\$340,000	\$340,000	\$340,000	\$340,000	\$0
1791	Monterey County Regional Vision Zero Plan	State	SAFE	\$0	\$150,000	\$150,000	\$150,000	\$150,000
6220	RTP/EIR update shared (RPA)	State	RPA	\$0	\$22,517	\$37,500	\$37,500	\$22,517
6220	RTP/EIR update shared (RPA)	State	PPM	\$0	\$13,049	\$0	\$0	\$0
6730	Salinas Valley Safe Routes to School SB1	State	SB1-Adapt.	\$96,256	\$0	\$0	\$0	-\$96,256
6731	Monterey Cnty Regional Transp. Vulnerability Assmnt	State	State	\$0	\$61,464	\$66,831	\$201,655	\$61,464
6731	Monterey Cnty Regional Transp. Vulnerability Assmnt	State	RPA	\$0	\$24,710	\$14,320	\$48,977	\$24,710
6732	N Monterey County SRTS	State	State	\$0	\$227,239	\$227,239	\$568,098	\$227,239
7103	ATP Cycle 5 Broadway Ave Complete Street Corridor	State	State	\$1,906	\$299,677	\$299,677	\$299,677	\$297,771
7104	ATP Cycle 6 Alisal Safe Routes to School	State	State	\$1,702	\$7,802	\$34,672	\$0	\$6,100
7105	ATP Cycle 6 Harden Parkway Safe Routes to School	State	State	\$35,634	\$0	\$529,627	\$529,627	-\$35,634
7106	ATP Cycle 6 San Antonio Path & Safe Routes to School	State	State	\$0	\$718,978	\$718,978	\$718,978	\$718,978
7102	Alisal Greening -Clean Calif.	State	State	\$230,708	\$0	\$0	\$0	-\$230,708
7303	ATP Cycle 6 FORTAG & SRTS	State	State	\$0	\$169,229	\$169,229	\$169,229	\$169,229
	SUB TOTAL STATE			\$1,119,932	\$2,444,905	\$2,998,313	\$3,473,981	\$1,311,924
2310	Traffic Counts/Bike & Ped			\$43,800	\$43,800	\$43,800	\$43,800	\$0
6550	Active Transportation Support Program	RSTP TAMC	RSTP TAMC	\$0	\$0	\$0	\$0	\$0
6550	On Call Engg.	RSTP TAMC	RSTP TAMC	\$100,000	\$88,000	\$88,000	\$88,000	-\$12,000
6803	Rail-Rail Extension -HDR Amendment # 2	RSTP	RSTP	\$1,350,000	\$1,000,000	\$0	\$0	-\$350,000
	SUB TOTAL RSTP			\$1,493,800	\$1,131,800	\$131,800	\$131,800	-\$362,000
6148	Bike and Ped Events/Active Trans. Program	Local	TDA	\$57,500	\$0	\$0	\$0	-\$57,500
6262	RDIF Validation & Nexus Study	Local	RDIF	\$0	\$0	\$0	\$0	\$0
6729	Salinas Safe Routes to School -Measure X match	Local	Measure X	\$0	\$0	\$0	\$0	\$0
6730	Salinas Valley Safe Routes to School -Measure X match	Local	Measure X	\$18,335	\$0	\$0	\$0	-\$18,335
6732	N Monterey County SRTS - Measure X match	Local	Measure X	\$0	\$43,284	\$43,284	\$108,209	\$0
6804	Rail-Leases ROW	Local	Leases	\$210,000	\$210,000	\$210,000	\$210,000	\$0
7102	Alisal Greening -Clean Calif.-Measure X match	Local	Measure X	\$69,225	\$0	\$0	\$0	-\$69,225
8010	Public Outreach Program -Measure X	Local	Measure X	\$40,000	\$40,000	\$40,000	\$40,000	\$0
8010	Measure X - Material & Services-Audits etc.	Local	Measure X	\$5,000	\$5,000	\$5,000	\$5,000	\$0
7303	ATP Cycle 6 FORTAG & SRTS - Match	Local	Measure X	\$0	\$897,337	\$897,337	\$897,337	\$897,337
	SUB TOTAL LOCAL			\$400,060	\$1,195,621	\$1,195,621	\$1,260,546	\$752,277
0000	Caltrans audit repayment (fy 15-16 thru fy 24-25)	Oper Resv	Oper Resv	\$82,186	\$82,186	\$0	\$0	\$0
1020	Triennial Audit	Oper Resv	Oper Resv	\$0	\$0	\$50,000	\$0	\$0
1122	Legislative Advocates	Oper Resv	Oper Resv	\$159,000	\$159,000	\$159,000	\$159,000	\$0
1130	Public Outreach Program	Oper Resv	Oper Resv	\$70,000	\$70,000	\$70,000	\$70,000	\$0
1130	Public Outreach Software	Oper Resv	Oper Resv	\$49,000	\$49,000	\$49,000	\$49,000	\$0
6145	Bike Map update	Oper Resv	Oper Resv	\$0	\$0	\$0	\$0	\$0
6803	Rail-Rail Extension -HDR Amendment # 1	Oper Resv	Oper Resv	\$467,457	\$0	\$0	\$0	-\$467,457
6807	Rail-Leases - Salinas	Oper Resv	Oper Resv	\$20,000	\$20,000	\$20,000	\$20,000	\$0
	SUB TOTAL OPERATING RESERVE			\$847,643	\$380,186	\$348,000	\$298,000	-\$467,457
1770	FSP- Staff Support	Operating	Operating	(\$35,000)	(\$35,000)	(\$35,000)	(\$35,000)	\$0
1780	SAFE- Staff Support	Operating	Operating	(\$40,000)	(\$40,000)	(\$40,000)	(\$40,000)	\$0
1790	SAFE- Go831 Staff Support	Operating	Operating	(\$250,000)	(\$250,000)	(\$250,000)	(\$250,000)	\$0
6804	Rail-Leases ROW-Staff Support	Operating	Operating	(\$58,000)	(\$68,000)	(\$68,000)	(\$68,000)	-\$10,000
	SUB TOTAL STAFF SUPPORT			(\$383,000)	(\$393,000)	(\$393,000)	(\$393,000)	(\$10,000)
1780	SAFE- Reserve (Surplus)/Usage	State	Reserve	\$275,638	\$274,767	\$270,767	\$270,767	-\$871
6804	Rail-Leases ROW-Reserve (Surplus)/Usage	Local	Reserve	\$8,000	\$8,000	\$8,000	\$8,000	\$0
	SUB TOTAL DIRECT RESERVES			\$283,638	\$282,767	\$278,767	\$278,767	(\$871)
	SUB TOTAL OTHER			\$748,281	\$269,953	\$233,767	\$183,767	(\$478,328)
	Total Direct Program Revenue			\$3,762,073	\$5,642,279	\$5,159,501	\$5,650,094	\$1,823,873

