



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

BOARD OF DIRECTORS

Wednesday, June 22, 2022

****9:00 AM****

REMOTE CONFERENCING ONLY

There will be NO physical location of the meeting.

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

Join meeting online at:

<https://us02web.zoom.us/j/446951513?pwd=QmNUODRtdXlCSEFxlZlXVmhoY21yUT09>

OR

By teleconference at: +1 669 900 6833

Meeting ID: 446 951 513

Password: 194463

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

1. QUORUM CHECK – CALL TO ORDER

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

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

PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENTS

Any member of the public may address the Board on any item not on the agenda but within the jurisdiction of the Board. 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.

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. **2022 Regional Transportation Plan:**

1. **ADOPT** Resolution 2022-08 to adopt CEQA findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program related to the Environmental Impact Report certified by the Association of Monterey Bay Area Governments for the 2022 Monterey County Regional Transportation Plan; and
2. **ADOPT** Resolution 2022-09 to adopt the 2022 Monterey County Regional Transportation Plan.

- Guther

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 2022 Plan is intended to be an update to the 2018 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.

5. **ADOPT** and **APPROVE** new guidelines and application for the Active Transportation Support Program.

- Guther

The Active Transportation Support Program (formerly the Bike Secure Program) has been updated and expanded, and the guidelines and application materials have been redesigned. The changes were made to offer applicants more choices and encourage more potential recipients to apply.

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

- Caltrans Director's Report and Project Update - Eades

- Monterey Peninsula Airport - Sabo
- Monterey-Salinas Transit - Sedoryk
- Monterey Bay Air Resources District - Stedman

- 7. Reports on meetings attended by Board Members at Transportation Agency expense, as required by state law.**
- 8. Executive Director's Report.**
- 9. Announcements and/or comments from Transportation Agency members on matters that they wish to put on future Transportation Agency agendas.**
- 10. ADJOURN**

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** the Transportation Agency for Monterey County Board draft minutes of May 25, 2022.

- Rodriguez

- 3. 1.2 ACCEPT** the list of checks written for May 2022 and the credit card statement for the month of April 2022.

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

- Goel

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

- 3. 1.4 ADOPT** finding, pursuant to AB 361, that the COVID-19 pandemic state of emergency declared by Governor Newsom is still in effect; the TAMC Board of Directors has reconsidered the circumstances of the state of emergency; and, the state of emergency continues to directly impact the ability of the members to meet in person.

- Muck

It is recommended that the TAMC Board of Directors find, pursuant to AB 361, that the COVID-19 pandemic state of emergency declared by Governor Newsom is still in effect; the TAMC Board of Directors has reconsidered the circumstances of the state of emergency; and, the state of emergency continues to directly impact the ability of the members to meet in person.

3. 1.5 **APPROVE** attached updated Agency weighted vote table.

- Goel

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

3. 1.6 **ACCEPT** the Agency's Financial Audit Reports for fiscal year ending June 30, 2021.

- Goel

For all of the audits completed for the year ending June 30, 2021, the auditors found no instances of noncompliance that are required to be reported under Government Auditing Standards, nor did they note any matters involving the internal control over financial reporting and its operation that they consider to be material weaknesses.

3. 1.7 **RECEIVE** report on conferences or trainings attended by agency staff.

- Watson

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

3. 1.8 **AUTHORIZE** the Executive Director to enter into a lease agreement with City of Marina for segments of the Monterey Branch Line corridor between Marina and Sand City subject to Agency Counsel approval, so long as the final lease does not significantly alter the terms of the attached draft lease.

- Muck

The Museum of Handcar Technology and the Mendocino Railway company submitted unsolicited proposals for use of the same section of the Monterey Branch Line corridor for recreational use of handcar or railbike operations. During the March 23, 2022 TAMC Board meeting, the Board voted to enter into a lease agreement with the City of Marina to transfer coordination of the proposals for recreational use of the Monterey Branch Line to Marina staff. The Rail Policy Committee and Executive Committee reviewed the draft lease at their June meetings.

BICYCLE, PEDESTRIAN, TRANSIT, and SOCIAL SERVICES

3. 2.1 Federal Transit Grant Section 5310 Application for Monterey-Salinas Transit bus funds:

1. **ACCEPT** Monterey-Salinas Transit's Federal transit grant application for five bus replacements for its RIDES paratransit service for the elderly and persons with disabilities; and
2. **ADOPT** Resolutions 2022-03 approving Monterey County's scores for Traditional Section 5310 grant applications and certifying that the projects meet federal program requirements and conditions.

- Hernandez

The Federal Transit Administration Section 5310 program provides competitive grants for capital and operating costs associated with transportation serving seniors and people with disabilities. The Transportation Agency is responsible for accepting and scoring the FTA 5310 grant applications within Monterey County, and submitting applications to the state for funding. The Transportation Agency's actions do not approve funding for projects, but assist the FTA/Caltrans in making those decisions.

3. 2.2 APPROVE and RELEASE the Measure X Senior & Disabled Transportation draft needs assessment and program guidelines for public review.

- Hernandez

The purpose of the Measure X Senior & Disabled Transportation Program is to increase transportation services for seniors and persons with disabilities to support their ability to live independently in their homes and communities. Four grant applications were funded for the second cycle of the program. The Transportation Agency is conducting a needs assessment to review the existing transportation services for seniors and persons with disabilities in the County to determine the most effective way to spend Measure X funding for future grant cycles of the Senior & Disabled Transportation Program.

3. 2.3 RECEIVE list of Monterey County's unmet transit needs.

- Hernandez

In its role as the Transportation Development Act fund administrator, the Transportation Agency annually seeks public input to identify unmet transit needs in Monterey County prior to allocating Local Transportation Funds. Staff coordinated with Monterey-Salinas Transit to evaluate the unmet transit needs comments received through April 30, 2022.

PLANNING

3. 3.1 Legislative Update

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

- Watson

This report provides updates on State and federal legislative activities and presents proposed positions on draft legislation. The Executive Committee received this update on June 8 and voted to recommend the Board change a position on one bill.

PROJECT DELIVERY and PROGRAMMING

3. 4.1 Alisal Greening, Beautification and Safety Contract

1. **AUTHORIZE** the Executive Director to execute an agreement with the City of Salinas and Ecology Action for work on the Alisal Greening, Beautification and Safety project for the period beginning August 9, 2022 and ending December 30, 2024;
2. **APPROVE** the use of Clean CA grant funding, and Measure X Safe Routes to School Program funds as approved in the FY22/23 budget; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the agreements, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved agreement term or amount.

- Green

The City of Salinas was awarded a \$2,147,958 Clean California grant for the Alisal Greening, Beautification and Safety project in May 2022. This agreement will define the partnership between the City and sub-applicants TAMC and Ecology Action and enable transfer of funds between entities.

3. 4.2 **APPROVE** and **AUTHORIZE** the Executive Director to amend the Cooperative Agreement with Caltrans allowing the expenditure of \$4,835,372 for the Project Approval and Environmental Documents phase of the State Route 68 operation and wildlife connectivity improvement project. The Amendment establishes funding increases of \$2,087,000 of State Transportation Improvement Program/Regional Improvement Program funds, \$799,372 of Highway Improvement Programs funds, and new funding of \$1,949,000 of SB1-Local Partnership Program funds.

- Strause

Funding increases must be added to the 2022 Integrated Funding Plan. In order for Caltrans to expend these funds, a Cooperative Agreement is required that outlines the duties of Caltrans and the Transportation Agency.

3. 4.3 Regional Surface Transportation Program Fair Share Allocation:

1. **APPROVE** the request by the City of Gonzales to program Regional Surface Transportation Program fair share funds to the Slurry Seal Project in the amount of \$53,010; and
2. **APPROVE** amending Exhibit A of the local funding agreement to include these projects and funding.

- Strause

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

RAIL PROGRAM - No items this agenda.

REGIONAL DEVELOPMENT IMPACT FEE - No items this agenda.

COMMITTEE MINUTES and CORRESPONDENCE

3. 7.1 ACCEPT draft minutes of the Transportation Agency Committees:

- Executive Committee - draft minutes of June 8, 2022
- Rail Policy Committee - draft minutes of June 6, 2022
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of June 1, 2022
- [Technical Advisory Committee](#) - draft minutes of June 2, 2022
- [Measure X Citizens Oversight Committee](#) - No meeting

- Rodriguez

3. 7.2 RECEIVE correspondence to and from TAMC for the month of June 2022.

- Rodriguez

END OF CONSENT AGENDA

ANNOUNCEMENTS

Next Transportation Agency for Monterey County regular meeting will be on
Wednesday, August 24, 2022
9:00 A.M.

Important Meeting Information

Remote Meetings: On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which enhanced State and Local Governments ability to respond to COVID-19 Pandemic based on Guidance for Gatherings issued by the California Department of Public Health. The Executive Order specifically allowed local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. That order expired on September 30, 2021. Governor Newsom has now signed AB 361, and the TAMC Board of Directors approved a resolution to enact AB 361 on September 22, 2021. This legislation permits teleconferencing for Brown Act meetings during a state of emergency. Thus, TAMC meetings will convene remotely, until further notice. For remote meetings, the public is strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants should download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/wordpress/2018/07/03/video-communications-best-practice-guide/>.

Remote Meeting Public Comment: Due to current circumstances, there may be limited opportunity to provide verbal comments during remote meetings. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to maria@tamcmonterey.org by 5:00pm the Monday before the meeting. Such comments will be distributed to the Committee before the meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

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
Office is closed an all employees are working remotely until further notice
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 supporting papers must be furnished by that time or be readily available.

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.



Memorandum

To: Board of Directors
From: Alissa Guther, Assistant Transportation Planner
Meeting Date: June 22, 2022
Subject: **2022 Regional Transportation Plan**

RECOMMENDED ACTION:

2022 Regional Transportation Plan:

1. **ADOPT** Resolution 2022-08 to adopt CEQA findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program related to the Environmental Impact Report certified by the Association of Monterey Bay Area Governments for the 2022 Monterey County Regional Transportation Plan; and
2. **ADOPT** Resolution 2022-09 to adopt the 2022 Monterey County Regional Transportation Plan.

SUMMARY:

The Transportation Agency adopts a Regional Transportation Plan every four years to provide a basis for allocating state and federal funding to transportation projects in Monterey County. The 2022 Plan is intended to be an update to the 2018 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 2022 Regional Transportation Plan's financial estimate identified a total of approximately \$6.7 billion in projected funding for transportation projects in Monterey County through the 2045 horizon year of the plan.

DISCUSSION:

The 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 Bay Area Governments (AMBAG), 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 Policy Element was adopted by the Agency's Board of Directors in February 2020.

The Agency has prepared a technical update to the 2022 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 approved in 2020. 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, and removal of completed projects. Projects that are considered "Regionally Significant" are also listed individually, such as the US 101 South of Salinas project, and includes grouped listings for all other project categories, such as local streets and roads and transit projects. With over 400 projects in the RTP, the grouped listings allows us to present a more organized list of projects that still highlights the priorities of the Board.

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 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy Update.

Senate Bill 375 requires that the Regional Transportation Plan be consistent with the Sustainable Communities Strategy. AMBAG developed a sustainable land use pattern in conjunction with local jurisdictions that is supportive of the countywide transportation project list. To view the Sustainable Communities Strategy, refer to AMBAG's 2045 Moving Forward Monterey Bay Plan.

To align the review process for these coordinated documents, the Agency released the Draft Monterey County Regional Transportation Plan in December 2021 for a public review period closing January 31, concurrent with AMBAG's review period. As part of this process, the Agency held a noticed public hearing on the draft plan at the January 26, 2022 Board of Directors meeting. The document was posted to the Agency website and distributed to member jurisdictions, state and federal resource agencies, citizen advisory committees and other public stakeholders.

The Agency received comments from four agencies on the draft Plan. Of the four comments there was one formal comment from Caltrans that noted various minor edits to be made. The remaining three comments were either informal or received by AMBAG for the joint MTP/SCS/ RTP EIR, and these included comments from Monterey Salinas Transit regarding a project name change for their Bus Replacement program and other name clarifications on projects; a comment from the City of Monterey Public Works about a change to the Del Monte Corridor project as well as a request to recommend Class IV instead of Class II in our Policy Recommendations on roadways or arterials 30 mph or higher; and comments from the City of Salinas regarding completed project listings and project funding updates. Agency staff has incorporated the various comments into the final Plan.

AMBAG adopted the final Metropolitan Transportation Plan/ Sustainable Communities Strategy and certified the final EIR at their Board meeting on June 15, 2022. The action requested by staff will adopt Resolution 2022-08 and 2022-09 to take the actions required of the Agency for the environmental documents and for approval of the 2022 Monterey County Regional Transportation Plan.

WEB ATTACHMENTS:

1. [2022-08 CEQA Findings-RTP 2022-Resolution](#)
2. [2022-09 RTP Adoption Resolution](#)
3. [2022 Regional Transportation Plan](#)
4. [2045 MTP Timeline](#)
5. [2045 MTP-SCS CEQA Findings](#)
6. [AMBAG Final Environmental Impact Report](#)

7. [AMBAG Final Environmental Impact Report Appendices](#)



Memorandum

To: Board of Directors
From: Alissa Guther, Assistant Transportation Planner
Meeting Date: June 22, 2022
Subject: **New Guidelines for Active Transportation Support Program**

RECOMMENDED ACTION:

ADOPT and **APPROVE** new guidelines and application for the Active Transportation Support Program.

SUMMARY:

The Active Transportation Support Program (formerly the Bike Secure Program) has been updated and expanded, and the guidelines and application materials have been redesigned. The changes were made to offer applicants more choices and encourage more potential recipients to apply.

FINANCIAL IMPACT:

The budget for the Active Transportation Support Program is \$30,000 per fiscal year from the Agency's set-aside of Regional Surface Transportation Program funds. The funding does not roll over and as such must be used in full each year.

DISCUSSION:

The Active Transportation Support Program (formerly the Bike Secure Program) is an on-going, rolling grant program with the purpose of promoting active transportation by providing businesses, schools, and agencies with secure bicycle parking, repair stations, skateboard racks, and funding for artistic bicycle racks. The previous guidelines contained information on the type of racks that are eligible as well as the program requirements to apply for the program. The program runs on a \$30,000 budget per year with applications being reviewed on a first come first serve basis. However, funding for the program has not been fully utilized in previous years.

The 2021-2022 update of the former Bicycle Secure Program broadened the program with additional program areas intended to increase the access of active transportation modes across Monterey County. The updated guidelines and application (**attached**) were revised to include these Program Areas:

- Roll Repair Program:
 - The Transportation Agency would provide maintenance tools and training resources to schools and non-profit organizations to run their own maintenance program.
- Bike Support Kits:
 - The support kits would include a range of maintenance and safety items such as bike pumps, patch kits, inner tubes, lights, and reflectors.
- League of American Bicyclists Training:
 - The Transportation Agency is seeking to partner with local schools and non-profit organizations to host training workshops to train prospective instructors about bicycle safety and education.

- Racks and Lockers:
 - Already in the existing program, the purchase and shipment of bicycle, scooter, and skateboard racks and lockers would be provided to businesses and organizations interested in the equipment.

Each of the program areas has their own requirements. The revised guidelines and application were presented at the Bicycle and Pedestrian Committee meeting May.

Upon Board approval of the revised guidelines and application, the new program will go into effect in July.

WEB ATTACHMENTS:

[Final Active Transportation Support Program Application](#)

[Final Active Transportation Support Program Guidelines](#)



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 22,2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

| CONSTRUCTION PROJECTS | | | | | | | | | |
|-----------------------|--|--|--|------------------------|-------------------|----------------|-----------------|--|---|
| | Project | Location & Post Mile (PM) | Description | Construction Timeline | Construction Cost | Funding Source | Project Manager | Contractor | Comments |
| 1. | North District Crosswalk Enhancements (1G760) | Various locations throughout Monterey and Santa Cruz (SRs 1, 9, 68, 129, 152, 183) | Electrical/ Signs/ Flashing Beacons/ Markings/ Pavements | Fall 2021 /Spring 2022 | \$1 million | Minor | Mike Lew (RJ) | Alfaro Communications Construction Inc., Compton, CA | Contract was accepted on 8/10/2021. |
| 2. | TMS Detection Repair (1H990) | Various locations throughout District 5 (SRs 1, 17, 68, 156, 101) (PM Various) | Replace failed TMS Detection | Winter 2021/22 | \$3 million | SB1 SHOPP | Nick Heisdorf | Traffic Loops Crackfilling Anaheim, CA | Construction complete. |
| 3. | Rumble Strip Project (1K850) | In Monterey and San Luis Obispo Counties at Various Locations | Install Centerline and edge line rumble strip | Fall 2022 | \$2.6 million | SHOPP MAJOR | Amy Donatello | Cal Stripe | Construction ongoing. |
| 4. | Highway 1 Coastlands Wall Permanent Restoration (1M460) | Near Big Sur at 1.0 Miles south of Pfeiffer Canyon Bridge (PM -44.5/44.45) | Construct soldier pile wall and restore roadway | Spring/Summer 2022 | \$1.7 million | SHOPP | Carla Yu | Future Contractors and Engineers, Irvine, CA. | Construction contract was approved 6/1/2022, construction submittals now ongoing. |



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 22,2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

| CONSTRUCTION PROJECTS | | | | | | | | | |
|-----------------------|--|---|---|-----------------------|-------------------|----------------|-----------------|--|---|
| | Project | Location & Post Mile (PM) | Description | Construction Timeline | Construction Cost | Funding Source | Project Manager | Contractor | Comments |
| 5. | Highway 1 Little Sur Retaining Wall (1K050) | Between Little Sur River and North of Big Sur, south of Little Sur River Bridge (PM 55.9/55.9) | Construct earth retaining system, restore roadway and facilities, provide temporary traffic control, place Water Pollution Control BMPs, erosion control, and required mitigation | Spring 2022 | \$5.4 million | SHOPP | Carla Yu | Gordon Ball Inc. | Project delivery was accelerated from May 2022 to RTL in June 2021, 11 months ahead of schedule. Construction completed early; all lanes were open by mid-April 2022. |
| 6. | Highway 1 Garrapata Creek Bridge Rehab (1H460) | At Garrapata Creek Bridge (PM 63.0) | Electrochemical Chloride Extraction (ECE) of bridge structure | Summer 2021-Fall 2023 | \$9.6 million | SHOPP | Carla Yu | Future Contractors and Engineers, Irvine, CA | Construction underway. |
| 7. | Highway 68 Pacific Grove CAPM (1H000) | From Forest Avenue to the SR 1/68 Junction (PM 1.1/L4.3) | Pavement preservation | Winter 2022 | \$8.6 million | SHOPP | Carla Yu | Granite Rock Company. | Construction underway. |



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 22, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

| CONSTRUCTION PROJECTS | | | | | | | | | |
|-----------------------|---|---|--|------------------------------|-------------------|----------------|-------------------------------------|---------------------------------------|--|
| | Project | Location & Post Mile (PM) | Description | Construction Timeline | Construction Cost | Funding Source | Project Manager | Contractor | Comments |
| 8. | US 101 King City Combined Projects (1F75U) | Near King City from South of Wild Horse Road to Teague Avenue (PM 36.9/47.7) | Pavement Rehabilitation, Seismic Retrofit with widening and median barrier | Spring 2019 - Summer 2023 | \$92.6 million | SHOPP | Aaron Henkel (TL) | OHL, USA, Irvine, CA | Construction underway. Lanes have been reduced to 1 lane each direction from First Street to north of Jolon Road. The work is in its fourth stage. This work consists of the No. 2 Lane and ramps. |
| 9. | US 101 Salinas Rehabilitation (1C890) | East Market Street overcrossing to just south of Russell/Espinosa Road (PM 87.31/R91.5) | Roadway rehabilitation | Spring 2019 - Summer 2022 | \$47 million | SHOPP | Aaron Henkel (TL) | Granite Rock Company, Watsonville, CA | Major construction is complete. Waiting for contractor to complete punch item work. |
| 10. | US 101 Monterey-San Benito Co Roadside Safety Improvements (1F900) | In Monterey and San Benito Counties North Gonzales to SCL Line (PM 73.0/96.8) | Roadside safety improvements | Fall 2021 - Spring 2022 | \$4.8 million | SHOPP | Terry Thompson (CM Patrick Dussell) | Teichert, Salinas, CA | Construction Contract Acceptance on 12/14/21. Project is in closeout process. |
| 11. | US 101 North Soledad OH Deck Replacement (0F970) | North Soledad Bridge (PM 62.2/62.9) | Bridge deck rehabilitation | Summer 2022 to Winter '22/23 | \$3.7 million | SHOPP | Jackson Ho | PS&E/RW | Construction Contract Approval on 4/7/22. PM is addressing City request for detour information and presentation. |



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 22, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

| CONSTRUCTION PROJECTS | | | | | | | | | |
|-----------------------|--|---|--|---------------------------|-------------------|----------------|-----------------|---------------------|--|
| | Project | Location & Post Mile (PM) | Description | Construction Timeline | Construction Cost | Funding Source | Project Manager | Contractor | Comments |
| 12. | US 101 Camp Roberts SRRRA Infrastructure Upgrade (1H020) | Northbound and southbound at the Camp Roberts Rest Area (PM R2.9/R5.3) | Safety roadside rest area infrastructure upgrade | Winter 2022 | \$6.2 million | SHOPP | Barak Miles | Newton Construction | Construction Start Date: 11-29-2021. SB Comfort Station exterior repairs and painting; NB septic tank installation; NB Comfort Station plumbing; start new NB Crew Room foundation and picnic shelter foundations. Contractor estimated scheduled completion: 9-6-2022. Construction Contract Acceptance (CCA) M600 12/30/2022 (t) |
| 13. | Highway 156 Castroville Overhead (0A090) | On SR 156 between the SR 183/156 separation and Castroville Boulevard (PM R1.1/R2.1) | Replace Bridge Railing | Spring 2022 – Summer 2023 | \$7.0 million | SHOPP | Jackson Ho | | Construction Contract Approved on 1/6/22. Construction Begun. |