TAMC-3 YEAR BUDGET JULY 1, 2024 - JUNE 30, 2027

Direct Program - Significant Changes

WE	Direct Program Description	Revenue Source	Revenue Source	CURRENT YR	3 YR BUDGET
				FY 23/24 Approved	FY 24/25 Estimated
PROJECTS ADDED					
1791	Monterey County Regional Vision Zero Plan	Fed	Fed	\$0	\$600,000
1791	Monterey County Regional Vision Zero Plan	State	SAFE	\$0	\$150,000
6220	RTP/EIR update shared	State	RPA	\$0	\$22,517
6220	RTP/EIR update shared	State	PPM	\$0	\$13,046
6731	Monterey Cnty Regional Transp. Vulnerability Assmnt	State	State	\$0	\$61,464
6731	Monterey Cnty Regional Transp. Vulnerability Assmnt	State	RPA	\$0	\$24,710
6732	N Monterey County SRTS	State	State	\$0	\$227,239
6732	N Monterey County SRTS - Measure X match	Local	Measure X	\$0	\$43,284
7106	ATP Cycle 6 San Antonio Path & Safe Routes to School	State	State	\$0	\$718,978
7303	FORTAG Construction Management	Local	Measure X	\$0	\$897,337
Sub-Total					\$2,758,575
PROJECTS NOT BUDGETED					
6148	Bike and Ped Events/Active Trans. Program	Local	TDA	\$57,500	\$0
6730	Salinas Valley Safe Routes to School SB1	State	SB1-Adapt.	\$96,256	\$0
6730	Salinas Valley Safe Routes to School -Measure X match	Local	Measure X	\$18,335	\$0
7105	ATP Cycle 6 Harden Parkway Safe Routes to School	State	State	\$35,634	\$0
6803	Rail-Rail Extension -HDR Amendment # 1	Oper Resv	Oper Resv	\$467,457	\$0
7102	Alisal Greening -Clean Calif.	State	State	\$230,708	\$0
7102	Alisal Greening -Clean Calif.-Measure X match	Local	Measure X	\$69,225	\$0
Sub-Total				\$975,115	
NET TOTAL					\$1,783,460