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 22,2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

| PROJECTS IN DEVELOPMENT | | | | | | | | | |
|-------------------------|---|---|---|-----------------------|-------------------|----------------|-----------------|---------|--|
| | Project | Location & Post Mile (PM) | Description | Construction Timeline | Construction Cost | Funding Source | Project Manager | Phase | Comments |
| 1. | Highway 1 Big Creek Tieback Wall (1K010) | Near Lucia south of Big Creek Bridge (27.5/27.7) | Construct tieback wall, restore roadway and facilities, place Water Pollution Control BMPs, and erosion control | Spring/Summer 2023 | \$7.3 million | SHOPP | Aaron Henkel | PA&ED | The schedule was moved out to further identify biological and cultural concerns within the project limits. PA&ED: Moved to 9/1/22 |
| 2. | Highway 1 Castro Canyon Bridge Rail Upgrade (1H490) | At Castro Canyon Bridge (PM 43.1) | Replace bridge rail | Spring/Summer 2026 | \$2.5 million | SHOPP | Aaron Henkel | PS&E/RW | Project is now in the Design phase. Project may be delayed due to AT&T. CDP was approved for project. |
| 3. | Highway 1 Pfeiffer Canyon Mitigation (1K080) | At Pfeiffer Canyon Bridge (45.5/45.5) | Environmental mitigation (planting, erosion control) for project EA 1J130. | Winter 2022/23 | \$0.2 million | SHOPP | Jackson Ho | PS&E/RW | CTC funds voted in May 2022. Working on award process through the DPAC process. Utilities relocation mitigation moved to EA 05-1K081, which was split out in the May 2022 CTC meeting. |



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 22,2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

| PROJECTS IN DEVELOPMENT | | | | | | | | | |
|-------------------------|--|--|---|-----------------------|-------------------|------------------|-----------------|---------|--|
| | Project | Location & Post Mile (PM) | Description | Construction Timeline | Construction Cost | Funding Source | Project Manager | Phase | Comments |
| 4. | Highway 1 Garrapata Creek Bridge Rail Replacement (1H800) | At Garrapata Creek Bridge (PM 62.97) | Bridge rail rehabilitation | Winter 2025 | \$3.6 million | SHOPP | Carla Yu | PS&E | Project is in Design phase and CA Type 86H rail third and final crash test completed 12/8/21. 6th and final ADAC community meetings are complete with the recommendation to use CA Type 86H rail. CDP application submitted in March 2022. |
| 5. | Highway 1 Salinas Clean CA (1P534) | At SR1 and Market, Alisal, and Sandborn (PM 86.12/87.33) | Beautify three blighted undercrossing structures, and the adjacent infrastructure and roadside landscape. | Fall 2022 | \$1.8 million | Clean California | Nick Heisdorf | PS&E | Project is in the design phase. RTL anticipated July 2022. |
| 6. | Highway 68 Hwy 68 Curve Correction (1J460) | Near Pacific Grove West of Community Hospital Entrance (PM 0/0) | Improve superelevation, widen shoulders, install rumble strip | Summer 2023 | \$2.2 million | SHOPP | Aaron Henkel | PS&E/RW | Project is in the design phase. |
| 7. | Highway 68 Route 68 Drainage Improvements (1J880) | From west of Sunset Dr to Toro Park (PM 0.2/15.7) | Drainage improvement, replace lighting, and install count stations | Winter 2026 | \$8 million | SHOPP | Carla Yu | PA&ED | PA&ED has begun. Target completion of Environmental phase is June 2022. |



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 22, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

| PROJECTS IN DEVELOPMENT | | | | | | | | | |
|-------------------------|--|---|----------------------------|-----------------------|-------------------|----------------|-----------------|---------|---|
| | Project | Location & Post Mile (PM) | Description | Construction Timeline | Construction Cost | Funding Source | Project Manager | Phase | Comments |
| 8. | Highway 68 Pacific Grove ADA Pathway (1H220) | From 17 Mile Drive to Congress Avenue (PM 0.5/0.8) | Provide accessible pathway | Winter 2024 | \$0.92 million | SHOPP | Mike Lew | PS&E/RW | Project was awarded to Granite Rock Company on June 1, 2022 |
| 9. | US 101 Prunedale Drainage (1H691) | Near Prunedale From 0.38 Mile North of Crazy Horse Canyon Road to 1.14 Miles South of San Juan Road Overcrossing (PM 0/0) | Drainage System Rehab | Winter 2024/2025 | \$ 6.2 million | SHOPP MAJOR | Jackson Ho | PA&ED | |



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 22, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

| PROJECTS IN DEVELOPMENT | | | | | | | | | |
|-------------------------|---|--|---|-----------------------|-------------------|------------------|-----------------|---------|--|
| | Project | Location & Post Mile (PM) | Description | Construction Timeline | Construction Cost | Funding Source | Project Manager | Phase | Comments |
| 10. | Highway 101 King City Highway Beautification & Pedestrian Enhancements | US 101 and Canal Street | Add landscaping and other aesthetic improvements in the highway corridor and enhance key pedestrian undercrossing to reduce incidents of graffiti and erosion | Spring 2022 | \$0.75 million | Clean California | Aaron Henkel | PS&E | Project is in the Design Phase |
| 11. | US 101 King City Trees Planting Mitigation (OT991) | On South of Broadway Street and on Jolon Road (41.1/42.2) | Landscape mitigation | Summer 2026 | \$0.81 million | SHOPP | Aaron Henkel | PW&E/RW | Project has met RTL |
| 12. | US101 King City CAPM (1K440) | Near King City from Jolon Road undercrossing to Lagomarsino Ave (PM R41.9/R49.0) | Pavement Preservation, TMS Elements, Lighting and Drainage | Summer 2025 | \$ 27 million | SHOPP | Aaron Henkel | PA&ED | Project is working on Project Report and expect to complete document by the end of June. |



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 22,2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

| PROJECTS IN DEVELOPMENT | | | | | | | | | |
|-------------------------|---|---|-----------------------------|-----------------------|-------------------|----------------|-----------------|--------------|--|
| | Project | Location & Post Mile (PM) | Description | Construction Timeline | Construction Cost | Funding Source | Project Manager | Phase | Comments |
| 13. | US 101 Spence Rd Acceleration Lane (1M760) | South of Salinas at Spence Rd (PM 81.03) | Extend NB acceleration lane | Spring 2024 | \$1 million | MINOR | Aaron Henkel | PS&E/RW | Project is in the Design phase. Working with TAMC on the co-op agreement for construction capital. |
| 14. | US 101 Market Street Northbound On-ramp Improvements (1H050) | Near Salinas from East Market Street to South of Sherwood Drive (PM 87.4/87.8) | Roadway and Retaining Wall | Fall 2022-Summer 2023 | \$6.0 million | SHOPP | Jackson Ho | PS&E/RW | RTL reached on 3/8/22. Construction is targeted for October 2022. |
| 15. | US101 PIP Landscape Mitigation (0161H) | In and near Prunedale at various locations, from 0.2 miles north of Little Bear Creek Undercrossing to 0.3 miles north of Echo Valley Road. (PM 91.2/99.2) | Landscape Mitigation | Spring 2022 | \$4.3 million | STIP | Jackson Ho | Construction | M600, CCA, reached on 5/13/2022. |



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 22, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

| PROJECTS IN DEVELOPMENT | | | | | | | | | |
|-------------------------|--|--|---|---------------------------|-------------------|-----------------------------|-----------------|---------|---|
| | Project | Location & Post Mile (PM) | Description | Construction Timeline | Construction Cost | Funding Source | Project Manager | Phase | Comments |
| 16. | US 101 Prunedale Rehab (1H690) | Near Prunedale North of Boronda Road overcrossing to Monterey/San Benito County Line (PM R91.5/101.3) | Pavement rehabilitation | Winter '22/23-Spring 2024 | \$35.2 million | SB 1 SHOPP | Jackson Ho | PS&E/RW | Design Consultant and team are working towards RTL. |
| 17. | Highway 156 Clean CA Castroville Ped OH (1P533) | On Route 156 in Monterey County at the Geil St Pedestrian OC (1.35/1.35) | Install beautification, transportation art, and safety measure enhancement project. | Winter 2022 | \$1.0 million | Clean California | Jackson Ho | PS&E/RW | Working towards RTL August 2022 |
| 18. | Highway 156 Castroville Boulevard Interchange (31601) | Castroville Boulevard and Highway 156 (R1.6/1.4) | Construct a new interchange | Fall 2024 | \$24 million | STIP Measure X Federal Demo | Mike Lew | PS&E/RW | Work continues on R/W acquisitions and permit acquisitions. Also, our Environmental team is working on the species and AG land mitigation plan. |



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 22, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

| PROJECTS IN DEVELOPMENT | | | | | | | | | |
|-------------------------|--|---|--|------------------------|-------------------|------------------|-----------------|---------|---|
| | Project | Location & Post Mile (PM) | Description | Construction Timeline | Construction Cost | Funding Source | Project Manager | Phase | Comments |
| 19. | Highway 183 Salinas to Castroville CAPM (1K430) | South of Old Cemetery Rd near Salinas south of Del Monte Ave at Castroville (PM 2.1/8.3) | Roadway rehabilitation, TMS elements, lighting, and sign panel replacement | Winter 2023 | \$6.9 million | SHOPP | Aaron Henkel | PS&E/RW | Project is in the Design Phase. |
| 20. | Highway 183 Castroville Improvement Project (1H650) | Community of Castroville from Del Monte Ave. to Washington St (PM R8.4/9.8) | Asset Management Pilot Project | Fall 2023- Winter 2025 | \$23.2 million | SHOPP | Jackson Ho | PS&E | Regular R/W milestone reached on 12/22/21. 285 potholes being completed. Public information meeting completed May 26, 2022. 60% Constructability Review Meeting held on June 6. |
| 21. | Highway 183 Castroville Arch (1P540) | On Route 183 in at Preston St (9.46/9.46) | Restore a community landmark and enhance sidewalk paving | Summer 2022 | \$0.5 million | Clean California | Jackson Ho | PS&E/RW | Working on cooperative agreement and maintenance agreement with Castroville CSD. CCSD working on design and encroachment permit submittal. |



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 22,2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

| PROJECTS IN DEVELOPMENT | | | | | | | | | |
|-------------------------|---|--|--|-----------------------|--------------------|-------------------|-----------------|---------|---|
| | Project | Location & Post Mile (PM) | Description | Construction Timeline | Construct ion Cost | Funding Source | Project Manager | Phase | Comments |
| 22. | SR218 FORTAG Bike Trail (1M570) | Located in the City of Seaside (PM 0.1/1.5) | Construct Bicycle and Pedestrian Trail. The project provides a safe alternative to Hwy 218 from Del Rey Woods Elementary in City Del Rey Oaks to Laguna Grande Regional Park | Summer 2023 | \$1.2 million | 100% LOCAL FUNDED | Jackson Ho | PS&E/RW | |
| 23. | SR218 Seaside ADA (1H230) | From Del Monte Road to Fremont Boulevard (PM R0.2/L0.9) | ADA compliant pedestrian access | Winter 2022 | \$1.6 million | SHOPP | Jackson Ho | PS&E | Team is working towards RTL by May 2022. Waiting on utility relocation plans from PG&E. |

ACRONYMS USED IN THIS REPORT:

- ADA** Americans With Disabilities Act
- EIR** Environmental Impact Report
- PA&ED** Project Approval and Environmental Document
- PID** Project Initiation Document
- PS&E** Plans, Specifications, and Estimates
- SB** Senate Bill, the Road Repair and Accountability Act of 2017
- SCL** Santa Clara County Line
- SHOPP** Statewide Highway Operation and Protection Program



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 22,2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

SR State Route
RTL Ready To List
TMS Traffic Management System



Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board
Meeting Date: June 22, 2022
Subject: TAMC draft minutes of May 25, 2022

RECOMMENDED ACTION:

APPROVE the Transportation Agency for Monterey County Board draft minutes of May 25, 2022.

ATTACHMENTS:

- ▣ TAMC Board draft minutes of May 25, 2022

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS
MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE
JOINT POWERS AGENCY
DRAFT MINUTES OF MAY 25, 2022, TAMC BOARD MEETING
Via Zoom Meeting Video/Audio Conference Call

| TAMC BOARD MEMBERS | NOV 21* | DEC 21 | DEC 21* | JAN 22* | JAN 22 | FEB 22* | FEB 22 | MAR 22 | APR 22 | MAY 25 |
|---|--------------------|-------------------|--------------------|--------------------|-------------------|--------------------|-------------------|-------------------|-------------------|-------------------|
| Luis Alejo, Supr. Dist. 1, (Linda Gonzales; Javier Gomez) | P | P(A) | P | P | P | P | P | P | P | P |
| John Phillips, Supr. Dist. 2, (Claudia Link) | P | P(A) | P(A) | P(A) | P | P(A) | P(A) | P | P | P(A) |
| Chris Lopez, Supr. Dist. 3, 2nd Vice Chair (Priscilla Barba) | P(A) | P(A) | A | A | P | A | P | P(A) | P(A) | P |
| Wendy Root Askew, Supr. Dist. 4, County Rep (Yuri Anderson) | P(A) | P(A) | P(A) | P(A) | P | A | P | P | P(A) | P(A) |
| Mary Adams, Supr. Dist. 5, Chair (Sarah Hardgrave, Colleen Courtney) | P(A) | P(A) | P(A) | P(A) | P | P(A) | P | P | P | P |
| Dave Potter, Carmel-by-the-Sea (Jeff Baron) | P | P | P | E | P | A | A | P | P | P |
| Alison Kerr, Del Rey Oaks (Pat Lintell) | P | P | P | P | P | P | P | P | P | P |
| Jose Rios, Gonzales (Lorraine Worthy) | P | P | P | P | P | A | P | P | P | P |
| Robert White, Greenfield (Andrew Tipton) | P | P | P | P | P | P | P | P | P | P |
| Michael LeBarre, King City, 1st Vice Chair (Carlos DeLeon) | P | P | P | P | P | P | P | P | P | P |
| Cristina Medina Dirksen, Marina (Bruce Delgado) | P | A | P | A | P | A | P | P | P | P |
| Edwin Smith, Monterey, Past Chair (Dan Albert; Andrea Renny) | P | P | P | P | P | A | P | P | P | P |
| Chaps Poduri, Pacific Grove, (Bill Peake) | P(A) | P | P | A | P | P | P | P | P | P |
| Kimbley Craig, Salinas, City Representative (Christie Cromeenes) | P | P | P | P | P | A | P | P | P | P |
| Gregory Hawthorne, Sand City (Jerry Blackwelder; Kim Cruz) | P(A) | P(A) | A | P | A | P | P | A | A | P(A) |
| Ian Oglesby, Seaside (David Pacheco) | P | P | P | P | P | P | P | P | P | P |
| Alejandro Chavez, Soledad (Anna Velazquez) | P | P | A | P | P | P | A | A | P | P |

| Ex Officio Members: | NOV* 21 | DEC 21 | DEC * 21 | JAN* 22 | JAN 22 | FEB* 22 | FEB 22 | MAR 22 | APR 22 | MAY 25 |
|---|--------------------|-------------------|-------------------------|--------------------|-------------------|--------------------|-------------------|-------------------|-------------------|-------------------|
| Maura Twomey, AMBAG (Heather Adamson, Bhupendra Patel, Paul Hierling) | A | P | A | A | P | A | P(A) | P(A) | P | P |
| Tim Gubbins, Caltrans, Dist. 5 (Scott Eades, Orchid Monroy Ochoa, John Olejnik, Richard Rosales, Brandy Rider) | A | P(A) | A | A | P(A) | A | P(A) | P | P(A) | P(A) |
| Richard Stedman, Monterey Bay Air Resources District (Alan Romero, David Frisbey, Amy Clymo) | A | P | A | A | P(A) | A | P | P | P | A |
| Bill Sabo, Monterey Regional Airport District (Richard Searle) | A | P | A | A | P | A | P | P | P | E |
| Carl Sedoryk, Monterey-Salinas Transit (Lisa Rheinheimer, Michelle Overmeyer) | A | A | A | A | P(A) | A | P | P | P | P(A) |
| Aurelio Gonzalez-Gomez, Watsonville | A | A | A | A | A | A | A | A | A | A |
| Eduardo Ochoa, CSUMB (Andre Lewis, Larry Samuels) | A | A | A | A | A | A | P(A) | A | P(A) | P(A) |
| <i>P = present; P(A) = alternate present; E = excused absence; A = unnoticed absence</i> | | | | | | | | | | |
| <i>*Special Meeting</i> | | | | | | | | | | |
| TAMC STAFF | NOV* 21 | DEC 21 | DEC * 21 | JAN* 22 | JAN 22 | FEB* 22 | FEB 22 | MAR 22 | APR 22 | MAY 25 |
| D. Bilse, Principal Engineer | E | P | E | E | P | E | P | P | P | P |
| D. Delfino, Finance Officer/Analyst | E | P | E | E | P | E | P | P | P | P |
| R. Goel, Dir. Finance & Administration | E | P | E | E | P | E | P | P | P | P |
| A. Green, Principal Transp. Planner | E | P | E | E | P | E | P | P | P | P |
| A. Guther, Asst. Transportation Planner | P | P | E | E | P | E | P | P | P | P |
| K. Hansen, Legal Counsel | E | P | P | P | P | E | P | P | P | P |
| A. Hernandez, Asst. Transp. Planner | P | P | E | E | P | E | P | P | P | P |
| M. Montiel, Administrative Assistant | P | P | E | E | P | E | P | P | P | P |
| T. Muck, Executive Director | E | P | P | P | P | P | P | P | P | P |
| E. Rodriguez, Clerk of the Board/ Senior Administrative Assistant | E | P | P | P | P | P | P | P | P | P |
| J. Strause, Transportation Planner | | P | P | E | P | E | P | P | P | P |
| L. Terry, Accounting Assistant | E | E | E | E | P | E | P | E | E | E |
| C. Watson, Director of Planning | E | P | E | E | P | E | P | P | P | P |
| L. Williamson, Senior Engineer | E | P | E | E | P | E | P | P | P | P |
| T. Wright, Community Outreach | P | E | E | E | P | E | P | P | P | P |
| M. Zeller, Director of Programming & Project Delivery | E | P | P | P | P | P | P | P | P | P |

OTHERS PRESENT

Brian McMinn APWA Past President/City of Marina Kevin Dayton Measure X Committee
 Colleen Courtney Supervisor District 5 alternate

1. CALL TO ORDER

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

2. PUBLIC COMMENTS

Allen Tarp read a letter from Brad Tarp that was sent to the Board dated May 22, 2022, regarding the property on West Market and New Street.

3. CONSENT AGENDA

M/S/C Potter/Lopez/unanimous

The Board approved the consent agenda as follows:

ADMINISTRATION and BUDGET

- 3.1.1** Approved minutes of the Transportation Agency for Monterey County, the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for Monterey County meeting of April 27, 2022.
- 3.1.2** Accepted the list of checks written for the month of April 2022 and credit card statements for the month of March 2022.
- 3.1.3** Received list of contracts awarded under \$50,000.
- 3.1.4** Adopted finding, pursuant to AB 361, that the COVID-19 pandemic state of emergency declared by Governor Newsom is still in effect; the TAMC Board of Directors has reconsidered the circumstances of the state of emergency; and the state of emergency continues to directly impact the ability of the members to meet in person.
- 3.1.5** Approved Resolution 2022-05 adopting the fiscal year 22/23 budget and estimated budgets for fiscal years 23/24 and 24/25, Overall Work Program for FY 22/23 and the 2022 Integrated Funding Plan as recommended by the Executive Committee.
- 3.1.6** Regarding On-Call Graphic Design Consultant:
1. Authorized the Executive Director to execute a contract with We The Creative, for an amount not to exceed \$90,000, to provide on-call consultant services for graphic design of public outreach, marketing, and website materials for three years, July 2022 through June 2025;
 2. Approved the use of reserve funds budgeted to this purpose; and
 3. Authorized the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

- 3.1.7** Regarding Disposition of Surplus Equipment:
1. Approved Resolution 2022-04 declaring as surplus selected 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.
- 3.1.8** Authorized the Executive Director to sign a lease extension with Clinica de Salud del Valle de Salinas for an additional five years for office space at 55B Plaza Circle, Salinas.

BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES

- 3.2.1** Regarding Federal Funds for Rural Transit and Intercity Bus Operations:
1. Approved the Federal Transit Administration Section 5311 Program of Projects in the amount of \$3,245,140 for Monterey-Salinas Transit service on rural transit routes;
 2. Approved the Federal Transit Administration 5311(f) Program of Projects in the amount of \$451,853 for Monterey-Salinas Transit service on MST Line 84: King City-Paso Robles;
 3. Adopted Resolution 2022-06 and Resolution 2022-07 authorizing funding under the Federal Transit Administration Section 5311 and Section 5311(f) programs; and
 4. Ratified the Executive Director's signature on the Regional Agency Certifications and Assurances for the Program of Projects.

PLANNING

- 3.3.1** Regarding Salinas Safe Routes to School Plan Contracts
1. Approved Amendment #1 to the Salinas Safe Routes to School Plan contracts with Monterey County Health Department and City of Salinas extending the term of the Agreement from June 30, 2022 to June 30, 2023, subject to approval by Agency counsel; and
 2. Authorized Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.
- 3.3.2** Regarding Legislative Update:
1. Received update on State legislative issues; and
 2. Adopted positions on proposed legislation.

PROJECT DELIVERY and PROGRAMMING

3.4.1 Regarding Every Child Grant Contracts

1. Approved Amendment #1 to the Every Child Grant Contract with the Monterey County Health Department extending the term of the Agreement from June 30, 2022 to December 31, 2023, subject to approval by Agency counsel;
2. Approved Amendment #2 to the Safe Routes to School Implementation Contract with Ecology Action extending the term of the Agreement from June 30, 2023 to December 31, 2023, subject to approval by Agency counsel; and
3. Authorized Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

3.4.2 Regarding Active Transportation Program Cycle 6 Grant Applications

1. Authorized staff to submit Active Transportation Program grant applications for Safe Routes to School projects in Salinas, King City, Castroville, and San Ardo; and the California Avenue segment of the Fort Ord Regional Trail and Greenway Project in the City of Marina;
2. Authorized staff to be a joint grant applicant with the City of Salinas, City of King, and County of Monterey in each of their separate applications; and
3. Authorized the Executive Director to accept grant funds, if awarded.

RAIL PROGRAM

3.5.1 No items this month.

REGIONAL DEVELOPMENT IMPACT FEE

3.6.1 No items this month.

COMMITTEE MINUTES AND CORRESPONDENCE

3.7.1 Accepted draft minutes from Transportation Agency committees:

- Executive Committee - draft minutes of May 4, 2022
- Rail Policy Committee - draft minutes of May 2, 2021
- Bicycle and Pedestrian Facilities Advisory Committee - draft minutes of May 4, 2022
- Technical Advisory Committee - draft minutes of May 5, 2022
- Excellent Transportation Oversight Committee – No meeting this month

3.7.2 Received Transportation Agency for Monterey County correspondence for May 2022.

END OF CONSENT AGENDA

4. **FORT ORD REGIONAL TRAIL AND GREENWAY - SR 218 CANYON DEL REY SEGMENT UPDATE**

The Board received a presentation on the Canyon Del Rey segment of the Fort Ord Regional Trail and Greenway project.