**TAMC- STAFF POSITION LIST
FISCAL YEAR 2024-2025**

	FY 2023-2024 AUTHORIZED	FY 2024-2025 PROPOSED	CHANGE
<u>Management</u>			
Executive Director	1	1	0.0
Director of Planning	1	1	0.0
Director of Programming/Proj. delivery	1	1	0.0
Director of Finance & Administration	1	1	0.0
<u>Planning</u>			
Transportation Planners	7	7	0.0
<u>Engineering</u>			
Transportation Engineers	2	2	0.0
<u>Support</u>			
Finance Officer/Analyst	1	1	0.0
Sr. Administrative Assistant	1	1	0.0
Administrative Assistant	1.5	1	-0.5
Part Time Finance	0.5	0.5	0.0
Contract Manager	0	1	1.0
Sub-total Regular Full-Time	17	17.5	0.50
<u>Support</u>			
Student Interns (Full Time Equivalent)	0	1	1.0
Sub-total Part-Time		1	1.0
TAMC TOTAL	17	18.5	1.5

TAMC-3 YEAR BUDGET JULY 1, 2024 - JUNE 30, 2027

CAPITAL OUTLAY

<u>CAPITAL OUTLAY</u>	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE	\$ CHANGE
	FY 23/24 Approved	FY 24/25 Estimated	FY 25/26 Estimated	FY 26/27 Estimated	FY 24/25 BUDGET vs FY 23-24 APPROVED	FY 24/25 BUDGET vs FY 23-24 APPROVED
Vehicle Replacement	\$0	\$45,000	\$0	\$0		\$45,000
TAMC Office	\$0	\$0	\$0	\$4,000,000		\$0
TOTAL CAPITAL OUTLAY	\$0	\$45,000	\$0	\$4,000,000		\$45,000

Overall Work Program Summary - Funding & Activities for FY 2024/25



CODE	Work Element	Activities
1010	Overall Work Program, Budget and Administration	Prepare billing and quarterly reports, develop and monitor Work Program and budget, oversee agency funding and activities.
1020	Transportation Development Act Administration	Conduct unmet needs process, allocate and manage Local Transportation Funds.
1120	Plans Coordination, Legislation Monitoring, and Interagency Liaison	Coordinate with partner and member agencies on short- and long-range transportation plans; conduct legislative monitoring.
1122	Legislative Advocacy	Prepare legislative program; propose law changes as appropriate; support or oppose legislation or policies.
1130	Public Involvement Program	Issue news releases, conduct public meetings, update website, annual report and awards program.
1770	Freeway Service Patrol	Emergency tow truck services.
1780	Service Authority for Freeway Emergencies	Call-box and motorist aid program.
1790	Vision Zero and Traveler Information Program	Identify and develop transportation solutions that decrease fatalities and injuries for all travel modes through a Vision Zero strategy. Includes traveler information programs such as notices for construction related closures and other activities that educate and improve mobility and safety for Monterey County travelers.
1791	Monterey County Regional Vision Zero Plan	Develop an individual Vision Zero Action Plans to be approved by each participating jurisdiction and a regional action plan to be approved by TAMC.
1795	Access Fund Administration	Administer California Public Utilities Commission mandated program to increase accessibility for persons with disabilities as part of its regulation of Transportation Network Companies.
2310	Data Collection, Uniformity, and Access	Collect traffic data for regional model and planning uses, including data to support the implementation of the Agency's Racial Equity Program.
4110	Environmental Document Review	Review development proposals for transportation impacts, ensure consistency with regional transportation system, propose mitigation measures such as Complete Street features.
6140	Bicycle and Pedestrian Planning, Education, and Improvements	Hold bike committee meetings, review projects for consistency with the Regional Transportation Plan.
6145	Monterey County Bike & Ped Plan / Map Update	Develop strategy and explore grant opportunities to update the 2018 Monterey County Active Transportation Plan.