Mike Zeller, Director of Programming & Project Delivery, reported the Phase 1 Segment of the Fort Ord Regional Trail and Greenway stretches 1.5 miles along the State Route 218 / Canyon Del Rey corridor through Del Rey Oaks and Seaside. The project has reached several milestones including 65% final design after incorporating several modifications to the project in response to community feedback. The vision for the Fort Ord Regional Trail and Greenway (FORTAG) project is to create a multimodal route designed to accommodate people of all ages and abilities that connects communities in and around the former Fort Ord to each other and to education, employment, community, and recreation centers. Pending the results of the June 7th election, final design and right-of-way certification are anticipated for completion by Spring 2023, and construction is scheduled to start thereafter.

Board member Kerr thanked the team, noting this is an amazing path, and a grand vision of safety.

Larry Samuels, CSUMB expressed he is enthusiastic, and noted he continues to support all efforts to implement this vision.

5. **US 101 SOUTH OF SALINAS PROJECT UPDATE**

The Board received a presentation and provided feedback on the US 101 South of Salinas project.

Doug Bipse, Principal Engineer, reported that Agency staff conducted extensive public outreach last year for the US 101 South of Salinas project. Stakeholder input has led to several changes in the proposed scope of work for this project. The US 101 South of Salinas project will improve safety for residents, travelers, and agricultural employees while improving traffic flow along 5.5 miles of US 101 from Airport Boulevard to the Main Street Overcrossing in Chualar. US 101 is the primary artery along the Central Coast and is vital to statewide commerce.

Mr. Bipse noted that the busy corridor of US 101 provides access from California's Central Coast agricultural operations to markets around the country and provides a link from Southern California to the tourist destinations along the Monterey Peninsula. It is projected that South County will be the fastest growing region in Monterey County, with an estimated growth of 35% by 2035.

Here are the highlights of the presentation:

- Construct no new additional interchanges or flyover structures
- Reconstruct the Abbot Street interchange
- Upgrade the interchange at Main Street in Chualar
- Build frontage roads adjacent to the US 101 corridor
- Upgrade interchanges and frontage roads first
- Fix the storm water flooding issue
- Look for early wins

Board members and community members praised the team's robust outreach and community engagement.

Todd Muck, Executive Director, announced that Congressman Panetta has nominated an early element of this project for a \$1 million Community Project Funding in the federal transportation appropriation bill for fiscal year 2023. If enacted, this funding would help the US 101 Auxiliary Lane project from Spence Road to Eckhardt Road go to construction next year.

6. **Monterey County Regional Projects & Alignment with State Goals**

The Board received a presentation on recent efforts to align State and local transportation funding with State climate action, equity, and vehicle-miles travelled reduction goals.

Mike Zeller, Director of Programming & Project Delivery, reported on the Climate Action Plan for Transportation Infrastructure. The plan details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety, and equity. Efforts are moving forward at the State level to more closely align transportation investments with State goals. Under the Plan, where feasible and within existing funding program structures, the State is proposing to invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals. This could potentially impact the availability of State funds for the region's priority safety and congestion-relief transportation projects. Director Zeller noted that most important is the risk to the voter approved funding commitments in Measure X and SB 1.

7. **REPORTS FROM TRANSPORTATION PROVIDERS**

Caltrans District 5 – John Olejnik announced the Clean California Program is hosting Litter Day on May 26, 2022. He also announced the City of Salinas Dump Day was a great success. The TAMC Region was awarded two Sustainable Communities Competitive Grants: \$220,000 for the Monterey County Outreach and Implementation Monterey County Zero Emissions Shared Mobility Study, and \$394,000 for the City of Salinas Active Transportation Plan: Ecology Action, Outreach, and Implementation. Caltrans is looking forward to additional opportunities of high-level grants. In conclusion, Mr. Olejnik thanked Director Muck for hosting their new young planners last week for a mini tour of TAMC's projects. For more information, visit: <https://dot.ca.gov/caltrans-near-me/district-5>.

Monterey Regional Airport District – No Report this month.

Monterey Salinas Transit District – Lisa Rheinheimer, Assistant General Manager/ Deputy Treasurer, announced that the MST Bus fare survey is closing next week. She also announced that the MST Trolley service will operate from June 25 through September 5. In conclusion, Ms. Rheinheimer noted MST will begin public outreach for the SURF! Busway and Bus Rapid Transit Project in late June. For more information, visit: www.mst.org.

Monterey Bay Air Resources District – No report this month.

8. REPORTS ON MEETINGS ATTENDED BY BOARD MEMBERS AT AGENCY EXPENSE

None this month.

9. EXECUTIVE DIRECTOR'S REPORT

Executive Director Todd Muck announced Agency Counsel Katherine Hansen will be leaving the County and has taken a job with the Santa Cruz County Superior Court; he expressed his appreciation for her service. He welcomed Susan Blicht, Chief Assistant County Counsel, who will act as interim counsel to the Agency.

Katherine Hansen expressed she enjoyed working with the Board and has been appointed Santa Cruz County Superior Court Commissioner and will be working in the Watsonville Courthouse. Ms. Hansen noted that the Board is in exceptionally good hands with counsel Susan Blicht.

10. ANNOUNCEMENTS AND/OR COMMENTS

Board member Alejo expressed concerns that Santa Cruz Measure D, if approved by the voters on June 7th, would lead to removal of 32 miles of tracks in that county, which could impact our future plans for the Pajaro Rail Station, noting we have been working on this for a long time.

Claudia Link, District 2 alternate, announced Caltrans is hosting a zoom meeting May 26th, 6 p.m., regarding State Route 183 Castroville Improvements.

11. ADJOURNMENT

Chair Adams adjourned the meeting at 10:50 a.m.



Memorandum

To: Board of Directors
From: Dave Delfino, Finance Officer / Analyst
Meeting Date: June 22, 2022
Subject: TAMC payments for the month of May 2022

RECOMMENDED ACTION:

ACCEPT the list of checks written for May 2022 and the credit card statement for the month of April 2022.

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 \$ 5,895,858.36 which, included checks written for May 2022 and payment of the April 2022 Platinum Plus Credit Card statement.

DISCUSSION:

During the month of May 2022 normal operating checks were written, as well as a check for \$5,353,863.00 to the Transportation Agency's Regional Surface Transportation Program (RSTP) County account 694 of RSTP Funds electronically transferred by the State of California to the Transportation Agency's checking account, a check for \$100,872.28 to HDR Engineering Inc., two checks totaling \$2,800.00 to MNS Engineers Inc. and a check for \$20,979.66 to Union Pacific Railroad Company for engineering services and a check for \$9,798.00 to Meyers Nave, A Professional Corp. and a check for \$3,664.47 to Bender Rosenthal Inc. for right of way legal services all for the Salinas Rail Extension Kick-Start Project, two checks totaling \$2,999.36 to Boots Road Group LLC for graphic design services for the SRTS and Hwy 68 projects, a check for \$93,992.03 to Ecology Action and a check for \$38,492.04 to the Monterey Health Department all for services for the Salinas Safe Routes to School Project , a check for \$12,600.0 to Monterey Salinas Transit for Fort Ord demolition expenses and a check \$32,500.00 to the U S Postal Service for postage for the mailing of the TAMC Annual Report.

ATTACHMENTS:

- ▣ Checks May 2022
- ▣ Credit Card April 2022

Transportation Agency for Monterey County (TAMC)
Union Bank Operating Account
May 2022

| DATE | ITEM NAME | CHECK | DEPOSIT | DESCRIPTION |
|------------|---|------------|------------|--|
| 05/02/2022 | EFT Pers Retirement | 8,771.77 | | Employee Benefits |
| 05/02/2022 | EFT Pers Retirement PEPRA | 1,526.06 | | Employee Benefits |
| 05/02/2022 | EFT CalPERS | 7,000.83 | | Employee Benefits |
| 05/02/2022 | EFT CalPers Health Benefits | 11,204.92 | | Employee Benefit |
| 05/02/2022 | DEP State of California | | 13,490.30 | TIRCP Funds for Rail Network Integration Study |
| 05/02/2022 | DEP Eagle Pacific, Lithia and Marina Concrete | | 3,194.50 | Railroad Right of Way Rent |
| 05/02/2022 | DEP Alvarez Technology Group, Inc. | | 189.96 | Refund |
| 05/03/2022 | 20444 AT & T (Carol Stream, Il.) | 409.97 | | Telecommunications, Call Box and Rideshare - Phone Service |
| 05/03/2022 | 20445 Ecology Action | 93,992.03 | | Services for Safe Routes to School - Every Child and Salinas Valley |
| 05/03/2022 | 20446 MNS Engineers, INC. | 1,125.00 | | Construction Management Services for Salinas Rail Extension Kick-Start Project |
| 05/03/2022 | 20447 Monterey-Salinas Transit | 12,600.00 | | Fort Ord Demolition Expenses |
| 05/03/2022 | 20448 MP Express | 340.38 | | Printing Services |
| 05/03/2022 | 20449 Silkscreen Express | 140.19 | | Office Supplies |
| 05/03/2022 | 20450 The Maynard Group | 357.60 | | Telecommunication Equipment Lease |
| 05/03/2022 | 20451 Void | 0.00 | | Void |
| 05/03/2022 | 20452 Union Pacific Railroad Company | 20,979.66 | | Engineering Design Services for Salinas Rail Extension Kick-Start Project |
| 05/03/2022 | 20453 VSP | 177.73 | | Employee Benefits |
| 05/05/2022 | 20454 Verizon Wireless | 3.66 | | Call Box - Phone Service |
| 05/05/2022 | 20455 AAMCOM LLC | 98.28 | | Call Box Answering Service |
| 05/05/2022 | 20456 Alvarez Technology Group, Inc. (CA) | 3,005.08 | | Computer Support |
| 05/05/2022 | 20457 Case Systems Inc. | 3,964.80 | | SAFE Call Box - Maintenance |
| 05/05/2022 | 20458 HDR Engineering Inc. | 100,872.28 | | Engineering Design Services for Salinas Rail Extension Kick-Start Project |
| 05/05/2022 | 20459 Khouri Consulting LLC | 4,000.00 | | Legislative Consultant |
| 05/05/2022 | 20460 Petty Cash | 160.59 | | Miscellaneous Office Expenses |
| 05/05/2022 | 20461 Meyers Nave, A Professional Corp. | 9,793.00 | | Right of Way Legal Services for Salinas Rail Extension Kick-Start Project |
| 05/06/2022 | DEP Monterey Motors, Quarto and Haedrich | | 8,405.74 | Railroad Right of Way Rent |
| 05/09/2022 | EFT State of California | | 30,272.52 | Traffic Congestion Relief Funds for Salinas Rail |
| 05/09/2022 | EFT State of California | | 165,786.77 | Grant Funds for SRTS - Salinas |
| 05/12/2022 | 20462 Alvarez Technology Group (TX) | 680.09 | | Computer Equipment Lease |
| 05/12/2022 | 20463 Boots Road Group LLC | 2,567.36 | | Design Service for Safe Routes to School Copy |
| 05/12/2022 | 20464 Business Card | 4,669.72 | | Office Supplies, software subscriptions, SRTS Supplies and Staff Travel |
| 05/12/2022 | 20465 Comcast | 146.70 | | Telecommunication |
| 05/12/2022 | 20466 Delta Dental | 815.80 | | Employee Benefits |
| 05/12/2022 | 20467 MNS Engineers, INC. | 1,675.00 | | Construction Management Services for Salinas Rail Extension Kick-Start Project |
| 05/12/2022 | 20468 Monterey County Health Dept. (V) | 38,492.04 | | Services for the Safe Routes to School Programs |
| 05/12/2022 | 20469 U.S. Postal Service S.J. | 32,500.00 | | Postage for Bulk Mailing of Annual Report |
| 05/13/2022 | EFT Payroll | 43,069.60 | | Payroll |
| 05/13/2022 | EFT United States Treasury | 9,732.64 | | Payroll Taxes & Withholding |
| 05/13/2022 | EFT EDD | 4,016.20 | | Payroll Taxes & Withholding |
| 05/13/2022 | EFT EDD | 2.86 | | Payroll Taxes & Withholding |

**Transportation Agency for Monterey County (TAMC)
 Union Bank Operating Account
 May 2022**

| DATE | ITEM NAME | CHECK | DEPOSIT | DESCRIPTION |
|--------------|--|---------------------|---------------------|--|
| 05/13/2022 | EFT Pers Retirement | 8,771.77 | | Employee Benefits |
| 05/13/2022 | EFT Pers Retirement PEPRA | 1,526.06 | | Employee Benefits |
| 05/13/2022 | EFT CalPERS | 7,000.83 | | Employee Benefits |
| 05/13/2022 | DEP Cardinale and Lexus | | 4,512.30 | Railroad Right of Way Rent |
| 05/13/2022 | DEP State of California | | 36,175.21 | SAFE - Revenue March 2022 |
| 05/17/2022 | 20470 Monterey County Treasurer | 5,353,863.00 | | Funds Transfer to TAMC RSTP Monterey County Account Fund 694 |
| 05/17/2022 | EFT State of California | | 5,353,863.00 | RSTP Exchange Funds 21/22 |
| 05/18/2022 | 20471 Alvarez Technology Group, Inc. (CA) | 523.05 | | Computer Support |
| 05/18/2022 | 20472 Bender Rosenthal Inc. | 3,664.47 | | Appraisal Services for Right of Way for Commuter Rail |
| 05/18/2022 | 20473 Boots Road Group LLC | 432.00 | | Design Services for Hwy 68 Information Copy |
| 05/18/2022 | 20474 Lincoln National Life Insurance Co. | 723.19 | | Employee Benefits |
| 05/18/2022 | 20475 Oppidea, LLC | 2,335.00 | | Accounting Services |
| 05/18/2022 | 20476 SDRMA-Workers Comp Program | 8,662.23 | | Employee Benefit - Worker's Compensation for 22/23 |
| 05/24/2022 | 20477 American Public Transportation Association | 1,084.00 | | Membership Dues |
| 05/24/2022 | 20478 CALPELRA | 380.00 | | Membership Dues |
| 05/24/2022 | 20479 Clinica de Salud del Valle de Salinas | 8,602.90 | | Office Rent |
| 05/24/2022 | 20480 VSP | 177.73 | | Employee Benefits |
| 05/25/2022 | 20481 Office of the County Counsel | 2,665.60 | | Legal Services |
| 05/25/2022 | 20482 Smile Business Products Inc. | 135.90 | | Office Copier Expenses |
| 05/25/2022 | EFT Union Bank | 35.76 | | Bank Service Charges |
| 05/25/2022 | EFT Graniterock | | 8,528.04 | Railroad Right of Way Rent |
| 05/27/2022 | EFT Payroll | 43,716.45 | | Payroll |
| 05/27/2022 | EFT United States Treasury | 9,966.42 | | Payroll Taxes & Withholding |
| 05/27/2022 | EFT EDD | 4,084.05 | | Payroll Taxes & Withholding |
| 05/27/2022 | EFT EDD | 1.32 | | Payroll Taxes & Withholding |
| 05/27/2022 | EFT Pers Retirement | 8,771.77 | | Employee Benefits |
| 05/27/2022 | EFT Pers Retirement PEPRA | 7,000.83 | | Employee Benefits |
| 05/27/2022 | EFT CalPERS | 1,526.06 | | Employee Benefits |
| 05/27/2022 | EFT Christina Watson | 707.44 | | Reimbursement of Travel Expenses for CARL in Sacramento |
| 05/27/2022 | EFT Alissa Gurther | 525.00 | | Advance for Rail Conference |
| 05/27/2022 | EFT Dave Delfino | 61.07 | | Reimbursement for Mileage |
| 05/27/2022 | EFT Rita Goel | 22.62 | | Reimbursement of Office Expenses |
| TOTAL | | 5,895,858.36 | 5,624,418.34 | |

Credit Card April 2022



Platinum Plus® for Business

Account: LOUISE RODRIGUEZ
5474 9750 0737 5198
April 05, 2022 - May 04, 2022
Account:

Cardholder Statement

Account Information:
www.bankofamerica.com

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

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

Customer Service:
1.800.673.1044, 24 Hours

Outside the U.S.:
1.509.353.6656, 24 Hours

For Lost or Stolen Card:
1.800.673.1044, 24 Hours

Business Offers:
www.bankofamerica.com/mybusinesscenter

Payment Information

New Balance Total \$4,669.72
Minimum Payment Due **\$46.70**
Payment Due Date **05/31/22**
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 \$7,122.63
Payments and Other Credits -\$7,122.63
Balance Transfer Activity \$0.00
Cash Advance Activity \$0.00
Purchases and Other Charges \$4,669.72
Fees Charged \$0.00
Finance Charge \$0.00
New Balance Total \$4,669.72
Credit Limit \$7,600
Credit Available \$2,930.28
Statement Closing Date 05/04/22
Days in Billing Cycle 30

Transactions

| Posting Date | Transaction Date | Description | Reference Number | Amount |
|---|------------------|---------------------------------------|------------------|---------------------|
| Payments and Other Credits | | | | |
| 04/15 | 04/14 | PAYMENT - THANK YOU | | - 7,122.63 |
| TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD | | | | - \$7,122.63 |
| Purchases and Other Charges | | | | |
| 04/05 | 04/04 | ALVAREZ TECHNOLOGY GRO 831-9752147 CA | | 1,294.25 |
| 04/05 | 04/04 | SMO-KEY KEY SERVICES 3 SALINAS CA | | 100.00 ✓ |
| 04/05 | 04/04 | GROUPGREETING SAN FRANCISCO CA | | 93.00 ✓ |
| 04/05 | 04/04 | CA NEWSPAPERS ADV S 8884549588 CA | | 138.75 ✓ |
| 04/07 | 04/06 | DEVICE MAGIC INC RALEIGH NC | | 150.00 ✓ |
| 04/08 | 04/08 | INTUIT *TSheets CL.INTUIT.COMCA | | 132.00 ✓ |

BUSINESS CARD
PO BOX 15796
WILMINGTON, DE 19886-5796

LOUISE RODRIGUEZ
TAMC
ATTN DAVE DELFINO
55 PLAZA CIR STE B
SALINAS, CA 93901-2952

Account Number:
April 05, 2022 - May 04, 2022

New Balance Total \$4,669.72
Minimum Payment Due **\$46.70**
Payment Due Date **05/31/22**

Enter payment amount

\$

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

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

FI OUISE RODRIGUEZ

April 05, 2022 - May 04, 2022

Page 3 of 4

Transactions

| Posting Date | Transaction Date | Description | Reference Number | Amount |
|--------------|------------------|--|------------------|-------------------|
| 04/11 | 04/08 | PLANETIZEN-8772607526 LOS ANGELES CA | | 99.95 ✓ |
| 04/12 | 04/11 | APWA - WORKZONE 8165955279 MO | | 375.00 ✓ |
| 04/13 | 04/11 | ASSOCIATION OF ENVIRON 760-7992740 CA | | 100.00 ✓ |
| 04/13 | 04/13 | INTUIT *Payroll CL.INTUIT.COMCA | | 621.51 ✓ |
| 04/18 | 04/15 | RUSHTRANSLATE 5028226535 WA | | 149.70 ✓ |
| 04/18 | 04/15 | RUSHTRANSLATE 5028226535 WA | | 21.30 ✓ |
| 04/18 | 04/15 | PUBLIC WORKS CAREERS LAKELAND FL | | 185.00 ✓ |
| 04/19 | 04/18 | AMERICAN PLANNING A 3124319100 IL | | 295.00 ✓ |
| 04/27 | 04/27 | MailChimp Atlanta GA | | 69.99 ✓ |
| 05/02 | 04/29 | UCB ITS TECHTRANSFER P 5106653631 CA | | 395.00 ✓ |
| 05/02 | 04/28 | WWW.RESERVATIONS.COM 855-9562201 FL | | 19.99 ✓ |
| 05/02 | 04/28 | SOUTHWES 5262113227187 800-435-9792 TX | | 177.96 ✓ |
| | | STRAUSE/JANNEKE 5262113227187 Departure Date: 05/23/22 Airport Code: SJC WN F SNA Departure Date: 05/25/22 Airport Code: SNA WN F SJC | | |
| 05/04 | 05/03 | HOTEL RESERVATION LOH 855-9562201 DE | | 251.32 ✓ |
| | | TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD | | \$4,669.72 |

UPGRADED
Q.B. →

Finance Charge Calculation

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

| | Annual Percentage Rate | Balance Subject to Interest Rate | Finance Charges by Transaction Type |
|-----------|------------------------|----------------------------------|-------------------------------------|
| PURCHASES | 17.99% | \$0.00 | \$0.00 |
| CASH | 24.49% V | \$0.00 | \$0.00 |

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

BANK OF AMERICA BUSINESS ADVANTAGE

Don't forget all your card has to offer

Continue using it for everyday purchases and recurring monthly expenses, as well as for expense tracking and more.

In addition to the competitive APR with no annual fee, your Bank of America Business credit card helps you manage spending with:

- Unlimited employee cards at no additional cost and with credit limits you set
- Hassle-free electronic payments with automatic bill payment
- Automatic payments, transfers and downloading transactions into QuickBooks®
- Checking your balance and keeping tabs on account activity for you and your employees easily, almost anytime and almost anywhere

Manage your account 24/7 with Business Advantage 360 at bankofamerica.com/SmallBusiness with secure Mobile and Online Banking.

Mobile Banking requires that you download the Mobile Banking app and is only available for select mobile devices. Message and data rates may apply. QuickBooks is a registered trademark of Intuit Inc.

SSM-07-21-0038.C | 3643028



Memorandum

To: Board of Directors
From: Rita Goel, Director of Finance & Administration
Meeting Date: June 22, 2022
Subject: Contracts Awarded under \$50,000

RECOMMENDED ACTION:

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

SUMMARY:

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

FINANCIAL IMPACT:

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

DISCUSSION:

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

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

ATTACHMENTS:

- ▣ Contracts under \$50,000-June 2022

Contracts for services and annual extensions of such contracts for \$50,000 or less may be approved by the Executive Director, if the revenue source for the specific contract is in the approved Agency budget or is approved by a specific Agency Board action.

The Executive Director shall include a quarterly report to the Board identifying any contracts valued at \$50,000 and under, entered into in the preceding quarter.