Overall Work Program Summary - Funding & Activities for FY 2024/25



CODE	Work Element	Activities
6220	Regional Transportation Plan	Engage with cities and the County when they are developing circulation elements and other transportation related planning efforts. Coordinate with AMBAG, Caltrans and other regional agencies to implement the 2022 Regional Transportation Plan and initiate development of the 2026 Plan.
6262	Regional Development Impact Fee	Collect fees and allocate funds to fee program projects.
6410	Transportation Improvement Programs	Coordinate with Caltrans and other regional agencies on project programming.
6415	Senate Bill 125 Transit Funding	Coordinate with CalSTA and Monterey-Salinas Transit on programming SB125 transit and rail funding.
6500	Project Development and Grant Implementation	Participate in environmental review, right-of-way acquisition, and engineering for regional projects; apply for fund allocations, amendments or extensions, apply for grant funds, monitor fund sources and assist implementing agencies in utilizing funds.
6550	Complete Street Project Implementation	Conduct activities related to implementing "Complete Streets" projects. Activities include: purchasing bicycle racks and other security devices as part of the Active Transportation Support Program; and assist agencies in incorporating Complete Street features in local and state road projects.
6710	Corridor Studies and Regional Multi-Modal Planning	Participate in pre-environmental review corridor planning.
6730	Salinas Valley Safe Route to Schools Plan	Develop Safe Routes to Schools Plan that serves all K-12 schools in the cities of Gonzales, Soledad, Greenfield and King City.
6731	Monterey County Regional Transportation Vulnerability Assessment	Identify transportation infrastructure in the coastal areas of the county that are at risk of sea level rise, coastal flooding, and erosion, and create a project prioritization list.
6732	North Monterey County Safe Routes to Schools Plan	Develop Safe Routes for Schools plan for eleven K-12 public schools in the unincorporated communities of Castroville, Pajaro, Las Lomas, Prunedale, Royal Oaks, Oak Hills, Aromas, Moss Landing and Elkhorn.
6733	Highway 1 Elkhorn Slough Climate Resiliency Project	Evaluate the climate vulnerability of Highway 1 in north Monterey County and develop multimodal and nature-based transportation solutions to address this vulnerability.
6800	Rail Planning	Staff TAMC Rail Policy Committee, Participate in Coast Rail Coordinating Council meetings, and freight facility planning

Overall Work Program Summary - Funding & Activities for FY 2024/25



CODE	Work Element	Activities
6803	Salinas Rail Extension Project	Prepare engineering for stations, layover facility and track improvements; acquire rights-of-way for stations, platforms and layover facility
6804	Monterey Branch Line ROW Leases	Conduct maintenance and operational activities related to real property owned by TAMC; including negotiating new leases or easements for compatible uses.
6805	Railroad Fort Ord Property Planning	Plan for mixed use facility on TAMC land on former Fort Ord base.
6807	Rail to Salinas ROW Leases	Conduct activities related to real property owned by TAMC at the Salinas station and future train layover facility.
6811	Pajaro/Watsonville Multimodal Station	Prepare environmental documents for the Pajaro / Watsonville Multimodal Station.
6821	Marina Rec Rail	Manage lease agreement with the City of Marina that allows them to contract with a vendor to run recreational service on the Monterey Branch Line.
7000	Measure X Projects and Programs	Implementation of projects and programs in Measure X.
8000	Measure X Administration	Administer Measure X implementation and operation.
0000	Caltrans Repayment	Caltrans audit repayment (FY 15-16 thru FY 24-25).

Transportation Agency for Monterey County
2024 Integrated Funding Strategy
(all dollars in \$1,000s)