**Contracts Under \$50,000
(but greater than \$5,000)
Board Report date: June 2022**

| Staff | Consulting Firm/ Agency | Contract Activity | Start Date | End Date | Contract amount | Work Element | Fund Source |
|--------------|------------------------------------|--------------------------------------|-------------------|-----------------|----------------------------|-------------------------|------------------------|
| Laurie | AAMCOM, LLC | Call Box Answering Center | July 1, 2022 | June 30, 2025 | \$ 12,300 | 1780 | SAFE |
| Doug | GHD | Roundabout Review | July 1, 2022 | June 30, 2023 | \$ 49,000 | 7410 | Measure X |
| Mike | Burke, Williams, & Sorenson LLP | Rail Extension ROW Legal Services | June 6, 2022 | June 30, 2023 | \$ 49,000 | 6803.3 | TCRP #14 |



Memorandum

To: Board of Directors
From: Todd Muck, Executive Director
Meeting Date: June 22, 2022
Subject: **AB 361 Findings**

RECOMMENDED ACTION:

ADOPT finding, pursuant to AB 361, that the COVID-19 pandemic state of emergency declared by Governor Newsom is still in effect; the TAMC Board of Directors has reconsidered the circumstances of the state of emergency; and, the state of emergency continues to directly impact the ability of the members to meet in person.

SUMMARY:

It is recommended that the TAMC Board of Directors find, pursuant to AB 361, that the COVID-19 pandemic state of emergency declared by Governor Newsom is still in effect; the TAMC Board of Directors has reconsidered the circumstances of the state of emergency; and, the state of emergency continues to directly impact the ability of the members to meet in person.

FINANCIAL IMPACT:

None.

DISCUSSION:

On September 16, 2021, Governor Newsom signed AB 361. This legislation amends the Brown Act to allow meeting bodies subject to the Brown Act to meet via teleconference during a proclaimed state of emergency in accordance with teleconference procedures established by AB 361 rather than under the Brown Act's more narrow standard rules for participation in a meeting by teleconference. AB 361 provides that if a state or local health official recommends social distancing, the TAMC Board of Directors may meet remotely after September 30, 2021, provided that within 30 days of the first meeting after September 30, and every 30 days thereafter, the Board of Directors finds that 1) the Governor's proclaimed state of emergency is still in effect; 2) the Board of Directors has reconsidered the circumstances of the state of emergency, and 3) the state of emergency continues to directly impact the ability of the members to meet in person.

The Monterey County Health Officer has recommended social distancing measures for meetings of legislative bodies, and additionally, the TAMC Board of Directors passed a resolution also making these findings on September 22, 2021, so the Board of Directors and the Board's advisory committees have been able to meet remotely since September. In order to continue meeting, in addition to the resolution, the Board of Directors must continually make the findings outlined above every 30 days.

Accordingly, staff recommends making the appropriate findings. This action should occur within every 30 days, per AB 361, in order to keep meeting remotely; additional special meetings may be necessary for that purpose. These findings apply to the TAMC Board and all TAMC Board advisory committees.



Memorandum

To: Board of Directors
From: Rita Goel, Director of Finance & Administration
Meeting Date: June 22, 2022
Subject: Updated Weighted Vote Table

RECOMMENDED ACTION:

APPROVE attached updated Agency weighted vote table.

SUMMARY:

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

FINANCIAL IMPACT:

None.

DISCUSSION:

A section from the Agency Bylaws governing the weighted vote process and the revised weighted vote table are attached.

ATTACHMENTS:

- ▣ Bylaws-Wt. Voting rules
- ▣ Wt. Vote table

Voting Section from TAMC Bylaws

07.VOTING

- 7.1 Except as specifically otherwise provided herein, the vote of a majority of the members of the AGENCY present at any regular, adjourned or special meeting shall be sufficient to pass or act upon any matter properly before the AGENCY, and each member of the AGENCY shall have one vote.
- 7.2 **POPULATION WEIGHTED VOTING:** Upon the call and request of any AGENCY member, present and able to vote, and a quorum being present, a weighted voting formula shall apply for any vote to be taken by the AGENCY, with each member having one or more votes based upon the population of the city or unincorporated county area such member represents. One vote will be granted to Supervisorial District 1 as its population is included in the City of Salinas.

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

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

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

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



Memorandum

To: Board of Directors
From: Rita Goel, Director of Finance & Administration
Meeting Date: June 22, 2022
Subject: Annual Financial Audits-FY 20/21

RECOMMENDED ACTION:

ACCEPT the Agency's Financial Audit Reports for fiscal year ending June 30, 2021.

SUMMARY:

For all of the audits completed for the year ending June 30, 2021, the auditors found no instances of noncompliance that are required to be reported under Government Auditing Standards, nor did they note any matters involving the internal control over financial reporting and its operation that they consider to be material weaknesses.

FINANCIAL IMPACT:

The cost for the annual audits is \$23,265. The CPA firm was selected by the Agency after a bid process. The Agency authorized the audit firm to complete the annual financial audits over a 5-year period. This audit of the fiscal year ending June 30, 2021 is the fourth audit of the 5-year period authorized by the Agency.

DISCUSSION:

The purpose of this audit is to confirm that the Transportation Agency for Monterey County is operating in compliance with requirements of the Transportation Development Act law in administration of funds entrusted to the Agency by the state, and also to confirm that the Agency and its member agencies' to whom the Agency passed through Transportation Development Act funds last year have accounting practices that are in accord with standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. The audit also verifies the Agency's compliance with all other trust funds it administers.

Moss, Levy & Hartzheim, Certified Public Accountants, completed the following audits for fiscal year ending June 30, 2021: the Transportation Agency for Monterey County Regional Transportation Planning Agency compliance and fiscal audit, including audits of the Agency Trust Funds - Local Transportation Fund, State Highway Account Fund, State Transit Assistance Fund, Regional Surface Transportation Fund, and the Transportation Safety & Investment Plan Account (Measure X).

A Single Audit Report is required for any agency receiving more than \$750,000 in federal funds. In FY 2020/21, a Single Audit Report was not done as the agency received less than \$750,000 in federal funds.

For all of the audits completed for the year ending June 30, 2021, the auditors found no instance of noncompliance that were required to be reported under Government Auditing Standards, nor did they note any matters involving the internal control over financial reporting and its operation that they consider to be material weaknesses.

Attached with this report are summary tables from the Agency audit for the 12 months ending June 30, 2021. The full audits are available on the Agency website.

ATTACHMENTS:

- Financial Audit FY 20-21 Summary Tables

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
 GOVERNMENTAL FUND
 BALANCE SHEET
 June 30, 2021

| | <u>General Fund</u> |
|---|-----------------------------|
| Assets | |
| Cash and investments | \$ 12,615,600 |
| Accounts receivable | 4,554,328 |
| Prepaid expenditures | <u>13,436</u> |
| Total assets | <u>\$ 17,183,364</u> |
| | |
| Liabilities and Fund Balance | |
| Liabilities: | |
| Accounts payable | \$ 1,629,635 |
| Accrued expenditures | 73,112 |
| Unearned revenue | <u>1,946,727</u> |
| Total liabilities | <u>3,649,474</u> |
| Fund Balance | |
| Nonspendable | |
| Prepaid expenditures | 13,436 |
| Restricted: | |
| SAFE | 1,572,255 |
| Assigned: | |
| Commuter rail leases | 13,316 |
| Railroad leases | 2,561,431 |
| OPEB | 90,089 |
| Committed: | |
| OPEB | 85,219 |
| CalTrans | 328,743 |
| Unassigned | <u>8,869,401</u> |
| Total fund balance | <u>13,533,890</u> |
| | |
| Total liabilities and fund balance | <u>\$ 17,183,364</u> |

The notes to basic financial statements are an integral part of this statement.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
GOVERNMENTAL FUND
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
For the Fiscal Year Ended June 30, 2021

| | <u>General Fund</u> |
|---|----------------------|
| Revenues: | |
| State Revenues: | |
| TCRP | \$ 904,837 |
| Freeway Service Patrol | 239,557 |
| SAFE | 404,348 |
| Rural Planning Assistance | 422,216 |
| Planning, Programming and Monitoring | 201,000 |
| RSTPI & RSTPP | 277,053 |
| Local Transportation Fund | 910,630 |
| SRTS Salinas | 338,126 |
| STRS ATP every child | 328,096 |
| Mo. County Regional Cons. Strategy | 83,520 |
| Mo. Bay Rail Network Integ Study | 197,269 |
| PTA-STIP | 2,855,200 |
| FORTAG Environmental Phase | 105,834 |
| | <u>7,267,686</u> |
| Local Revenues: | |
| CMP | 241,062 |
| Interest | 127,503 |
| Lease revenue - MBL Row and Commuter Rail | 979,360 |
| RDIF | 15,000 |
| Handcars advance | 15,000 |
| VMTT Development | 125,270 |
| Measure X - Projects/Programs | 996,301 |
| Measure X - Administration | 156,525 |
| Other | 3,539 |
| | <u>2,659,560</u> |
| Total revenues | <u>9,927,246</u> |
| Expenditures: | |
| Salaries and wages | 1,715,305 |
| Fringe benefits | 635,786 |
| Total personnel | 2,351,091 |
| Services and supplies | 363,778 |
| Total operating expenditures | 2,714,869 |
| Direct programs | 5,715,344 |
| Total expenditures | <u>8,430,213</u> |
| Excess (deficiency) of revenues over expenditures | 1,497,033 |
| Fund balance, beginning of fiscal year | <u>12,036,857</u> |
| Fund balance, end of fiscal year | <u>\$ 13,533,890</u> |

The notes to basic financial statements are an integral part of this statement.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
STATEMENT OF FIDUCIARY NET POSITION
FIDUCIARY FUNDS
June 30, 2021

| | Private Purpose Trust Funds | | | | Totals |
|---|---------------------------------|-------------------------------------|-------------------------------------|---|----------------------|
| | Local Transportation Fund | State Transit Assistance Fund | State Highway Account Fund | Transportation Safety and Investment Plan Account Fund | |
| ASSETS | | | | | |
| Cash and investments | \$ 1,504,239 | \$ 102 | \$ 17,251,227 | \$ 35,645,098 | \$ 54,400,666 |
| Accounts receivable | 4,090,567 | 1,160,429 | | 6,731,488 | 11,982,484 |
| Loan to Del Rey Oaks | | | | 705,415 | 705,415 |
| Loan to Gonzales | | | | 1,791,240 | 1,791,240 |
| Total assets | 5,594,806 | 1,160,531 | 17,251,227 | 44,873,241 | 68,879,805 |
| LIABILITIES | | | | | |
| Liabilities: | | | | | |
| Due to other agencies | 2,079,752 | 1,160,429 | 651,981 | 4,172,785 | 8,064,947 |
| Total liabilities | 2,079,752 | 1,160,429 | 651,981 | 4,172,785 | 8,064,947 |
| NET POSITION | | | | | |
| Held in trust for: | | | | | |
| Other agencies | 3,515,054 | 102 | 16,599,246 | 40,700,456 | 60,814,858 |
| Total net position held in trust | \$ 3,515,054 | \$ 102 | \$ 16,599,246 | \$ 40,700,456 | \$ 60,814,858 |

The notes to basic financial statements are an integral part of this statement.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
FIDUCIARY FUNDS
For the Fiscal Year Ended June 30, 2021

| | Private Purpose Trust Funds | | | | Totals |
|--|-----------------------------|-------------------------------|----------------------------|--|----------------------|
| | Local Transportation Fund | State Transit Assistance Fund | State Highway Account Fund | Transportation Safety and Investment Plan Account Fund | |
| Additions: | | | | | |
| SB 1 Additional Gas Tax | \$ - | \$ 829,087 | \$ - | \$ - | \$ 829,087 |
| Sales tax | 19,784,329 | 3,959,452 | | 32,034,232 | 55,778,013 |
| State Highway Account funds | | | 5,232,518 | | 5,232,518 |
| Interest, loss recovery, and other fees | 15,822 | 1,046 | 148,134 | 416,530 | 581,532 |
| Total additions | 19,800,151 | 4,789,585 | 5,380,652 | 32,450,762 | 62,421,150 |
| Deductions: | | | | | |
| Claims paid to: | | | | | |
| Carmel | | | 16,365 | 213,305 | 229,670 |
| Del Rey Oaks | | | | 81,764 | 81,764 |
| Gonzales | | | | 279,520 | 279,520 |
| Greenfield | | | | 550,328 | 550,328 |
| King City | | | | 460,858 | 460,858 |
| Marina | | | | 847,410 | 847,410 |
| Monterey | | | 24,038 | 1,093,219 | 1,117,257 |
| Pacific Grove | | | | 657,027 | 657,027 |
| Salinas | | | 2,596,430 | 4,865,844 | 7,462,274 |
| Sand City | | | | 32,375 | 32,375 |
| Seaside | | | 200,000 | 1,084,029 | 1,284,029 |
| Soledad | | | 190,288 | 727,433 | 917,721 |
| County of Monterey | | | 277,053 | 8,149,671 | 8,426,724 |
| TAMC | | | | | |
| Administration | 908,484 | | | 244,891 | 1,153,375 |
| Regional project costs | | | | 5,289,149 | 5,289,149 |
| Materials, services, and project costs | 90,242 | | | 400 | 90,642 |
| Monterey - Salinas Transit | 17,850,725 | 4,789,598 | | | 22,640,323 |
| Total deductions | 18,849,451 | 4,789,598 | 3,304,174 | 24,577,223 | 51,520,446 |
| Change in net position | 950,700 | (13) | 2,076,478 | 7,873,539 | 10,900,704 |
| Net position - held in trust, beginning of fiscal year | 2,564,354 | 115 | 14,522,768 | 32,826,927 | 49,914,164 |
| Net position - held in trust, end of fiscal year | <u>\$ 3,515,054</u> | <u>\$ 102</u> | <u>\$ 16,599,246</u> | <u>\$ 40,700,466</u> | <u>\$ 60,814,868</u> |

The notes to basic financial statements are an integral part of this statement.



Moss, Levy & Hartzheim LLP

Certified Public Accountants

**INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER
MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS
PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS***

Board of Directors
Transportation Agency for Monterey County
Salinas, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the major fund, and the aggregate remaining fund information of the Transportation Agency for Monterey County (the Agency), as of and for the fiscal year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Agency's basic financial statements, and have issued our report thereon dated June 1, 2022.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Agency's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Agency's internal control. Accordingly, we do not express an opinion on the effectiveness of the Agency's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Agency's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Moss, Renz & Hartgrain, LLP

Santa Maria, California
June 1, 2022



June 1, 2022

To the Board of Directors
Transportation Agency for Monterey County

We have audited the financial statements of the governmental activities, the major fund, and the aggregate remaining fund information of the Transportation Agency for Monterey County as of and for the fiscal year ended June 30, 2021. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards and *Government Auditing Standards*, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated March 16, 2021. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Findings

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Transportation Agency for Monterey County are described in Note 1 to the financial statements. We noted no transactions entered into by the governmental unit during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the Agency's financial statements were:

Management's estimate of the useful lives of capital assets is based on experience with other capital assets and on their standard table of useful lives. We evaluated the key factors and assumptions used to develop the useful lives of capital assets in determining that it is reasonable in relation to the financial statements taken as a whole.

Management's estimate of the other postemployment benefits (OPEB) liability and deferred inflows and outflows related to OPEB are based on the actuary's expertise and experience. We evaluated the key factors and assumptions used to develop the other postemployment benefits (OPEB) liability and deferred inflows and outflows related to OPEB in determining that it is reasonable in relation to the financial statements taken as a whole.

Management's estimate of the net pension liability and deferred inflows and outflows related to pension are based on the CalPERS actuary's expertise experience. We evaluated the key factors and assumptions used to develop the net pension liability and deferred inflows and outflows related to pension in determining that it is reasonable in relation to the financial statements taken as a whole.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. The most sensitive disclosure affecting the financial statements was:

The disclosures of the Pension Plan in Note 6 and the Postemployment Benefits other than Pension in Note 7 to the financial statements.

The financial statement disclosures are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. In addition, none of the misstatements detected as a result of audit procedures and corrected by

management were material, either individually or in the aggregate, to each opinion unit's financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated June 1, 2022.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the governmental unit's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the governmental unit's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

With respect to the supplementary information accompanying the financial statements, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

This information is intended solely for the use of the Board of Directors and management of the Transportation Agency for Monterey County and is not intended to be, and should not be, used by anyone other than these specified parties.

Very truly yours,

Moss, Remy & Hartgraves LLP

Santa Maria, California

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
SCHEDULE OF AUDIT FINDINGS AND RECOMMENDATIONS
For the Fiscal Year Ended June 30, 2021

There were no financial statement findings.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
SCHEDULE OF PRIOR YEAR AUDIT FINDINGS AND RECOMMENDATIONS
For the Fiscal Year Ended June 30, 2021

There were no prior fiscal year financial statement findings.



Memorandum

To: Board of Directors
From: Christina Watson, Director of Planning
Meeting Date: June 22, 2022
Subject: **Conferences and Training Attended by Agency Staff**

RECOMMENDED ACTION:

RECEIVE report on conferences or trainings attended by agency staff.

SUMMARY:

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

FINANCIAL IMPACT:

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

DISCUSSION:

On April 18-24, 2022, Alissa Guther, Assistant Transportation Planner, Aaron Hernandez, Assistant Transportation Planner, and Janneke Strause, Transportation Planner participated in the virtual Caltrans Planning Academy. Their report on the training is attached.

On May 16-18, 2022, Doug Bilsse, Principal Engineer, attended the Transportation Research Board (TRB) 6th International Roundabout Conference on Roundabouts held in Monterey, CA. Doug's report on the conference is attached.

On May 18-20, 2022, Christina Watson, Director of Planning, participated in the WTS International Conference in Seattle, WA. Christina's report on the conference is attached.

ATTACHMENTS:

- ▣ Caltrans planning academy
- ▣ TRB Roundabout
- ▣ WTS International

Memorandum

To: Todd Muck, Executive Director
From: Alissa Guther, Assistant Transportation Planner, Aaron Hernandez, Assistant Transportation Planner, Janneke Strause, Transportation Planner
Meeting Date: June 22, 2022
Subject: **2022 Caltrans Planning Academy**

On April 18-24, 2022, we participated in the Caltrans Planning Academy, held virtually via Microsoft Teams sessions through the Division of Transportation Planning. The goal of the division is to:

- Articulate long-term vision of the division
- Provide quality planning products, services, and information to support and guide transportation planning/ investment decisions
- Develop and implement statewide planning documents
- Offer Products and Services:
 - Corridor Planning, Investment Planning, Managed Lanes and Pricing, Sustainable Freight Planning
 - Reconnecting Communities; remedying the damages of the highway system on marginalized communities
 - Climate Change Planning
 - Transit Planning

Below are summaries of some of the sessions we found especially relevant or illuminating during our time at the academy:

1. Division of Safety
 - a. 26% of total deaths in 2020 were pedestrian deaths, or 10 deaths a day. The Division of Safety Programs has a goal of zero deaths and hopes to get there through their new Safe Systems approach.
 - b. The Safe Systems approach prioritizes preventing death and serious injuries, designing for human mistakes and limitations, reducing system kinetic energy, coordinating, and sharing responsibility to prioritize safety and proactively identify and address risks. The division plans on building on the Safe Systems approach through speed monitoring programs, traffic calming design guidelines as well as more safety guidance on bicycle and pedestrian projects.

- c. A notable aspect of the presentation is also a June 2021 memo to shift from calling collisions “accidents” to now calling them “crashes”. This reflects a shared responsibility of all transportation professionals to prevent crashes and not regard them as unavoidable parts of our systems.
2. Interregional Transportation System Plan
- a. The Interregional Transportation Strategic Plan (ITSP) is a statewide planning document that provides prioritization and guidance for projects that improve travel access for people and goods in a safe, equitable, sustainable, and multi-modal way. The ITSP is limited to the Caltrans Interregional Transportation System, not local roads, or streets.
 - b. The first ITSP was released in 1998 in response to Senate Bill 45 (1997), which dedicates 25% of State Transportation Improvement Program (STIP) funding to interregional highway and passenger rail facilities. The Caltrans controlled portion of the interregional improvement funds is programmed in the Interregional Transportation Improvement Program (ITIP).
 - c. Some example strategies in the ITSP include balancing community and interregional travel needs, supporting freight alternatives to decrease vehicle miles traveled and increasing connectivity and accessibility to modal options.
 - d. Kathleen Hanley gave a presentation on the current 2022 Addendum to the ITSP. Relevant to the concerns in Monterey County, Ms. Hanley emphasized the importance of addressing sea level rise to protect the transportation system from disruption and investments in flood protection. She made a clear proposal to shift state investment focus to rural areas and better manage lanes that offer key connections to more urbanized regions of the state, who rely on the interregional system to transport workers and goods.
3. Freight Planning
- a. The California Freight Mobility Plan (CFMP) was recently updated in 2020 with a vision to exemplify California’s multimodal freight network as one that is, innovative, efficient, reliable, resilient, safe, sustainable, and with equal consideration to social and environmental impacts. Assembly Bill 14 requires that the state freight plan must be updated every five years. The state freight plan must also include a Freight Investment Plan, or a priority list of projects, in order to receive federal transportation funding according to the Fixing America’s Surface Transportation Act.
 - b. Caltrans will be engaging with public and private partners and stakeholders to implement the CFMP 2020 with its themes and strategies. Future plans that the agency will have a focus on are the Freight Resiliency Plan, the

Agriculture Goods Movement Study, the Statewide Truck Parking Study, and the Short Line Rail Improvement Plan

- c. Freight planning in California is about to go through an innovative change with new technology and strategies that are expected to make the multimodal freight network more efficient and reduce emissions caused by transportation. The California Sustainable Freight Action Plan has a 2030 statewide freight target to increase efficiency by 25% and to maximize near-zero vehicles and equipment powered by renewable energy.
4. SB 743 – Vehicles Miles Traveled
- a. Through a typical CEQA review of a project, a transportation impact analysis is considered as part of the compliance checklist. For many years, the transportation impact analysis would identify traffic congestion and vehicular capacity through methods such as auto delay and level of service (LOS). The issues with these methods are their focus on the flow of traffic to determine the impact that traffic has on the environment.
 - b. In 2013, Governor Jerry Brown signed SB 743 which would remove LOS and auto delay from the transportation impact analysis from a CEQA review, and instead bring Vehicle Miles Traveled (VMT) as the appropriate method to determine the traffic impacts to the environment. The VMT method can help produce more sophisticated traffic mitigation measures for projects that may cause a high number of miles traveled by vehicle. VMT also helps inform the state in identifying which of areas of the transportation sector will need more focus on their VMT output in order to achieve sitewide emission goals.
5. California Office of Racial Equity (CORE)
- a. Rhiannah Gordon, Racial Equity Program Manager, presented the goal of the Office of Racial Equity is that everyone in California has access to affordable, clean, and convenient transportation options and to deliver projects communities are asking for.
 - b. CORE Efforts include: creating a set of specific transportation equity indicators (Equity Index), pilot projects for data collection and analysis, like the Customer Service Request system, create communication, training, and education for staff development and partnerships with Equal Employment Opportunity Programs and the Office of Civil Rights, provide support for districts and programs creating their own race and equity action plans, lead CTC/CalSTA/Caltrans Listening Sessions, and renaming and removing harmful names and items on the Caltrans right of way.

- c. Each Caltrans District has a race and equity action plan currently in progress, and Gordon encouraged training participants to reach out to the district task force leader. For District 5, Orchid Monroy-Ochoa is leading the task force.
6. Traffic Operations Program
- a. Planning is the need and purpose for a project while the Traffic Operations Program is the data, analysis, equipment, and expertise to safely and efficiently manage movement.
 - b. There's a new focus on managing transportation: rather than adding capacity, the goal is to improve the current system's efficiency. The Traffic Operations Program analyzes where congestion occurs and why to determine how to manage it better.
 - c. The Transportation System Management and Operations (TSMO) is a set of strategies that focus on operational improvements that can maintain and even restore performance of the existing transportation system before adding capacity. The TSMO is implemented through a decision-making pyramid: system monitoring and evaluation, maintenance and preservation, smart land use, intelligent transportation systems and traveler information, operational improvements, and last is system completion and expansion. TSMO's philosophy trickles down to the local level through the DOTP, Caltrans IT, Project Delivery, Asset Management, Sustainability Office, Project Management, and Construction teams.
 - d. The Traffic Operations Program manages several programs including the outdoor advertising permitting, commercial vehicle operations, transportation management centers, practice traffic management and coordination, and changeable message signs.
 - e. Traffic Operations and planning ultimately work together: Planners plan the work and Operations works the plan.

The experience offered engaging learning, networking, and further research opportunities to elevate our professional and career development and networking skills. It was a unique opportunity to get an overview of the breadth and depth of Caltrans divisions and offices and offered a good scope of the priorities and goals of Caltrans. It will surely improve and inform our ability to work with Caltrans as a local agency. As TAMC is an outside agency, we do not have access to the website for the planning academy but have attached the PDF of the program schedule given to us during the academy.

TRANSPORTATION PLANNING BASIC ACADEMY AGENDA



Location: Virtual
Date: April 18, 2022
Time: 8:00am – 4:30pm

Day One Facilitators: Steve Kent, Jimmy Ochoa, Rahul Srivastava, Romeo Estrella, David Padilla

| | | |
|-------------------|---|--|
| 8:00am - 8:15am | Welcome, Academy Overview | Lisa Franco, Branch Chief, Workforce Development Branch |
| 8:15am - 9:15am | Division of Transportation Planning, DOTP | Marlon Flournoy, Division Chief, Transportation Planning |
| 9:15am - 10:00am | Planning and Modal, Overview | Jeanie Ward-Waller, Deputy Director for Planning & Modal Programs |
| 10:00am - 10:30am | Teams Meet with Facilitators | All |
| 10:30am - 11:10am | Group Introductions | All |
| 11:10am - 11:50am | California Transportation Plan (CTP) | Frances Dea-Sanchez, CTP Program Manager |
| 11:50am - 12:50pm | LUNCH | All |
| 12:50pm - 1:40pm | Climate Action Plan for Transportation Infrastructure (CAPTI) | Darwin Moosavi, CalSTA Deputy Secretary |
| 1:40pm - 2:30pm | Division of Rail and Mass Transit | Kyle Gradinger, Supervising Transportation Planner |
| 2:30am - 2:45pm | BREAK | All |
| 2:45pm - 3:35pm | Division of Aeronautics | Matt Friedman, Senior Transportation Planner |
| 3:35pm - 4:30pm | Freight Planning | Yatman Kwan, Office Chief of Sustainable Freight Planning & Riley Keller, Branch Chief Freight Planning |

TRANSPORTATION PLANNING BASIC ACADEMY AGENDA



Location: Virtual
Date: April 19, 2022
Time: 8:00am – 4:30pm

Day Two Facilitators: Steve Kent, Jimmy Ochoa, Rahul Srivastava, Romeo Estrella, David Padilla

| | | |
|-------------------|---|---|
| 8:00am - 8:15am | Welcome | Kevin Chen, Workforce Development Branch, Team Member |
| 8:15am - 9:15am | Multi Modal System Planning | Scott Sauer, Office Chief, Multi Modal System Planning |
| 9:15am - 10:20am | Active Transportation and Complete Streets Work | Janki Patel, Associate Transportation Planner |
| 10:20am - 10:35am | BREAK | All |
| 10:35am - 11:25am | Regional Planning | Erin Thompson, Office Chief, Regional & Community Planning & Team |
| 11:25am - 12:15pm | Interregional Transportation Strategic Plan | Kathleen Hanley, ITSP Program Manager |
| 12:15pm - 1:15pm | LUNCH | All |
| 1:15pm - 2:05pm | PIDS | Steven Jaimes, Sr. Transportation Planner |
| 2:05pm - 2:15pm | BREAK | All |
| 2:15pm - 3:30pm | SB-743 | Eric Sundquist, Sustainability Advisor, SB 743 Program Manager |
| 3:30pm - 4:00pm | Teams Meet/Lessons Learned | All |
| 4:00pm - 4:30pm | Teams Report Out | All |

TRANSPORTATION PLANNING BASIC ACADEMY AGENDA



Location: Virtual
Date: April 20, 2022
Time: 8:00am – 4:30pm

Day Three Facilitators: Steve Kent, Jimmy Ochoa, Rahul Srivastava, Romeo Estrella, David Padilla

| | | |
|-------------------|--|--|
| 8:00am - 8:10am | Welcome | Kevin Chen, Workforce Development Branch, Team Member |
| 8:10am - 9:00am | Project Delivery | Jeff Wiley, Assistant Division Chief, Project Management |
| 9:00am - 9:50am | What is Corridor Planning in Caltrans? | Florigna Feliciano, Branch Chief, System Planning |
| 9:50am - 10:05am | BREAK | All |
| 10:05am - 11:00am | Climate Change | Aleksandr Holm, Transportation Planner |
| 11:00am - 12:00pm | Environmental Analysis | Peter Bond, Office Chief, SD2, Staff Development and Strategic Direction |
| 12:00pm - 1:00pm | LUNCH | All |
| 1:00pm - 1:50pm | California Transportation Commission (CTC) | Brigitte Driller, Assistant Deputy Director – Planning |
| 1:50pm - 2:50pm | Investment Planning | Jennifer Synhorst, Branch Chief, Intermodal & Investment Planning |
| 2:50pm - 3:05pm | BREAK | All |
| 3:05pm - 3:50pm | Division of Financial Programming | James Anderson, Division Chief, Financial Programming |
| 3:50pm - 4:10pm | Teams Meet/Lessons Learned | All |
| 4:10pm - 4:30pm | Teams Report Out | All |

TRANSPORTATION PLANNING BASIC ACADEMY AGENDA



Location: Virtual
Date: April 21, 2022
Time: 8:00am - 4:30pm

Day Four Facilitators: Steve Kent, Jimmy Ochoa, Rahul Srivastava, Romeo Estrella, David Padilla

| | | |
|-------------------|---|---|
| 8:00am - 8:10am | Welcome | Kevin Chen, Workforce Development Branch, Team Member |
| 8:10am - 8:40am | Workforce Development Branch | Lisa Franco, Chief, Workforce Development Branch |
| 8:40am - 9:40am | Division of Research, Innovation & System Information | La Keda Huckabay, Chief, Office of Planning, Policy and Program Development & Ryan Mak, Sr. Transportation Engineer |
| 9:40am - 9:55am | BREAK | All |
| 9:55am - 10:55am | Traffic Ops: Mobility | Nick Compin, Senior Transportation Planner |
| 10:55am - 12:10pm | Safety Programs – An Overview | Lee Haber, Chief, Office of Safety Programs |
| 12:10pm - 1:10pm | LUNCH | All |
| 1:10pm - 1:55pm | Local Development Review | Christopher Nicholas, Associate Transportation Planner |
| 1:55pm - 2:55pm | Division of Right of Way and Land Surveys | Mark Sheahan, Chief of Program Coordination & Chris Thornton, Chief of New Technology Systems |
| 2:55pm - 3:10pm | BREAK | All |
| 3:10pm - 3:55pm | Division of Local Assistance | Dee Lam, Division Chief, Local Assistance |
| 3:55pm - 4:15pm | Teams Meet/Lessons Learned | All |
| 4:15pm - 4:30pm | Teams Report Out | All |

TRANSPORTATION PLANNING BASIC ACADEMY AGENDA



Location: Virtual
Date: April 22, 2022
Time: 8:00am – 3:15pm

Day Five Facilitators: Steve Kent, Jimmy Ochoa, Rahul Srivastava, Romeo Estrella, David Padilla

| | | |
|-------------------|------------------------------|--|
| 8:00am - 8:05am | Welcome | Kevin Chen, Workforce Development Branch, Team Member |
| 8:05am - 9:00am | Equity | Rhiannah Gordon, Equity Training & Communications Manager |
| 9:00am - 10:00am | Public Engagement | Bruce Kemp, Branch Chief Equity, Engagement, and Health Branch |
| 10:00am - 10:15am | BREAK | All |
| 10:15am - 11:00am | Native American Coordination | Lonora Graves, Native American Liaison Branch Manager |
| 11:00am - 12:00pm | Legal Safety Program | Michelle Meyers, Deputy Attorney |
| 12:00pm - 1:00pm | LUNCH | All |
| 1:00pm - 1:45pm | Division of Maintenance | Tom Pyle, Deputy Division Chief, Division of Maintenance |
| 1:45pm - 2:15pm | Bringing It All Together | Yatman Kwan, Office Chief of Sustainable Freight Planning |
| 2:15pm - 2:35pm | Teams Meet/Lessons Learned | All |
| 2:35pm - 2:55pm | Teams Report Out | All |
| 2:55pm - 3:15pm | Wrap Up/Closing Roundtable | All |



Memorandum

To: Todd Muck, Executive Director
From: Doug Bilse, Principal Engineer
Meeting Date: June 22, 2022
Subject: **2022 Transportation Research Board International Conference on Roundabouts**

On May 16-18, 2022, I attended the Transportation Research Board (TRB) 6th International Roundabout Conference on Roundabouts held in Monterey, California. Highlights of some of the sessions I attended:

1. It is important that professionals can explain the value of roundabouts. Roundabouts are one of the 28 approved safety counter measures identified by the Federal Highway Administration (FHWA). Interesting points include:
 - a. Drivers make better decisions when driving at lower speeds
 - b. Lower operating speeds result in less severe crashes
 - c. Decision process is simpler driving through a roundabout over a signal
 - d. Roundabouts promote Vision Zero, and you won't get there with STOP signs or traffic signals
 - e. New podcast on roundabouts on Freakonomics, episode 454
2. Crashes will still occur at roundabouts, but they are typically limited to minor property-damage-only crashes. It was repeatedly emphasized throughout the presentations that a non-standard roundabout will result in a better outcome when compared to the injury/fatal crashes expected when constructing a standard signalized intersection. This point was taken home when you simply say that a crash at a roundabout typically needs a police response, while a crash at a signal needs an ambulance. These led to these notes:
 - a. Roundabouts are one of the most direct ways we can reduce traffic stress, reduce speeding issues, improve quality of life and provide a sense of place
 - b. The public road system is often the biggest land holding for a jurisdiction
 - c. Roundabouts can become what used to be the town square (a focal point that can create a sense of place where people are comfortable gathering)
3. It is important to "Right-Size" the design of a roundabout. That means don't overbuild it to meet ultimate demand and try to stay with a single lane roundabout design for as long as possible. This supports the idea to "Design with context" which is a fancy way of saying that designers should make sure they are doing something for the community and not doing

something to them. It's important that the engineers don't let perfection be the enemy of good. The following are practical ways to incorporate these ideas:

- a. Try to balance Delay, Cost and Crashes
 - b. Large vehicles should be accommodated to an extent, but no need to negatively impact all users to serve an occasional user
 - c. if drivers don't feel comfortable and safe using a facility, then it doesn't matter what the data or statistics say about a design or specific feature
4. There are new concepts in roundabout design and new features being implemented. This is changing the way we talk about roundabouts. It's not important to define a roundabout as either "mini" or "compact" or "compressed" or "hybrid"- just focus on the specific design features and see if they work well together. Here are some design features that show promise to address specific issues:
- a. use raised crosswalks (3" height) to improve yield to pedestrians and lower exit speeds (and fast path speed) through roundabout
 - b. make sure curves are comfortable to drive, especially for multi-lane RAB
 - c. Use smaller signs mounted lower to the ground at pedestrian crossings to increase yield compliance
 - d. Good lighting is important, but make sure it is uniform lighting (i.e., avoid hot spots)
5. There was a good presentation on a new approach to using pre-fabricated pin-down roundabouts. These are a low-cost option that installs quickly (2-12 days depending on the size and number of bolts that need to be installed). This is a good method to use for pop-up demonstrations because the bolts last about 2 years. Therefore the rubber pads can be reused. Here are some pros and cons of this method:
- a. Pavement needs to be in good shape and level
 - b. Good option for fully-mountable central islands
 - c. Heavy vehicles pop off rubber planks (especially in poor pavement conditions)
 - d. Not as good at speed reduction and reducing queues (but still better than STOP sign)
6. There was a couple of presentations that discussed crashes at roundabouts. A Washington State DOT study drew good conclusions from the statewide crash data. Here are some of their findings that seem to be applicable to California locations:
- a. Crashes increase as follows: mini -> compact -> single lane -> multilane
 - b. Larger center islands= fewer crashes
 - c. Providing good visibility of the intersection from the approach is an important factor to avoiding crashes at the intersection of
 - d. Crashes at new roundabouts increase during the first 4-5 years after installation before tapering down. Drivers are first cautious then (too) comfortable then compliant

7. There are some new design approaches that seem to provide more capacity over a single lane roundabout. However, some show challenges with driver compliance, especially failure to yield. New designs being introduced in the U.S. are called:
 - a. "2x2 Roundabout" (2-lane circular road with 2 lane entrances and 2 exit lanes)
 - b. Vortex
 - c. Turbo

8. Human Risk Factors are often overlooked in design. This is not only applicable to constructing roundabouts, but all transportation projects. It is important to avoid driver confusion. For example, the design should not overload the driver with information or require quick decisions. In general, it is important to make system intuitive and avoid creating a sea of signage and asphalt.

Memorandum

To: Todd Muck, Executive Director
From: Christina Watson, Director of Planning
Meeting Date: June 22, 2022
Subject: **2022 WTS International Conference**

On May 18-20, 2022, I participated in the WTS International Conference in Seattle, WA. Sessions I attended included the following:

- Women of the Year panel: Nuria Fernandez, Federal Transit Administration (FTA) Administrator; Inez Evans, Indygo; Kimberly Slaughter, SYSTRA; Debra Johnson, Denver RTD; Leslie Richards, SEPTA
- View from the Top CEO panel: Kelli Kelly, Kiewit; Jannet Walker-Ford, WSP; Kimberly Slaughter, SYSTRA; Leslie Richards, SEPTA; Debra Johnson, Denver RTD; Inez Evans, Indygo; Marie Therese Dominguez, NY State DOT commissioner; Candice Xie, Veo
- Cultivating a culture that gathers employees and creates strength through diversity: Kim Clark, VIA; Elizabeth McMillan, Utah DOT, Sydne Jacques, Jacques & Associates
- COVID, #MeToo, Black Lives Matter – changes in workplace dynamics 2020-2021: Marcia Shapiro, Marine Tiger Technologies; Leslie Richards, SEPTA; Marie Therese Dominguez, NY State DOT Commissioner; Odessa L. Phillip, Assedo Consulting
- Plenary speaker Susan O’Malley, the first woman president of professional sports franchise
- Equity in action – building toward a more equitable future at King County Metro: Keiko Budech, King County Metro; Jennifer Wieland, Nelson/Nygaard; Sarneshea Evans, Public Land; Melissa Gaughan, King County
- Plenary Session: U.S. Department of Transportation: Nuria Fernandez, FTA Administrator; Jennifer Mitchell, Federal Railroad Administration (FRA) Deputy Administrator; Robin Hutcheson, Federal Motor Carrier Safety Administration (FMCSA) Deputy Administrator
- Mentoring for Success: transforming the way we work through mentor/mentee partnerships: Cara Vojdani, Arcadis; Jordyn Jones, Arcadis; Iris Ortiz, HNTB; Rukiya Thomas, Atkins; Keli Kemp, Modern Mobility Partners
- Closing Plenary speaker: Anna Zivarts, Director, Disability Rights Washington

Key quotes:

- “Diversity is being invited to the party; inclusion is being invited to dance; access is confirming people can get to the party.” – Kelli Kelly, Kiewit
- “Don’t be confused by my outfit, I am good at my job.” – Kimberly Slaughter, SYSTRA USA
- “The truth will set you free, but first it will piss you off.” – Gloria Steinem, as quoted by Leslie Richards, SEPTA
- “Drive looking through the front windshield, not the rear-view mirror.” – Debra Johnson, Denver RTD
- “Bring three things to every meeting: wish bone, backbone, and funny bone; decide which one you need once you’re there” – Susan O’Malley
- “Change happens at the speed of trust” – Melissa Gaughan, King County
- “As a mentor, it is an opportunity to give back & help the future leaders of our industry. As a protégé, it is uncovering my potential and self-worth as a professional through another eyes.” – Iris Ortiz, HNTB

The experience offered engaging learning and peer-to-peer networking opportunities to elevate my professional and career development and leadership skills.



Memorandum

To: Board of Directors
From: Todd Muck, Executive Director
Meeting Date: June 22, 2022
Subject: **Monterey Branch Line Recreational Use Lease to City of Marina**

RECOMMENDED ACTION:

AUTHORIZE the Executive Director to enter into a lease agreement with City of Marina for segments of the Monterey Branch Line corridor between Marina and Sand City subject to Agency Counsel approval, so long as the final lease does not significantly alter the terms of the attached draft lease.

SUMMARY:

The Museum of Handcar Technology and the Mendocino Railway company submitted unsolicited proposals for use of the same section of the Monterey Branch Line corridor for recreational use of handcar or railbike operations. During the March 23, 2022 TAMC Board meeting, the Board voted to enter into a lease agreement with the City of Marina to transfer coordination of the proposals for recreational use of the Monterey Branch Line to Marina staff. The Rail Policy Committee and Executive Committee reviewed the draft lease at their June meetings.

FINANCIAL IMPACT:

For the 2019-20 work on the Museum of Handcar Technology proposal, developing and executing the reimbursement agreement and lease agreement, TAMC expended approximately \$17,500 on planner time and legal costs, including the filing of California Environmental Quality Act (CEQA) documentation. Of that amount, the Museum of Handcar Technology reimbursed TAMC a total of \$6,130.56 in 2020, leaving TAMC to pay about \$11,370 in Agency reserve funds to cover those costs.

The 2021 lease agreement included a \$15,000 deposit for staff time. In fiscal year 2020-2021, \$11,140.82 was expended to support the 2021 trial run, of which \$7,350.89 was funded through the deposit and \$3,789.93 from TAMC funds. During fiscal year 2021-2022, TAMC spent \$4,824.86 of the deposit funds for the first two quarters until December 2021. The total expenditures from 2021 on then total \$15,965.68, which is \$965.68 over the deposit amount.

In preparing a lease agreement with the City of Marina for a recreational use of the corridor, staff estimates that planner and legal costs are likely to exceed \$15,000. CEQA documentation is expected to be more extensive for long-term use of the corridor. The California Public Utilities Commission (CPUC) indicated that long-term use would require TAMC to apply for a CPUC permit to make any changes to the rail line. Proceeding with any recreational proposal would involve an additional set of costs, including potential liability and insurance costs, although every effort would be made to transfer such costs to the operator.

In the draft lease, TAMC is requesting a \$20,000 non-refundable payment for cost recovery from the City of Marina as well as a monthly rental payment totaling \$8,858 for the use of the rail line and a storage area at the start of the

proposed recreational use area.

DISCUSSION:

On February 24, 2021, the Board of Directors approved a lease agreement with the Museum of Handcar Technology for a trial use of the Monterey Branch Line corridor for recreational use. The agreement was executed, and the handcars had a successful trial in the summer of 2021. The lease agreement expired on September 30, 2021. The Museum of Handcar Technology’s proposed 2022 operations would run approximately three and a half (3.5) miles from the Palm Avenue/ Marina Drive intersection in Marina, under the Highway 1 overcrossing and over the bike path, to the balloon spur tracks in the Fort Ord Dunes State Park, with a request to include a lease for an additional two and a half (2.5) miles towards Sand City. The project proponents are requesting to place a 45-foot-long cargo container to store handcars and a 20-foot-long container for support item storage on the tracks within the Monterey Branch Line right-of-way near Palm Avenue in Marina. They propose to have employees and customers park on TAMC property off Marina Drive. They would make upgrades to the tracks needed to support their operations. Changes to their operations as compared to the trial run in 2021 include permanently modifying the bicycle path that connects across the rail tracks from Beach Range Road to the Caltrans coastal trail; having a year long, month to month lease; possibly extending operations to Sand City; and adding fencing around the area where they will base their operations.

In January 2022, Mendocino Railway submitted an unsolicited conceptual proposal for use of the Monterey Branch Line rail corridor for railbike operations. Their proposal is similar to the handcar operations, with a different kind of technology (the handcars are operated by hand, while the railbikes are operated by foot). The railbike proposal requests a long-term agreement for use of the corridor from Marina to Sand City, including a base at Marina with a container using electricity to charge batteries and store bikes. The proposal also includes permanent alterations to the bicycle path that connects across the rail tracks from Beach Range Road to the Caltrans coast trail, and bike turntables at either end that can be installed or removed within a day. The railbike proposal includes other concepts such as a train car station for administration operations at Palm Avenue.

During the March 23, 2022 TAMC Board meeting, the Board voted to enter into a lease agreement with the City of Marina to transfer coordination of the proposals for recreational use of the Monterey Branch Line to Marina staff.

As the property owner, the Agency would be required to participate as a Responsible Agency for the purposes of the California Environmental Quality Act (CEQA). TAMC would also likely be responsible for coordinating on a permit from the California Public Utilities Commission, in cooperation with the winning vendor for the operations. Recovery of TAMC staff expenses have been incorporated into the lease terms.

The project proponent would be responsible for obtaining all reviews and permits, including, as necessary: County and City of Marina use permits (branch line is in the County, parking is in the City), and Coastal Commission review and permits.