	Prior	2024/25	2025/26	2026/27	2027/28	2028/29	Funding
State Route 68 Safety & Traffic Flow	Env't	Design		Con			
<i>State Transportation Improvement Program</i>	\$ 5,487	\$ 23,516		\$ 6,300			\$ 35,303
<i>Highway Infrastructure Program</i>	\$ 3,393						\$ 3,393
<i>Measure X</i>	\$ 640			\$ 6,300			\$ 6,940
<i>SB1 Local Partnership Formula</i>	\$ 1,949						\$ 1,949
<i>SB1 Solutions for Congested Corridors - Cycle 4 (future)</i>				\$ 57,000			\$ 57,000
	\$ 11,469	\$ 23,516	\$ -	\$ 69,600	\$ -	\$ -	\$ 104,585
State Route 156 - A: Castroville Boulevard Interchange	Design & ROW		ROW & Con				
<i>State Transportation Improvement Program</i>	\$ 25,700						\$ 25,700
<i>Federal DEMO</i>	\$ 312						\$ 312
<i>Measure X</i>			\$ 13,463				\$ 13,463
<i>Developer Fees</i>			\$ 5,000				\$ 5,000
<i>SB1 Trade Corridors - Cycle 4 (future)</i>			\$ 70,000				\$ 70,000
	\$ 26,012	\$ -	\$ 88,463	\$ -	\$ -	\$ -	\$ 114,475
State Route 156 - B: Blackie Road Extension	Env't						
<i>Measure X</i>							\$ -
<i>Developer Fees</i>	\$ 250						\$ 250
<i>SB 1 Local Partnership Formula</i>	\$ 250						\$ 250
	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500
US 101 South of Salinas	Study & Env't			Design			
<i>Measure X</i>	\$ 440			\$ 8,550			\$ 8,990
<i>State Transportation Improvement Program</i>	\$ 9,989			\$ 8,450			\$ 18,439
	\$ 10,429	\$ -	\$ -	\$ 17,000	\$ -	\$ -	\$ 27,429
Highway 1 Rapid Bus Corridor	Env't & Design	Con					
<i>Measure X</i>	\$ 7,432	\$ 19,962					\$ 27,394
<i>SB 1 Local Partnership Formula (MST)</i>	\$ 100	\$ 1,300					\$ 1,400
<i>Federal Transit & Earmarks</i>	\$ 69	\$ 24,600					\$ 24,669
<i>SB 1 TIRCP</i>		\$ 25,000					\$ 25,000
	\$ 7,601	\$ 70,862	\$ -	\$ -	\$ -	\$ -	\$ 78,463
Holman Highway 68 - Pacific Grove Roundabout	Env't						
<i>Measure X</i>	\$ 1,500						\$ 1,500
	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500

Funds showing "-->" indicate a time extension on the use of the funds to shift into the next fiscal year from when the funds were originally programmed.

	Prior	2024/25	2025/26	2026/27	2027/28	2028/29	Funding
Multimodal Corridor: Imjin Parkway	Env't & Design						
State Transportation Improvement Program	\$ 1,650						\$ 1,650
Developer Fees	\$ 1,000						\$ 1,000
Multimodal Corridor: Imjin Parkway	Con						
SB 1 Local Partnership Competitive	\$ 19,000						\$ 19,000
SB 1 Local Partnership Formula - FY23/24	\$ 1,250						\$ 1,250
Developer Fees	\$ 2,000						\$ 2,000
Measure X	\$ 18,250						\$ 18,250
	\$ 43,150	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,150
Fort Ord Trails and Greenway - Segment 1 (Highway 218)	Design & ROW						
Measure X	\$ 1,367						\$ 1,367
SB 1 Local Partnership Formula	\$ 600						\$ 600
Active Transportation Program	\$ 1,198						\$ 1,198
Fort Ord Trails and Greenway - Segment 1 (Highway 218)	Con						
Measure X	\$ 1,016						\$ 1,016
Active Transportation Program	\$ 9,181						\$ 9,181
	\$ 13,362	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,362
Fort Ord Trails and Greenway - Segment 2 (Jerry Smith Trailhead)	Scoping	Design		Con			
Measure X	\$ 38	\$ 389		\$ 4,663			\$ 5,090
Federal Lands Access Program		\$ 560		\$ 6,588			\$ 7,148
	\$ 38	\$ 949	\$ -	\$ 11,251	\$ -	\$ -	\$ 12,238
Fort Ord Trails and Greenway - Segment 3 (California Avenue)	Design	Con					
Measure X	\$ 800	\$ 1,200					\$ 2,000
Active Transportation Program	\$ 528	\$ 6,921					\$ 7,449
Active Transportation Program (Non-Infrastructure Component)	\$ 980						\$ 980
	\$ 1,328	\$ 8,121	\$ -	\$ -	\$ -	\$ -	\$ 9,449
Fort Ord Trails and Greenway - Segment 4 (Laguna Grande) + N. Fremont		Design		Con			
Measure X		\$ 500		\$ 1,000			\$ 1,500
Active Transportation Program - Cycle 7 (future)		\$ 500		\$ 5,000			\$ 5,500
	\$ -	\$ 1,000	\$ -	\$ 6,000	\$ -	\$ -	\$ 7,000
Salinas Rail Extension - Kick Start Construction Management	Con Mgt						
Traffic Congestion Relief Program	\$ 4,382						\$ 4,382
	\$ 4,382	\$ -	\$ -	\$ -			\$ 4,382

Funds showing "--->" indicate a time extension on the use of the funds to shift into the next fiscal year from when the funds were originally programmed.