WEB ATTACHMENTS:

[TAMC and City of Marina DRAFT Lease Agreement](#)



Memorandum

To: Board of Directors
From: Aaron Hernandez, Assistant Transportation Planner
Meeting Date: June 22, 2022
Subject: **Federal Section 5310 Application for Funding Transit for Seniors and Persons with Disabilities**

RECOMMENDED ACTION:

Federal Transit Grant Section 5310 Application for Monterey-Salinas Transit bus funds:

1. **ACCEPT** Monterey-Salinas Transit's Federal transit grant application for five bus replacements for its RIDES paratransit service for the elderly and persons with disabilities; and
2. **ADOPT** Resolutions 2022-03 approving Monterey County's scores for Traditional Section 5310 grant applications and certifying that the projects meet federal program requirements and conditions.

SUMMARY:

The Federal Transit Administration Section 5310 program provides competitive grants for capital and operating costs associated with transportation serving seniors and people with disabilities. The Transportation Agency is responsible for accepting and scoring the FTA 5310 grant applications within Monterey County, and submitting applications to the state for funding. The Transportation Agency's actions do not approve funding for projects, but assist the FTA/Caltrans in making those decisions.

FINANCIAL IMPACT:

There is no impact to the Transportation Agency budget associated with this action. A total of \$18 million in Section 5310 program funds for Fiscal Year 2022 are available through Caltrans on a competitive basis for small urban and rural areas. This cycle has a funding cap of \$400,000 per agency for small urban and rural communities. Monterey-Salinas Transit (MST) submitted a grant application for \$360,000 of Federal Transit Administration 5310 funds with \$90,000 from Measure Q, as MST's local match. The requested action will authorize MST to secure grant funds if awarded by Caltrans.

DISCUSSION:

The Federal Transit Administration (FTA) Section 5310 grant program provides capital grants to public agencies and certified non-profit organizations for the purpose of meeting the transportation needs of the elderly and persons with disabilities where public transportation services are otherwise unavailable, insufficient or inappropriate. Eligible projects for these grant funds include purchases of new vehicles and equipment to support paratransit programs.

The Transportation Agency is designated by Caltrans to determine the eligibility of 5310 grant program applicants, review and score 5310 program grant applications submitted for projects in Monterey County, and submit a Regional Priority Project list to Caltrans that identifies scores for each 5310 project. For the 5310 program, each vehicle or piece of equipment provided in an application is considered an individual "project" for scoring purposes and is

included in the project priority list.

For the current grant cycle, the Transportation Agency received a 5310 program application from Monterey-Salinas Transit (MST), which relies on the Section 5310 grant program for its RIDES program vehicle replacement needs. MST's application has a total project cost of \$450,000, requesting \$360,000 of Federal Transit Administration 5310 funds with a local match of \$90,000. The grant will allow MST to purchase five (5) vehicles to replace aging and high mileage vehicles in the RIDES fleet. The RIDES program provides service pursuant to the Americans with Disabilities Act to individuals unable to use fixed-route public transit due to age or disability. This program is otherwise an unfunded federal mandate.

For the 5310 grant program, each vehicle replacement is assigned an individual score, listed in the Regional Project Priority List. 5310 grant projects are scored according to specific criteria established by Caltrans consistent with federal requirements for this program.

The Regional Priority Project List for the 5310 program, which includes scores calculated by staff for each project, is included with the attached resolution. MST earned scores ranging from 85 to 100 for each of the vehicle replacement projects; in the past, projects that score above 70 have been awarded grant funding. Projects proposing to replace vehicles with lower mileage tend to score lower than replacing high mileage vehicles. The Transportation Agency reviewed MST's application and submitted scores to Caltrans through the electronic BlackCat Electronic Grant Management system. Staff requests that the board adopt Resolution 2022-03 (**Attached**), which certifies that MST's project meet federal program requirements and are consistent with the 2018 Regional Transportation Plan and approves the Regional Priority Project List for the 5310 program.

Once submitted to Caltrans, the applications are reviewed by the State Review Committee, then the Transportation Agency will verify the Regional Prioritized List for submission to the Federal Transit Administration by Caltrans. The California Transportation Commission is scheduled to approve the final project list and award funding in Summer 2022.

ATTACHMENTS:

- Federal Transit Administration 5310 Grant - Resolution 2022-03



**RESOLUTION NO. 2022-03
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

**A RESOLUTION APPROVING MONTEREY COUNTY'S SCORES FOR TRADITIONAL SECTION 5310
GRANT APPLICATIONS AND CERTIFYING THAT THE PROJECTS MEET FEDERAL PROGRAM
REQUIREMENTS AND CONDITIONS**

WHEREAS, the U. S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA C 9070.1G) to support projects for non-urbanized public transportation systems under Section 5310 of the Federal Transit Act Federal law (Title 49 U.S.C. Section 5310) to provide for grants for the purpose of assisting private nonprofit corporations and public agencies in providing transportation services to meet the needs of elderly persons and persons with disabilities for whom public mass transportation services are otherwise unavailable, insufficient, or inappropriate; and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5310 Program grants for public transportation projects; and

WHEREAS, the Transportation Agency is charged with scoring local applications for the Section 5310 program for specialized transportation; and

WHEREAS, Monterey-Salinas Transit (MST) has submitted a Section 5310 grant application to the Federal Transit Administration (FTA) with a total project cost of \$450,000 to purchase five (5) replacement vehicles to ensure the continued effectiveness of the RIDES program, which offers service for the elderly and persons with disabilities pursuant to the Americans with Disabilities Act; and

WHEREAS, MST has, to the maximum extent feasible, coordinated with other transportation providers and users in the region; and

WHEREAS, the Transportation Agency has scored the projects included in the application submitted by MST; and

WHEREAS, the projects being recommended for funding are consistent with the Monterey County Regional Transportation Plan (RTP) and the Monterey Bay Area Coordinated Public Transit Human Services Transportation Plan; and

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Transportation Agency hereby certifies that the projects submitted by Monterey-Salinas Transit for funding in the section 5310 FY21-22 funding cycle provide specialized transportation services to Monterey County meet the requirements and conditions of 49 U.S.C. 5310 and are eligible for the Section 5310 funds; and
2. The Transportation Agency certifies that the projects submitted are consistent with the 2018 Regional Transportation Plan and Monterey Bay Area Coordinated Public Transit Human Services Transportation Plan; and
3. The Transportation Agency assures that the projects recommended and approved by the California Transportation Commission will be included in the Federal Transportation Improvement Program (TIP).

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this June 22, 2022, by the following votes:

AYES:

NOES:

ABSENT:

**MARY ADAMS, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

ATTEST:

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

SECTION 5310: Transportation Agency for Monterey County Regional Priority Project List

| Applicant | Project Description | Cost per Unit | FTA Funding Request** | Sect 1 (Max 32 pts) | Sect 2 (Max 18 pts) | Sect 3 (Individualized score - Max 20 pts) | Sect 4 (Max 30 pts) | Total (Max 100 pts) |
|---|---|---------------|-----------------------|---------------------|---------------------|--|---------------------|---------------------|
| Monterey-Salinas Transit | Five (5) purchase replacement buses (< 30-foot buses) | \$90,000 | \$360,000 | 32 | 18 | -- | 26 | -- |
| Individualized scores for replacement buses based on vehicle mileage and age | | | | | | | | |
| Project | Bus to Replace | Unit Cost | | Sect 1 | Sect 2 | Sect 3 | Sect 4 | Total |
| Bus Replacement 1 | 2016 Bus II | \$90,000 | | 32 | 18 | 15 | 26 | 91 |
| Bus Replacement 2 | 2016 Bus II | \$90,000 | | 32 | 18 | 10 | 26 | 86 |
| Bus Replacement 3 | 2016 Bus II | \$90,000 | | 32 | 18 | 20 | 26 | 96 |
| Bus Replacement 4 | 2016 Bus II | \$90,000 | | 32 | 18 | 15 | 26 | 91 |
| Bus Replacement 5 | 2016 Bus II | \$90,000 | | 32 | 18 | 15 | 26 | 91 |

**Total project cost: \$450,000

FTA Portion of Net Project Cost: \$360,000

Local Match: \$90,000



Memorandum

To: Board of Directors
From: Aaron Hernandez, Assistant Transportation Planner
Meeting Date: June 22, 2022
Subject: **Measure X Senior & Disabled Transportation Needs Assessment and Program Guidelines**

RECOMMENDED ACTION:

APPROVE and **RELEASE** the Measure X Senior & Disabled Transportation draft needs assessment and program guidelines for public review.

SUMMARY:

The purpose of the Measure X Senior & Disabled Transportation Program is to increase transportation services for seniors and persons with disabilities to support their ability to live independently in their homes and communities. Four grant applications were funded for the second cycle of the program. The Transportation Agency is conducting a needs assessment to review the existing transportation services for seniors and persons with disabilities in the County to determine the most effective way to spend Measure X funding for future grant cycles of the Senior & Disabled Transportation Program.

FINANCIAL IMPACT:

Measure X allocates \$15 million over 30 years to this program, which is approximately \$500,000 per year. At the May 27, 2020 meeting, the TAMC Board of Directors voted to use \$1.69 million of Measure X funds for the second Senior & Disabled Transportation Program's 3-year cycle covering fiscal years 2020/21, 2021/22, and 2022/23.

DISCUSSION:

Approximately eighteen percent of Monterey County's population currently qualifies for senior and/or disabled transportation services and that figure is expected to increase in the coming years. In addition, Monterey County is composed of a range of geographies, including rural areas, unincorporated towns, incorporated cities, and areas surrounding incorporated cities. Due to this range of geographies and client needs, one service type often cannot effectively serve the needs of all seniors and persons with disabilities living throughout the County. The purpose of the Agency's Senior & Disabled Transportation Program is to fund non-profit transportation services for seniors and persons with disabilities to support their ability to live independently in their homes and communities.

The four organizations selected for funding during the second cycle submitted their annual reports (**web attachment 1**) documenting communities served and success meeting project goals. Per the grant agreements and program guidelines, the following criteria is required to verify funds were used for eligible expenses and activities:

1. **Project Payments:** quarterly claims that include documentation (procurement solicitation process if applicable, receipts, vendor invoices, and progress reports) must be submitted for payment reimbursement.
2. **Annual Report:** an end of year summary of work completed and work remaining in the next year, funds expended, number of seniors served, number of people with disabilities served, description of the communities

served, and pictures of events or activities.

The Transportation Agency is conducting a needs assessment (**web attachment 2**) to help inform about the selection process and scoring criteria for the third grant cycle of the program. The Assessment will:

1. Identify existing transportation services for seniors and persons with disabilities,
2. Determine gaps in service, potential enhancements, and improved coordination; and
3. Identify potential changes to the Program application to better meet the needs of Monterey County's seniors and disabled residents.

Staff request the release of the draft Program Guidelines to collect input on changes for the third grant cycle. The Program Guidelines (**web attachment 3**) include the following sections for review:

- Eligible activities and expenses;
- Application review process and scoring criteria;
- Measure X program specific policies (project payments, funding agreement, annual report, etc.); and
- Program application.

Current application scoring favors proposals with:

- the ability to implement the project within 3-5 year funding timeline;
- a project that fills a gap in transportation services for senior or persons with disabilities;
- a high percentage of seniors or persons with disabilities eligible to use the service;
- a high percentage of communities served; and
- the ability to leverage other public or private funding sources.

The guidelines will be presented to and reviewed by the Monterey-Salinas Transit Mobility Advisory Committee, the Measure X Citizens Oversight Committee, and other stakeholders that serve seniors and persons with disabilities, before being brought back to the Board for adoption in September.

The proposed timeline for this project is below:

| Date | Task |
|--------------------------|---|
| June 22, 2022 | TAMC Board of Directors releases draft guidelines and needs assessment for public review |
| July 27, 2022 | MST Mobility Advisory Committee reviews draft guidelines and needs assessment |
| August 16, 2022 | Measure X Citizens Oversight Committee reviews draft guidelines and needs assessment |
| August 30, 2022 | Public comment period closes |
| September 28, 2022 | TAMC Board of Directors adopts guidelines and needs assessment, and opens call for Cycle 3 projects |
| December 1, 2022 | Cycle 2 Applications Due |
| December 5-21, 2022 | Review Committee meets to score applications |
| January 17, 2023 | Draft Program of Projects presented to Measure X Citizens Oversight Committee |
| January 25, 2023 | Draft Program of Projects presented to MST Mobility Advisory Committee |
| February 22, 2023 | TAMC Board of Directors adopts Program of Projects for FY |

March 29, 2023

2023/24, 2024/25 and 2025/26
Execute Cycle 3 grant agreements

WEB ATTACHMENTS:

1. [Measure X Senior & Disabled Transportation - 2021 Annual Reports](#)
2. [Measure X Senior & Disabled Transportation - Draft Needs Assessment](#)
3. [Measure X Senior & Disabled Transportation - Draft Program Guidelines \(Cycle 3\)](#)



Memorandum

To: Board of Directors
From: Aaron Hernandez, Assistant Transportation Planner
Meeting Date: June 22, 2022
Subject: Unmet Transit Needs

RECOMMENDED ACTION:

RECEIVE list of Monterey County's unmet transit needs.

SUMMARY:

In its role as the Transportation Development Act fund administrator, the Transportation Agency annually seeks public input to identify unmet transit needs in Monterey County prior to allocating Local Transportation Funds. Staff coordinated with Monterey-Salinas Transit to evaluate the unmet transit needs comments received through April 30, 2022.

FINANCIAL IMPACT:

At the February 2021 TAMC Board meeting, the Agency apportioned \$19,297,686 from the Local Transportation Fund to Monterey-Salinas Transit. The Transportation Agency can direct public transit operators to implement new services with Local Transportation Funds available after funding existing services and commitments. Approval of Monterey-Salinas Transit's application for Fiscal Year 2022-23 is expected to occur at the August TAMC Board meeting.

DISCUSSION:

The Transportation Agency annually conducts outreach to identify unmet transit needs. This unmet needs process is associated with the Local Transportation Fund (LTF), which is one of two designated funding sources for public transit created by the California Transportation Development Act (TDA). Local Transportation Funds are generated through a quarter percent of the general sales tax, which are returned to the county by the California State Board of Equalization and apportioned by the Transportation Agency to county jurisdictions through a population-based formula for public transit.

The formation of the Monterey-Salinas Transit District and past unmet transit needs findings dictate how the Transportation Agency allocates Local Transportation Funds. As Monterey-Salinas Transit District members, every city in the county allocates its annual fund apportionment to Monterey-Salinas Transit for public transit services. The County of Monterey is obligated to allocate approximately 50% of its funds off the top of the Transit District for public transit and RIDES services with 3/4 mile of the existing fixed-routes, which represents the County population inside the 3/4 mile zones specified by the Americans with Disabilities Act. The Transportation Agency's 2010 finding on unmet transit needs allowed Monterey-Salinas Transit to claim the remaining County portion to support existing transit operations countywide.

Prior to allocating these transit funds, the Agency is required to provide for a public hearing and outreach to identify unmet transit needs. The Transportation Development Act statues required transportation planning agencies using transit funds for local street and road projects, to implement a public process, including a public hearing, to identify unmet transit needs of transit dependent or disadvantaged persons, and determine if unmet transit needs can be reasonably met. Because the Transportation Agency no longer allocates transit funds to local streets and roads, the Agency is no longer required to adopt a finding on unmet transit needs. However, the Agency still continues to solicit public input on unmet transit needs and places comments into the following categories:

- Transit service improvement requests that would improve an existing service.
- Transit service expansion requests that extend a transit route beyond its current limits and fill a gap in service.
- Capital improvement projects that would enhance existing public transit facilities.

The unmet transit needs process is **attached**. The unmet transit needs comment list serves as a public input tool for MST's short- and long-term transit service planning and improvements, and assist in prioritizing transit projects as funds become available. All comments are reviewed with MST staff to consider options to implement requests based on the time frame in which unmet transit needs can be met. The MST Mobility Advisory Committee, which serves as the Transportation Agency's Social Services Transportation Advisory Council, also

reviews the comments received in the annual process during their May meeting. However, this year's May meeting was canceled due to a lack of quorum.

This year, the Transportation Agency received the following comment:

| Unmet Need Comment | Year Identified | Category | Timeline | Status in 2022 |
|--|-----------------|----------|----------|---|
| A pedestrian crossway to safely cross and access bus stops at Bayer and Reservation Rd in Marina | 2022 | N/A | N/A | This does not meet the definition of an Unmet Transit Need. However, this information will be forwarded to the City of Marina for further review. |

In the upcoming fiscal year, MST is unable to meet several of the previously identified unmet transit needs in the **attached** list. For example, improving connections from North Monterey County to Gavilan College in Gilroy is an unmet transit need that is cost-prohibitive at this time. Other needs have been addressed and are listed in the charts as "resolved." The unmet transit needs requests that are not able to be addressed this year will remain on the list and will be part of next year's unmet transit needs process.

Staff recommends the Board of Directors receive the 2022 Unmet Transit Needs List. The allocation of State Transit Assistance and the Transportation Development Act funding is expected to be brought for the Board's consideration in August 2022.

ATTACHMENTS:

- Unmet Transit Needs Process
- 2022 Unmet Transit Needs List

About the Unmet Transit Needs Process

The California Legislature enacted the Transportation Development Act (TDA) in 1971 to improve public transit services and encourage regional transportation coordination. TDA statutes require transportation planning agencies using TDA funds for local streets and roads projects, to implement a public process, including a public hearing, to identify unmet transit needs of transit dependent or disadvantaged persons, and determine if unmet transit needs can be reasonably met.

In its role as the TDA fund administrator, the Transportation Agency for Monterey County annually solicits public input to identify unmet transit needs. Although TAMC no longer allocates TDA funds to local streets and roads, the Agency still continues to solicit public input on unmet transit needs.

The unmet transit needs process begins with public outreach to solicit comments on unmet transit needs. Public hearings to collect comments on unmet transit needs are held at a meeting of TAMC's Board of Directors and at a meeting of Monterey-Salinas Transit's Mobility Advisory Committee, which serves as TAMC's Social Services Transportation Advisory Council. TAMC's Board of Director's receives the final unmet transit needs list of comments.

Unmet Transit Need Definition

An unmet transit need is a public transportation need that the public transportation system is not currently meeting and would be expected to generate enough ridership to meet the required 10% farebox recovery ratio pursuant to.

Unmet Transit Need Evaluation

Unmet transit needs are placed into the following categories:

1. Transit service improvement requests that would improve an existing service.
2. Transit service expansion requests that extend a transit route beyond its current limits and fill a gap in service.
3. Capital improvement projects that would enhance existing public transit facilities.

TAMC shares the list of unmet transit needs comments with Monterey-Salinas Transit, the only public transportation provider in the county. The unmet transit needs comments list serves as a public input tool for MST's short and long term transit service planning and improvements. TAMC works with MST to evaluate comments based on the time frame in which unmet transit needs can be met:

- Short term transit improvements are those that can be implemented in the current service year within MST's funding limits and without negatively impacting existing services.
- Long term transit improvements are those that would require additional funding beyond MST's current funding limits. Long term improvement comments remain on the unmet transit needs comment list until additional funding becomes available.

MST's Mobility Advisory Committee provides input on the categorized unmet transit needs comments list. This input serves to prioritize needs in the region, and is used to assist prioritizing transit projects as funds become available. The TAMC Board of Directors will receive the final list.

**Transportation Agency for Monterey County
2022 Monterey County Unmet Transit Needs**

Unmet transit needs are placed into the following categories:

1. Transit service improvement requests that would improve an existing service.
2. Transit service expansion requests that extend a transit route beyond its current limits and fill a gap in service.
3. Capital improvement projects that would enhance existing public transit facilities.

Transit Needs Timeline

- **Short term transit improvements** are those that can be implemented in the current service year within MST’s funding limits and without negatively impacting existing services.
- **Long-term transit improvements** are those that would require additional funding beyond MST’s current funding limits. Long-term improvement comments remain on the unmet transit needs comment list until additional funding becomes available.

| Unmet Need Comment | Year Identified | Category | Timeline | Status in 2022 |
|--|------------------------|---|------------------------|--|
| Service to San Juan Grade Road and Russell Road in Salinas | 2014 | Category #2: new service, fills a gap | Long-term improvement. | Line 49 will resume service through this area by the end of 2022 with implementation of the Comprehensive Operational Analysis. |
| Increased frequency on Line 18 | 2014 | Category #1: improves an existing service | Long-term improvement. | CSUMB launched their shuttle service in January 2022 which covers a segment of Line 18. Line 18 currently operates every hour and is planned to continue hourly services with the implementation of the Comprehensive Operational Analysis. |
| More frequent service to Gonzales and Soledad | 2014 | Category #1: improves an existing service | Long-term improvement. | The King City bus yard was completed in Fall of 2021. MST has implemented an express service in 2022, Line 23X, which stops at selected bus stops throughout the route. Under the Comprehensive Operational Analysis, Line 23 operates every hour with multiple busses running less than an hour during rush hour periods. |

**Transportation Agency for Monterey County
2022 Monterey County Unmet Transit Needs**

| Unmet Need Comment | Year Identified | Category | Timeline | Status in 2022 |
|--|----------------------------|---|------------------------|---|
| Shuttle service between Pinnacles National Park and Fort Hunter Liggett and King City | 2014/2019 | Category #2: new service, fills a gap | Long-term improvement. | This shuttle service is cost prohibitive and would require resources being reallocated from other services/areas. Current road conditions are also a safety concern. The City of Soledad is currently studying improvements for the Pinnacles Parkway project, which may consider a park shuttle service. The National Park Service currently offers Day-Use shuttle service to visitors utilizing their parking lots. The on-site shuttle service connects to the east and west sides of the park. |
| Service to San Juan Bautista and Los Baños | 2015/2018 | Category #2: new service, fills a gap | Long-term improvement. | This need is not listed as a priority in the Comprehensive Operational Analysis. However, the San Joaquin Joint Powers Authority is working to bring a new bus route from Merced to San Jose which will include stops in Los Banos and Gilroy. |
| Improve the connection between Castroville and Prunedale for access to Gavilan College in Gilroy | 2018 | Category #1: improves an existing service; Category #2: new service, fills a gap | Long-term improvement | MST will work with Santa Clara Valley Transportation Authority to secure funds to re-establish service to Gilroy. |

**Transportation Agency for Monterey County
2022 Monterey County Unmet Transit Needs**

Resolved Transit Needs

| Unmet Need Comment | Year Identified | Year Resolved | Resolution |
|--|-----------------|--|---|
| More out of county medical trips that cost less | 2014 | 2017 | MST increased the frequency and lowered the cost of out of county medical trips using Measure Q funds in July 2017. An analysis of the enhanced service was conducted fall of 2018. |
| CSUMB enhanced paratransit service on campus; more accessible vehicles are needed for student mobility on-campus | 2015/2016 | Not yet resolved; however MST and CSUMB continue to discuss ways to address this need. | Federal ADA requirements and operational constraints of the RIDES service make it challenging for MST to provide this type of paratransit service as CSUMB students have a very narrow window of time to get from one class to another. In Spring 2021, CSUMB released a Request for Proposals for campus shuttle services. |
| Improved service between South County and the Superior Court of California, County of Monterey in Monterey | 2017 | 2019 | MST conducted a Salinas Valley Transit Planning Study to identify transit improvements along the US 101 corridor. While temporarily paused due to the COVID-19 pandemic, MST provides service and a connection can be made via Line 14 and Line 70. |



Memorandum

To: Board of Directors
From: Christina Watson, Director of Planning
Meeting Date: June 22, 2022
Subject: Legislative Update

RECOMMENDED ACTION:

Legislative Update

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

SUMMARY:

This report provides updates on State and federal legislative activities and presents proposed positions on draft legislation. The Executive Committee received this update on June 8 and voted to recommend the Board change a position on one bill.

FINANCIAL IMPACT:

The legislative proposals may have a financial impact on TAMC if they are enacted. Representative Panetta and Senator Padilla have nominated the US 101 South of Salinas auxiliary lane project for a \$1 million earmark in the fiscal year 2023 transportation appropriations bill.

DISCUSSION:

Attachment 1 is an update on state legislative activities from Agency legislative analyst Gus Khouri.

Attachment 2 is an updated draft state bill list, reflecting the positions adopted by the TAMC Board on May 25. Any changes to the list since that meeting are indicated with cross-out and underline. Bills that are no longer moving this session have been deleted from the list. The Executive Committee voted to recommend the Board change its position from oppose to watch on Assembly Bill (AB) 1919 (Holden): Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding, as it was amended to make it an opt-in proposal, whereby transit agencies would petition Caltrans for grants. MST continues to work with the Author to resolve their concerns, but says it is no longer necessary for TAMC to oppose the bill.

Both Senator Padilla and Representative Panetta have nominated the US 101 South of Salinas auxiliary lane project for a \$1 million earmark in the fiscal year 2023 transportation appropriations bill (see **Attachment 3** from Agency legislative analyst Paul Schlesinger and **web attachments**).

ATTACHMENTS:

- ▣ State Budget update

- Draft bill list
- Federal Legislative update

WEB ATTACHMENTS:

- [Rep Jimmy Panetta: Community Project Funding Requests](#)
- [Senator Padilla: Congressionally Directed Spending Requests](#) (p.12)



June 6, 2022

TO: Board Members, Transportation Agency for Monterey County

FROM: Gus Khouri, President, Khouri Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – JUNE**

General Update

On May 13, Governor Newsom released his May Revision to the proposed FY 2022-23 State Budget. Governor Newsom is proposing a \$300.7 billion funding package, which includes a \$97.5 billion surplus, up from the \$45.7 billion identified in January. For transportation, Governor Newsom reiterates his \$11.5 billion package intended to provide relief for rising gas tax prices. The Governor's proposal calls for \$9 billion in tax refunds to Californians in the form of two \$400 direct payments per vehicle (exclusion for electric vehicles is not specified, meaning they are eligible), capped at two vehicles. Eligibility will be based on vehicle registration, not income or tax records, to include seniors that receive Social Security Disability income and low-income non-tax filers. This package provides:

- \$750 million in incentive grants to transit and rail agencies to provide free transit for Californians for 3 months, which is expected to help roughly 3 million Californians per day who take the bus, subway, or light rail.
- \$439 million to pause a part of the sales tax rate on diesel for one year. This is the main funding source for the State Transit Assistance Program

This proposal is supplemental to what the Governor proposed in January, which includes \$4.2 billion in remaining bond funds for high-speed rail, \$2 billion for high-priority transit and rail infrastructure, \$500 million grade separations and \$400 million for climate adaption. The

Governor is proposing an additional \$500 million augmentation in the May Revise for the Active Transportation Program, up from the \$500 million proposed in January, for a total proposed augmentation of \$1 billion.

Governor Newsom also proposes an additional one-time investment of \$6.1 billion over five years (\$3.5 billion General Fund, \$1.5 billion Proposition 98, \$676 million Greenhouse Gas Reduction Fund, and \$383 million Federal Funds) in zero-emission vehicles and infrastructure. This would result in a total of \$10 billion when factoring in the \$3.9 billion proposed for zero-emission vehicle infrastructure, which includes funding for over 1,700 zero-emission transit buses.

On April 28, Speaker Rendon and Senate President pro Tempore Toni Atkins proposed a broader \$8 billion tax relief package, as an alternative to the Governor's \$11.5 billion tax relief proposal, that would distribute \$200 per taxpayer, plus \$200 for dependents for those making less than \$125,000/ \$250,000 for single and joint filers, respectively. The Senate is proposing a \$20 billion transportation package over the next four years, with \$10 billion upfront, and \$10 billion subject to appropriation for the third and fourth years. This would include a \$12.8 billion investment towards public transportation, \$790 million for the Trade Corridor Enhancement Program, and \$700 million for the Solutions for Congested Corridors Program.

On June 1, Senate President pro Tempore Toni G. Atkins, Speaker Anthony Rendon, and Senate and Assembly Budget Committee Chairs Nancy Skinner and Phil Ting, announced a legislative budget agreement reiterating the April 28th tax relief package. A total of \$10.9 billion would be provided for transportation over the course of four years (\$5.5 billion through 2022-23, \$1.85 billion in 2023-24, \$1.45 billion in 2024-25, and \$2.1 billion in 2025-26) for transit, freight, active transportation, climate adaptation, and other purposes. Programs and allocation amounts have yet to be specified. A deal on a transportation package is conditioned upon an agreement on exhausting the remaining \$4.2 billion in Proposition 1A appropriation authority for high-speed rail. Per the constitution, the legislature must pass a balanced budget by June 15. Budget trailer bills, which would include items such as the transportation package, must be taken up by August 31, the last day of Session.

BILLS OF INTEREST

TAMC is currently monitoring all bills that have advanced to the second house for consideration. Policy committees must complete their business by July 1, fiscal committees by August 12 and all business by the floor of each house by August 31, to be considered for signature by the Governor by September 30. **See attached bill list for details.**

TAMC Bill Matrix – June 2022

| Measure | Status | Bill Summary | Recommended Position |
|---|--------------------------------|---|--|
| <p>AB 1713 (Boerner Horvath) Vehicles: required stops: bicycles</p> | <p>6/1/22 Senate Trans</p> | <p>This bill would require a person who is 18 years of age or older riding a bicycle on a two-lane highway, when approaching a stop sign at the entrance of an intersection with another roadway with two or fewer lanes, where stop signs are erected on all approaches, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. The bill would impose a warning citation for a first violation by a person who is under 18 years of age and fails to stop when approaching a stop sign at the entrance of an intersection. The Bicycle and Pedestrian Facilities Advisory Committee voted to recommend the Board support this bill, as amended on March 21.</p> | <p>SUPPORT Priority 9S Letter sent 6/3</p> |
| <p>AB 1778 (Cristina Garcia) State transportation funding: freeway projects</p> | <p>6/1/22 Senate Trans</p> | <p>This bill would require the department to consult the California Healthy Places Index as a condition of using state funds or personnel time to fund or permit freeway projects. The bill would require the department to analyze housing and environmental variables through the index and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the index. The recommendation is to oppose unless amended to make this bill a pilot program or require seeking alternatives to pursue multi-modal options, zero-emission vehicle investments, or procurement of zero emission trucks through the corridor as offsets for projects that traverse an area of high pollution. In its current form, this bill may impact funding highway projects in Monterey County.</p> | <p>OPPOSE UNLESS AMENDED Priority 2S Letters sent 4/4 & 6/2</p> |

TAMC Bill Matrix – June 2022

| Measure | Status | Bill Summary | Recommended Position |
|---|-------------------------|--|------------------------------------|
| AB 1909 (Friedman) Vehicles: bicycle omnibus | 5/11/22 Senate Trans | This bill would remove the prohibition of class 3 electric bicycles (electric bicycles that feature pedal assist and top off at 28 miles per hour) on a bicycle path or trail. The bill would instead authorize a local authority to prohibit the operation of any electric or any class of electric bicycle on an equestrian trail or hiking or recreational trail. This bill extends the authorization for an electric bike to cross an intersection to a when a “WALK” sign is displayed unless a bicycle control signal is displayed. This bill would no longer require a bicycle to be licensed and requires a vehicle that is passing or overtaking a vehicle to move over to an adjacent lane of traffic if one is available, before passing or overtaking the bicycle. | Watch Priority 9S |

TAMC Bill Matrix – June 2022

| Measure | Status | Bill Summary | Recommended Position |
|---|--|---|--|
| <p>AB 1919 (Holden) Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding</p> | <p>5/27/22 Senate Rules</p> | <p>This bill would require local authorities, school districts, and colleges to maintain their funding for free or reduced fare youth transit as provided in the 2018-19 fiscal year. By imposing new transit funding requirements on local entities, the bill would impose a state-mandated local program. This bill would require transit agencies to offer free youth transit passes to all persons 25 years of age and under with California residency, regardless of immigration status, to be eligible for state funding under the Transportation Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program, subject to a determination by the Controller that a legislative appropriation and the funding from local authorities, school districts, and colleges is sufficient to cover the lost farebox revenue as a result of offering free youth transit passes. These free youth transit passes would count as full-price fares for purposes of calculating the ratio of fare revenues to operating costs. Upon the appropriation by the Legislature, this bill would also create the Youth Transit Pass Pilot Program, administered by Caltrans, for purposes of <u>offsetting the costs awarding grants</u> to transit agencies for the costs of creating, designing, developing, advertising, and distributing <u>implementation of offering the free passes to persons under the age of 25, providing service and administering the program</u>. MST recommended an “oppose” position on the previous version of the bill. <u>This bill is now an opt-in proposal, whereby transit agencies would petition Caltrans for grants. Awards would be provided based on a transit agency’s proportional share of total statewide farebox revenues. MST remains concerned about the potential for this bill to negatively impact partnerships with CSU, MPC, and Hartnell</u></p> | <p>OPPOSE Watch Priority 3S</p> |

TAMC Bill Matrix – June 2022

| Measure | Status | Bill Summary | Recommended Position |
|--|--|---|---|
| <p>AB 1944 (Lee) Local government: open and public meetings</p> | <p>5/27/22 Senate Rules</p> | <p>The Ralph M. Brown Act allows for meetings to occur via teleconferencing if the legislative body provides notice of each teleconference location of each member that will be participating in the public meeting, and those locations are made accessible to the public, and posted to the agenda to allow for public participation. At least a quorum of the legislative body must participate from locations within the boundaries of the local agency’s jurisdiction. Until January 1, 2024, existing law authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely. <u>By a majority vote of the local body, members would not need to post their address if it’s not a public place.</u> The bill would also require an updated agenda reflecting all members participating in the meeting remotely to be posted if a member of the legislative body elects to participate in the meeting remotely after the agenda is posted. It would require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option.</p> | <p>SUPPORT Priority 15S Letters sent 4/5 & 6/2</p> |
| <p>AB 1946 (Boerner Horvath) Electric bicycles: safety and training program</p> | <p>6/6/22 Senate Trans</p> | <p>This bill would require Caltrans-to develop, on or before September 1, 2023, statewide safety standards and training programs based on evidence-based practices for users of electric bicycles.</p> | <p>Watch Priority 9S</p> |

TAMC Bill Matrix – June 2022

| Measure | Status | Bill Summary | Recommended Position |
|---|--|--|--|
| <p>AB 2237 (Friedman) Transportation planning: regional transportation improvement plan: climate goals</p> | <p>5/26/22 Senate Rules</p> | <p>This bill would require the Strategic Growth Council to convene key state agencies to review the roles and responsibilities of metropolitan planning organizations and to define “sustainable community”. This bill would require the regional transportation improvement plans (RTIPs) be consistent with the adopted sustainable communities strategy and the state’s climate goals. The bill would require the State Air Resources Board to prohibit a regional agency from funding inconsistent projects or programs. The bill would require each regional transportation planning agency to submit a report on local transportation tax measures to the CTC on or before March 30, 2023. The bill would require the CTC, in consultation with the ARB, to propose recommendations on alignment of local tax measures with the state’s climate goals. The bill would require, to the extent permitted by the local tax measures, projects funded by local tax measures to be included in regional transportation plans and to adhere to the most recently adopted sustainable community strategy of the applicable regional transportation agency and the state’s climate goals.</p> | <p>OPPOSE Priority 14S Letters sent 4/4 & 6/2</p> |
| <p>AB 2264 (Bloom) Pedestrian crossing signals</p> | <p>5/26/22 Senate Rules</p> | <p>This bill would require a <u>state-owned or operated</u> traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, upon the first placement or replacement of a traffic-actuated signal. The bill would also require an existing <u>state-owned or operated</u> traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian interval when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the signal is in a residence, business, or business activity district, a safety corridor, or an area with a high concentration of pedestrians and cyclists. The bill would define a “leading pedestrian interval” for these purposes as an official traffic control signal that advances the “WALK” signal for 3 to 7 seconds while the red signal halting traffic continues to be displayed on parallel through or turning traffic. This bill lacks context sensitivity and could have the unintended consequence of leading to longer wait times for all modes.</p> | <p>Watch Priority 9S</p> |

TAMC Bill Matrix – June 2022

| Measure | Status | Bill Summary | Recommended Position |
|---|-------------------------|---|---|
| AB 2438 (Friedman) Transportation funding: Alignment with state plans and greenhouse gas emissions reduction standards | 5/26/22 Senate Rules | This bill would require the agencies that administer the STIP, the SHOPP, the Solutions for Congested Corridors program, the Trade Corridor Enhancement program, and the Local Partnership Program to revise the guidelines or plans applicable to those programs to align with the California Transportation Plan (CTP), the Climate Action Plan for Transportation Infrastructure (CAPTI), and greenhouse gas emissions reduction standards. This bill would require funds under the Local Streets and Roads Program to be consistent with the CTP, CAPTI, and greenhouse gas emissions reduction standards. The bill would require the CTP to include a financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues. | OPPOSE unless amended Priority 2S Letters sent 4/4 & 6/2 |
| AB 2449 (Rubio, Blanca) Open meetings: local agencies: teleconferences | 5/27/22 Senate Rules | This bill allows <u>members of a legislative body of a local agency to use teleconferencing without identifying each teleconference location in the notice and agenda of the meeting, and without making each teleconference location accessible to the public, if the public can participate remotely though an audio-visual or telephonic medium and are provided notice for that opportunity. It requires the agenda cite a reason for why any Board/Committee member needs to participate remotely, requires them to have their video on and to identify who else is in the room, and limits each member’s remote participation to 3 consecutive months. a local agency to meet virtually without posting each members location, if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency’s jurisdiction.</u> | Watch Priority 15S |
| AB 2514 (Dahle M) Transportation: underserved rural communities | 5/26/22 Senate Rules | This bill would require CALSTA, in consultation with the CTC and rural counties, the State Management Plan prepared by Caltrans to conduct a study that includes a comprehensive evaluation of the current state of transportation in underserved rural communities and a transportation needs assessment of the cost to operate, maintain, and provide for the transportation system in underserved rural communities. | Watch Priority 1S |

TAMC Bill Matrix – June 2022

| Measure | Status | Bill Summary | Recommended Position |
|---|--|--|---|
| AB 2622 (Mullin) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses | 5/27/22 Senate Rules | This bill would extend, from January 1, 2024 to January 1, 202 6 ³⁴ , the partial state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California transit agencies. | SUPPORT Priority 13S Letters sent 4/4 & 6/2 |
| AB 2647 (Levine) Local government: open meetings | 5/25/22 Senate Governance and Finance | This bill requires a local agency to make those writings distributed to the members of the governing board <u>during a meeting</u> available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately post the writings on the local agency’s internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. | Watch Priority 15S |
| AB 2805 (Bauer-Kahan) Department of Fish and Wildlife: advance mitigation and regional conservation investment strategies | 6/1/22 Senate Natural Resources and Water | This bill would authorize the Department of Fish and Wildlife (CDFW), any other public agency, or federally recognized tribe to propose a regional conservation investment strategy (RCIS). The bill makes changes to existing law to streamline the process of developing and approving an RCIS, including removing the cap on how many such strategies the CDFW can approve, clarifying that mitigation credit agreements can create multi-agency credits, and clarifying requirements to support mitigation credit agreements. TAMC adopted its RCIS in 2021. | SUPPORT Priority N/A Letters sent 4/4 & 6/2 |

TAMC Bill Matrix – June 2022

| Measure | Status | Bill Summary | Recommended Position |
|--|---|--|--|
| SB 674 (Durazo) Public Contracts: workforce development: covered public contracts | 9/9/21 Two-year bill | This bill would require the Labor and Workforce Development Agency to create the California Jobs Plan and the United States Jobs Plan, which requires private entities bidding on covered public contracts over \$10 million related to the procurement, manufacturing, installation, and maintenance of transportation infrastructure, excluding contracts for road, bridge, or highway construction, to include as part of their application a form stating information about jobs created and retained. | Watch Priority 1S |
| SB 726 (Gonzalez) Alternative fuel and vehicle technologies: transportation sustainability strategy | 9/7/21 Two-year bill | This bill would require the California State Resources Board and the State Energy Resources Conservation and Development Commission to develop a comprehensive transportation sustainability strategy. The bill would require the Board, as part of the 2027 update of the scoping plan, to set a greenhouse gas emissions reduction target for the transportation sector. | Watch Priority 1S |
| SB 922 (Wiener) CEQA exemptions; transportation-related projects | 5/27/22 Assembly Natural Resources | This bill would specify that an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area or urban cluster for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles, also applies to active transportation plans and pedestrian plans. The bill extends the January 1, 2023, sunset date to January 1, 2030, for a CEQA exemption for transit prioritization projects and projects for pedestrian and bicycle facilities or for the institution or increase of new bus rapid transit, bus, or light rail services on public or highway rights-of-way. Provisions relating to projects valued at over \$100 million require additional consideration for displacement of disadvantaged communities and suggest anti-displacement strategies, designs, or actions for those projects for which at least 50% of the project or projects' stops and stations are in an area at risk of residential displacement and will have a maximum of 15-minute peak headways. MST recommends a support position as it extends the CEQA exemption for transit projects. | SUPPORT Priority 11S Letters sent 4/4 & 6/2 |

TAMC Bill Matrix – June 2022

| Measure | Status | Bill Summary | Recommended Position |
|---|--|--|--|
| <p>SB 932 (Portantino) General plans: circulation element: bicycle and pedestrian plans and traffic calming plans</p> | <p>5/27/22 Referred to Assembly Local Government and Trans</p> | <p>This bill would require the legislative body, upon the next substantive revision of the circulation element, on or before June 30, 2024, to develop or update the plan for a balanced, multimodal transportation network, and to ensure that the plan includes bicycle and pedestrian plans and traffic calming plans for any urbanized area within the scope of the county or city general plan. This bill would require a county or city to begin implementation of the plan within 2 years of the date of adoption of the plan. This bill would increase the 20-year implementation period based on whether the measures introduced by a county or city work to reduce its percentage of traffic. Commencing January 1, 2024, this bill would allow a person injured within the right-of-way in a collision with a motor vehicle to have a cause of action for failure to comply with these provisions against specified counties. The bill would make this cause of action inoperative after January 1, 2028. Both the Bicycle and Pedestrian Facilities Advisory Committee and the Technical Advisory Committee voted to recommend the Board oppose this bill.</p> | <p>OPPOSE Priority 14S Letter sent 6/2</p> |
| <p>SB 942 (Newman) Low Carbon Transit Operations Program: free or reduced fare transit program</p> | <p>5/19/22 Assembly Trans</p> | <p>This bill would allow public transit agencies to use funds from the Low Carbon Transit Operations Program to subsidize an ongoing free or reduced fare transit program. Sponsored by the California Transit Association.</p> | <p>SUPPORT Priority 3S Letters sent 4/4 & 6/2</p> |

TAMC Bill Matrix – June 2022

| Measure | Status | Bill Summary | Recommended Position |
|--|---|--|------------------------------------|
| SB 1049 (Dodd) Transportation Resilience Program | 6/2/22 Assembly Trans | This bill would establish the Transportation Resilience, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission (CTC) for climate adaptation planning and resilience improvements that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the CTC to prioritize projects that meet certain criteria. | Watch Priority 2S |
| SB 1078 (Allen) Sea Level Rise Revolving Loan Pilot Program | 6/2/22 Assembly Natural Resources | This bill would require the Ocean Protection Council (OPC), in consultation with the State Coastal Conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property. The bill would require the OPC, in consultation with other state planning and coastal management agencies, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements. | Watch Priority 2S |
| SB 1121 (Gonzales) State and local transportation system needs assessment | 5/27/22 Assembly Trans | This bill would require the CTC to conduct a 10-year needs assessment, metropolitan planning organizations, county transportation commissions, regional transportation planning agencies, local governments, and transit operators and to identify areas where needs may exceed revenues. | Watch Priority 1S |

TAMC Bill Matrix – June 2022

| Measure | Status | Bill Summary | Recommended Position |
|--|---|--|---|
| SB 1175 (McGuire) Department of Transportation: intermodal passenger services: rail corridors | 6/2/22 Assembly Trans | Existing law authorizes Caltrans to construct, acquire, or lease, and improve and operate, rail passenger terminals and related facilities that provide intermodal passenger services along specified corridors. This bill would expand that authorization to include the Sacramento-Larkspur-Novato-Cloverdale corridor. While not directly relevant to TAMC, TAMC is part of the larger rail mega region with the Sonoma-Marin Area Rail Transit District (SMART) and staff recommends supporting our partner agency in this effort. | SUPPORT Priority NA Letters sent 4/6 & 6/2 |
| SB 1217 (Allen) State-Regional Collaborative for Climate, Equity, and Resilience | 6/2/22 Referred to Assembly Natural Resources and Trans | This bill would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the California Air Resources Board (CARB) for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of CARB, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations. The bill would require, on or before December 31, 2025, CARB to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative. | Watch Priority 2S |
| SB 1410 (Caballero) California Environmental Quality Act: transportation impacts | 6/2/22 Assembly Natural Resources | This bill requires the Governor’s Office of Planning and Research (OPR) to conduct a study on the impacts and implementation of the guidelines relating to vehicle miles traveled for each region in the state. The bill would require OPR to establish a grant program, <u>upon legislative appropriation</u> , to provide financial assistance to local jurisdictions for implementing those guidelines. | Watch Priority N/A |

June 3, 2022

To: Christina Watson

From: Paul Schlesinger

Re: June 8 Meeting of the Executive Committee

While, in the past month we've provided TAMC with information about various grant solicitations from DOT relating to very large highway discretionary grants, those that were much smaller, and others that were directed to bus properties, our shortest report of the year may be our best to date. Congressman Panetta and Senator Padilla have both submitted our earmark request to the Appropriations Committees in the House and Senate respectively. We are seeking \$1 million toward the construction on northbound US 101 south of Salinas of an auxiliary lane to allow traffic to accelerate from Spence Road and to provide a deceleration lane for traffic exiting to Eckhardt Road.