	Prior	2024/25	2025/26	2026/27	2027/28	2028/29	Funding
Monterey County Rail Extension - Packages 2 (Layover) & 3 (Gilroy)	Design	Con					
<i>State Transportation Improvement Program</i>		\$ 12,573					\$ 12,573
<i>Traffic Congestion Relief Program</i>	\$ 5,500	\$ 15,742					\$ 21,242
<i>SB 1 TIRCP</i>		\$ 8,033					\$ 8,033
<i>TAMC RSTP</i>	\$ 437	\$ 2,600					\$ 3,037
<i>Coronavirus Response and Relief Supplemental Appropriations Act</i>		\$ 2,003					\$ 2,003
<i>SB 125 TIRCP</i>		\$ 5,000					\$ 5,000
	\$ 5,937	\$ 45,951	\$ -	\$ -	\$ -	\$ -	\$ 51,888
Salinas Rail Extension - Positive Train Control	Con						
<i>SB 1 TIRCP</i>	\$ 1,615						\$ 1,615
<i>SB 125 TIRCP</i>	\$ 4,695						\$ 4,695
	\$ 6,310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,310
King City Multimodal Transit Center	Con	Con					
<i>SB 125 TIRCP</i>	\$ 7,500						\$ 7,500
<i>Interregional Transportation Improvement Program</i>	\$ 7,500						\$ 7,500
<i>Amtrak</i>	\$ 5,000						\$ 5,000
<i>State Rail Assistance</i>	\$ 6,375						\$ 6,375
<i>SB 1 TIRCP - Cycle 7 (future)</i>		\$ 11,475					\$ 11,475
	\$ 26,375	\$ 11,475	\$ -	\$ -	\$ -	\$ -	\$ 37,850
Pajaro / Watsonville Multimodal Station	Env't	Design					
<i>SB 1 TIRCP</i>	\$ 2,274						\$ 2,274
<i>SB 125 TIRCP</i>		\$ 8,781					\$ 8,781
	\$ 2,274	\$ 8,781	\$ -	\$ -	\$ -	\$ -	\$ 11,055
Highway 1 Elkhorn Slough Climate Resiliency Project	Study						
<i>State Member Designated Funding</i>	\$ 1,000						\$ 1,000
	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000
Habitat Preservation / Advance Mitigation	Study	ROW					
<i>Measure X</i>	\$ 96	\$ 4,904					\$ 5,000
<i>SB 1 Adaptation Planning Grant</i>	\$ 376						\$ 376
<i>SB 1 Statewide Habitat Grant</i>		\$ 4,904					\$ 4,904
	\$ 472	\$ 9,808	\$ -	\$ -	\$ -	\$ -	\$ 10,280
Regional Wayfinding (Bikeway Signs)	Con						
<i>SB 1 Local Partnership Formula</i>	\$ 887						\$ -
<i>Regional Surface Transportation Program</i>	\$ 1,044						\$ -
	\$ 1,931	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Funds showing "-->" indicate a time extension on the use of the funds to shift into the next fiscal year from when the funds were originally programmed.

	Prior	2024/25	2025/26	2026/27	2027/28	2028/29	Funding
Safe Routes to Schools: Every Child	Plan						
<i>Measure X</i>	\$ 82						\$ 82
<i>Active Transportation Program</i>	\$ 2,143						\$ 2,143
	\$ 2,225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,225
Safe Routes to Schools: Measure X Regional Program							
<i>Measure X</i>	\$ 2,467	\$ 667	\$ 667	\$ 667	\$ 667	\$ 667	\$ 5,802
	\$ 2,467	\$ 667	\$ 667	\$ 667	\$ 667	\$ 667	\$ 5,802
Senior and Disabled Transportation: Measure X Regional Program							
<i>Measure X</i>	\$ 2,415	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 4,915
	\$ 2,415	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 4,915
Commuter Bus, Salinas Valley Transit Centers - B: Salinas Bus O&M Facility							
Env't & Con							
<i>Measure X</i>	\$ 10,000						\$ 10,000
	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
Planning, Programming, and Monitoring							
<i>State Transportation Improvement Program</i>	\$ 916	\$ 277	\$ 277	\$ 277	\$ 276	\$ 253	\$ 2,276
Total	\$ 916	\$ 277	\$ 277	\$ 277	\$ 276	\$ 253	\$ 2,276

Funds showing "-->" indicate a time extension on the use of the funds to shift into the next fiscal year from when the funds were originally programmed.