Complementing \$317,000 approved by the TAMC Board from Measure X funds and \$2.989 million programmed by Caltrans, this federal money would fill a gap in the funding package that will allow construction to begin in 2022/23 and the project to be completed in 2024/25.

We would expect to know by the end of June whether the House Appropriations Committee includes our request in their bill. The Senate Appropriations bill is not generally made available until after passage of the House legislation.



Memorandum

To: Board of Directors
From: Ariana Green, Principal Transportation Planner
Meeting Date: June 22, 2022
Subject: Alisal Greening, Beautification, and Safety Project Agreement

RECOMMENDED ACTION:

Alisal Greening, Beautification and Safety Contract

1. **AUTHORIZE** the Executive Director to execute an agreement with the City of Salinas and Ecology Action for work on the Alisal Greening, Beautification and Safety project for the period beginning August 9, 2022 and ending December 30, 2024;
2. **APPROVE** the use of Clean CA grant funding, and Measure X Safe Routes to School Program funds as approved in the FY22/23 budget; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the agreements, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved agreement term or amount.

SUMMARY:

The City of Salinas was awarded a \$2,147,958 Clean California grant for the Alisal Greening, Beautification and Safety project in May 2022. This agreement will define the partnership between the City and sub-applicants TAMC and Ecology Action and enable transfer of funds between entities.

FINANCIAL IMPACT:

The total cost of the Alisal Greening, Beautification and Safety project is \$2,454,809. \$2,147,958 will be provided through the Clean California Local Grant Program. The Transportation Agency will provide matching funds in a not-to-exceed amount of \$150,000, and the City of Salinas will provide matching funds in an amount not-to-exceed \$156,851. For work done on the project, the City will receive \$1,805,000, Ecology Action will receive \$392,585 and TAMC will receive \$257,224.

DISCUSSION:

The purpose of the Clean California Local Grant Program is to provide funds to clean and enhance community spaces including streets, parks, and transit centers. The emphasis of the program is on projects that will create inviting spaces that will encourage walking, bicycling and recreation. In December 2021, the California Department of Transportation issued a call for projects for \$296 million anticipated to be available from the program. Applications were due February 1, 2022.

Through the Salinas Safe Routes to School Plan process initiated in Fall 2019, and the Alisal Vibrancy Plan adopted in February 2020, the community identified opportunities to enhance access to schools, parks and community amenities in east Salinas. The Transportation Agency and Ecology Action joined the City of Salinas in applying to the Clean California Local Grant Program to provide safe routes to school sidewalk enhancements and programming in East

Salinas.

The project includes streetscape improvements along E. Alisal Street, street clean-up programming, safe routes to school education and encouragement programming and sidewalk art connecting 7 schools, 2 parks, the Bread Box Recreation Center and numerous businesses and restaurants along E. Alisal Street.

Staff recommends authorizing the Executive Director to enter into an agreement with the City of Salinas and Ecology Action to receive funding for work on the Alisal Greening, Beautification and Safety project (see **web attachments**).

WEB ATTACHMENTS:

[Alisal GBS Contract](#)

[Exhibit C: Approved Grant Application](#)

[Exhibit D: Grant Program Guidelines](#)



Memorandum

To: Board of Directors
From: Janneke Strause, Transportation Planner
Meeting Date: June 22, 2022
Subject: **SR-68 Cooperative Agreement with Caltrans**

RECOMMENDED ACTION:

APPROVE and **AUTHORIZE** the Executive Director to amend the Cooperative Agreement with Caltrans allowing the expenditure of \$4,835,372 for the Project Approval and Environmental Documents phase of the State Route 68 operation and wildlife connectivity improvement project. The Amendment establishes funding increases of \$2,087,000 of State Transportation Improvement Program/Regional Improvement Program funds, \$799,372 of Highway Improvement Programs funds, and new funding of \$1,949,000 of SB1-Local Partnership Program funds.

SUMMARY:

Funding increases must be added to the 2022 Integrated Funding Plan. In order for Caltrans to expend these funds, a Cooperative Agreement is required that outlines the duties of Caltrans and the Transportation Agency.

FINANCIAL IMPACT:

The total cost for the project approval and environmental documents (PA&ED) phase of the project is \$10,829,027, funded with \$5,587,000 of STIP/RIP funds, \$1,949,000 of SB1-LPP funds, and \$3,393,027 of HIP funds.

DISCUSSION:

The SR-68 Improvement Project will improve safety for motorists and wildlife, and improve traffic flow along 7.8 miles of State Route 68 between Monterey and Salinas without adding road capacity. This will be accomplished by converting eight signalized intersections to roundabouts and constructing five wildlife crossings reflecting a balance between serving vehicle traffic and sustaining this environmentally sensitive area.

The project is currently in the project approval and environmental documents phase, which is being implemented by Caltrans District 5. This phase of work is funded in the State Transportation Improvement Program/Regional Improvement Program, SB1-Local Partnership Program, and the Highway Infrastructure Program. The design phase will begin in 2025/26 and will be funded in the State Transportation Improvement Program.

For Caltrans to utilize local funds on this project, the agencies are seeking to enter into an Amendment to the Cooperative Agreement. The draft Amendment (see attachment) outlines the duties of Caltrans as the implementing agency and of TAMC as providing the local funds, and stipulates that Caltrans is responsible for completing all work related to this phase of the project.

ATTACHMENTS:

- Amendment 01 to Agreement 05-0366

AMENDMENT NO. 1 TO AGREEMENT 05-0366

This Amendment No. 1 (AMENDMENT) to Agreement 05-0366 (AGREEMENT), executed on and effective from _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Transportation Agency for Monterey County, a public corporation/entity, referred to hereinafter as TAMC.

RECITALS

1. CALTRANS and TAMC, collectively referred to as PARTIES, entered into AGREEMENT on 09/29/2020, defining the terms and conditions for proposing operation improvements and wildlife connectivity improvements on State Route 68 in Monterey County for 0.4 miles West of Josselyn Canyon Road to 0.4 Miles East of San Benancio Road, referred to as PROJECT.
2. The AGREEMENT established that TAMC is the SPONSOR for the WORK in this AGREEMENT and that CALTRANS is the IMPLEMENTING AGENCY.
3. PARTIES now seek to replace the Funding Summary No. 01 in its entirety with Funding Summary No.02. This includes the following.
 - Funding Summary No. 02 increases the amount of funds for PA&ED by \$4,835,372, this includes
 - STIP/RIP increase of \$2,087,000
 - HIP increase of \$799,372 and
 - SB1-LPP new fund source of \$1,949,000 with addition of SB1-LPP language

IT IS THEREFORE MUTUALLY AGREED:

1. Funding Summary No.1 is being replaced in its entirety with Funding Summary No. 2.
2. Article 74-76 are added to the AGREEMENT to read as follows:

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 (SB 1)

74. Notwithstanding anything to the contrary in this AGREEMENT, PARTIES are not permitted to make changes to the scope, cost, schedule or benefits of the PROJECT, unless approved by CTC.

75. PARTIES will meet the requirements of The Road Repair and Accountability Act of 2017 (SB 1), Chapter 5, Statutes of 2017, California Transportation Commission (CTC) SB1 Accountability and Transparency Guidelines and the CTC's Local Partnership Program (LPP) guidelines.

76. PARTIES agree that contributed funds originating from the LPP can be expended on any item identified in the PROJECT phase that is funded with LPP. LPP Competitive Grant Program funds and funds in the initial cycle of the LPP Formulaic Program shall not supplant other committed funds and are not available to fund cost increases, except as noted in the CTC's LPP Guidelines Resolution G-18-30.

3. A revised Funding Summary No. 02 is attached and made part of the AGREEMENT. Any reference to the Funding Summary in the AGREEMENT is deemed to refer to the revised Funding Summary No. 02 attached herein.

4. All other terms and conditions of the AGREEMENT shall remain in full force and effect.

5. This AMENDMENT is deemed to be included and made a part of the AGREEMENT.

CONTACT INFORMATION

The information provided below indicates the primary contact information for each PARTY to this AGREEMENT. PARTIES will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this AGREEMENT.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Mike Zeller, Director of Programming & Project Delivery

55-B Plaza Circle

Salinas, CA 93901

Office Phone: 831-775-4416

Fax Number: (831) 775-0897

Email: mike@tamcmonterey.org

CALTRANS

Carla Yu, Project Manager

50 Higuera Street

San Luis Obispo, CA 93401

Office Phone: (805) 549-3749

Email: carla.yu@dot.ca.gov

SIGNATURES

PARTIES are authorized to enter into this AMENDMENT and have delegated to the undersigned the authority to execute this AMENDMENT on behalf of the respective agencies and hereby covenants to have followed all the necessary legal requirements to validly execute this AMENDMENT. By signing below, the PARTIES each expressly agree to execute this AMENDMENT electronically.

The PARTIES acknowledge that executed copies of this AMENDMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

**TRANSPORTATION AGENCY FOR
MONTEREY COUNTY**

By: _____
Timothy M. Gubbins
District Director

By: _____
Todd Muck
Executive Director

VERIFIED OF FUNDS & AUTHORITY:

By: _____
Cheryl Berry
District Budget Manager

Attest: _____
Michael Zeller
Director of Programming & Project Delivery

**APPROVED AS TO FORM &
PROCEDURE:**

**APROVED AS TO FORM &
PROCEDURE:**

**CERTIFIED AS TO FINANCIAL
TERMS & POLICIES:**

By: _____
Susan K. Blich
TAMC Counsel

By: _____
Nadine Karavan
HQ Accounting Supervisor

FUNDING SUMMARY NO. 02

| <u>FUNDING TABLE</u> v. 1 | | | |
|---|-------|-----------|-------------------|
| Source | Party | Fund Type | PA&ED |
| | | | Totals |
| STATE | TAMC | STIP/RIP | 5,487,000** |
| STATE | TAMC | SB1-LPP | 1,949,000 |
| LOCAL-FEDERAL | TAMC | HIP* | 3,393,027 |
| Totals | | | 10,829,027 |

*The non-federal match required for HIP is provided by Toll Credits and LPP

**Includes \$1,949,000 match for LPP

| <u>SPENDING SUMMARY</u> v 2 | | | |
|---|-------------------|----------|-------------------|
| Fund Type | PA&ED | | Totals |
| | <u>CALTRANS</u> | TAMC | |
| STIP/RIP | 5,487,000 | 0 | 5,487,000 |
| SB1-LPP | 1,949,000 | 0 | 1,949,000 |
| HIP | 3,393,027 | 0 | 3,393,027 |
| Totals | 10,829,027 | 0 | 10,829,027 |



Memorandum

To: Board of Directors
From: Janneke Strause, Transportation Planner
Meeting Date: June 22, 2022
Subject: City of Gonzales Regional Surface Transportation Program Fair Share Allocation

RECOMMENDED ACTION:

Regional Surface Transportation Program Fair Share Allocation:

1. **APPROVE** the request by the City of Gonzales to program Regional Surface Transportation Program fair share funds to the Slurry Seal Project in the amount of \$53,010; and
2. **APPROVE** amending Exhibit A of the local funding agreement to include these projects and funding.

SUMMARY:

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

FINANCIAL IMPACT:

The Regional Surface Transportation Program was established by the State of California to utilize gas tax revenues on a wide variety of local transportation projects. The Transportation Agency receives these funds, which total approximately \$3.5 million to \$4.0 million per year, and distributes them to the Cities and County in two methods: fair share and competitive share. The Transportation Agency distributes \$1.2 million per year as the fair share component to the cities and County based on population. The City of Gonzales has a sufficient balance in its fair share reserve to program a total of \$53,010 to this project.

DISCUSSION:

The Transportation Agency is tasked with reviewing projects proposed for Regional Surface Transportation Program fair share monies and approving the funding if the project is deemed eligible under state law. Examples of the types of transportation projects that are eligible for funding include: local street and roadway rehabilitation, bicycle facilities, pedestrian facilities, public transit capital and signal coordination and other safety and operational improvements.

The City of Gonzales is requesting that the Transportation Agency program the remaining balance of fair share Regional Surface Transportation Program funds to the Slurry Seal Project. See attached letter for more details.

The City has a remaining balance of \$53,010 of fair share funding available to program to this project, and staff has confirmed this amount with the City. Staff confirms that this project is eligible for this funding and recommends that the Board approve this request.

ATTACHMENTS:

- ▢ City of Gonzales - Programming Request
- ▢ City of Gonzales - Exhibit A



City of Gonzales

PO BOX 647
PHONE: (831) 675-5000

147 FOURTH STREET

GONZALES, CA 93926
www.GonzalesCA.gov



Jose L. Rios
Mayor

June 7, 2022

Scott Funk
Mayor Pro Tem

Michael Zeller, Principal Transportation Planner
Transportation Agency for Monterey County
55-B Plaza Circle
Salinas, CA 93901-2902

Liz Silva
Councilmember

Subject: Use of RSTP Fair Share Reserve Funds on FY2021/22 Surry Seal Contract

Lorraine Worthy
Councilmember

Dear Mike:

Paul Miller
Councilmember

It is our understanding the city has \$53,010 in FS 21/22/23 RSTP funds Fair Share Reserve monies and the city is requesting use of our full RSTP allocation for partial funding of our upcoming Slurry Seal contract. This project involves the application of a mixture of water, asphalt emulsion, small crushed rock and additives to extend the life of the roadway surface.

René L. Mendez
City Manager

MNS Engineers prepared the attached construction documents for the Slurry Seal project estimated to be a \$350,000 contract. The streets to be slurry sealed are based on the city's 2020 Pavement Management Program prepared by Harris Associates.

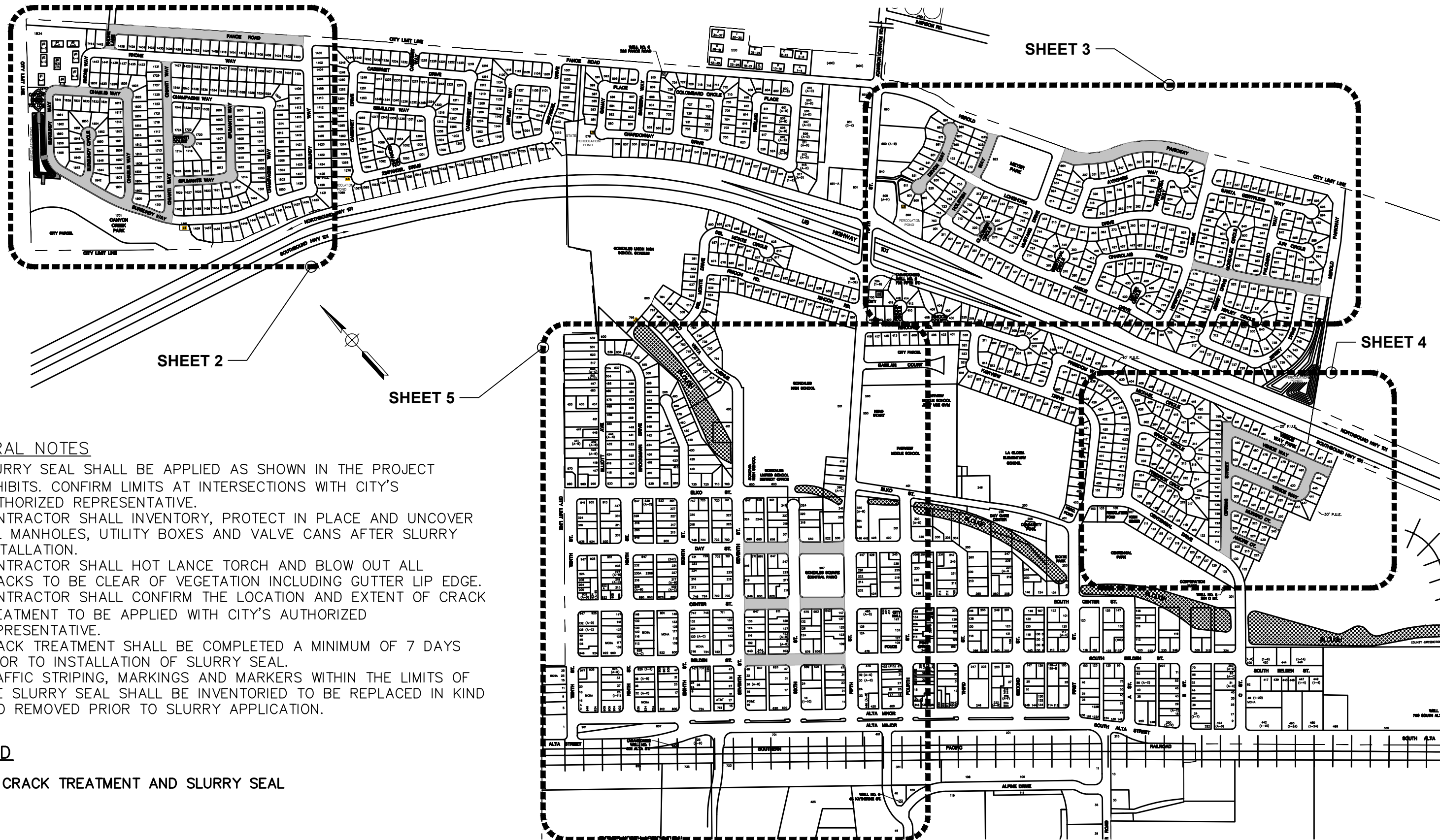
The funding for the FY2021/22 Surry Seal Contract is from local assessment districts, local 0.5% sales tax monies (Measure K) and city Street Funds. This project is currently out to bid and the RSTP funds will be used to add several city streets to the contract.

Please contact me with any questions.

thanks

PATRICK DOBBINS

Patrick M. Dobbins
Public Works Director/City Engineer

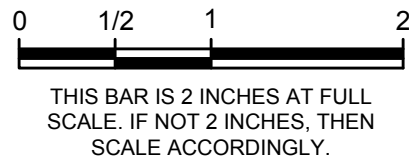


GENERAL NOTES

1. SLURRY SEAL SHALL BE APPLIED AS SHOWN IN THE PROJECT EXHIBITS. CONFIRM LIMITS AT INTERSECTIONS WITH CITY'S AUTHORIZED REPRESENTATIVE.
2. CONTRACTOR SHALL INVENTORY, PROTECT IN PLACE AND UNCOVER ALL MANHOLES, UTILITY BOXES AND VALVE CANS AFTER SLURRY INSTALLATION.
3. CONTRACTOR SHALL HOT LANCE TORCH AND BLOW OUT ALL CRACKS TO BE CLEAR OF VEGETATION INCLUDING GUTTER LIP EDGE.
4. CONTRACTOR SHALL CONFIRM THE LOCATION AND EXTENT OF CRACK TREATMENT TO BE APPLIED WITH CITY'S AUTHORIZED REPRESENTATIVE.
5. CRACK TREATMENT SHALL BE COMPLETED A MINIMUM OF 7 DAYS PRIOR TO INSTALLATION OF SLURRY SEAL.
6. TRAFFIC STRIPING, MARKINGS AND MARKERS WITHIN THE LIMITS OF THE SLURRY SEAL SHALL BE INVENTORIED TO BE REPLACED IN KIND AND REMOVED PRIOR TO SLURRY APPLICATION.

LEGEND

CRACK TREATMENT AND SLURRY SEAL



SCALE:
NOT TO SCALE

**2021 ROAD MAINTENANCE PROJECT
CITY OF GONZALES
SLURRY SEAL & CRACK TREATMENT
SHEET INDEX MAP**

DRAWING NUMBER
C-1
SHEET NUMBER
1 OF 5

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GENERAL NOTES

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LEGEND

 CRACK TREATMENT AND SLURRY SEAL

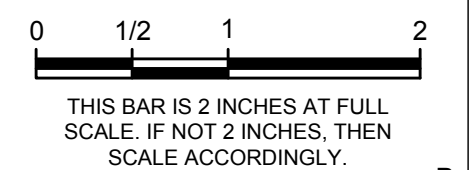
| STREET NAME |
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| BURGUNDY CT |
| BURGUNDY WAY |
| CHABLIS WAY |
| CHIANTI CT |
| CHIANTI WAY |
| FANOE ROAD |
| RHONE LANE |
| SPUMANTI WAY |



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MNS
ENGINEERS INC
ENGINEERING | SURVEYING
CONSTRUCTION MANAGEMENT

201 Industrial Way
Buellton, CA 93427
Phone: 805-688-5200
www.mnsengineers.com



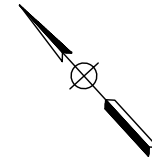
SCALE:
1" = 250'

**2021 ROAD MAINTENANCE PROJECT
CITY OF GONZALES
SLURRY SEAL & CRACK TREATMENT
SITE 1**

DRAWING NUMBER
C-2
SHEET NUMBER
2 OF 5

GENERAL NOTES

1. SLURRY SEAL SHALL BE APPLIED AS SHOWN IN THE PROJECT EXHIBITS. CONFIRM LIMITS AT INTERSECTIONS WITH CITY'S AUTHORIZED REPRESENTATIVE.
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LEGEND

CRACK TREATMENT AND SLURRY SEAL

| STREET NAME |
|-----------------|
| CHAROLAIS DRIVE |
| CLAUSSEN CIRCLE |
| DEVON WAY |
| HEROLD PARKWAY |
| HOLSTEIN WAY |

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BANDONED)
CELL NO. 2
OF FIFTH ST.

RINCON COURT

RINCON RD.

CITY PARCEL

COURT

FARVIEW

FREEDOM WAY

PERCOLATION PONDS



201 Industrial Way
Buellton, CA 93427
Phone: 805-688-5200
www.mnsengineers.com



THIS BAR IS 2 INCHES AT FULL SCALE. IF NOT 2 INCHES, THEN SCALE ACCORDINGLY.

SCALE:

1" = 250'

**2021 ROAD MAINTENANCE PROJECT
CITY OF GONZALES
SLURRY SEAL & CRACK TREATMENT
SITE 2**

DRAWING NUMBER

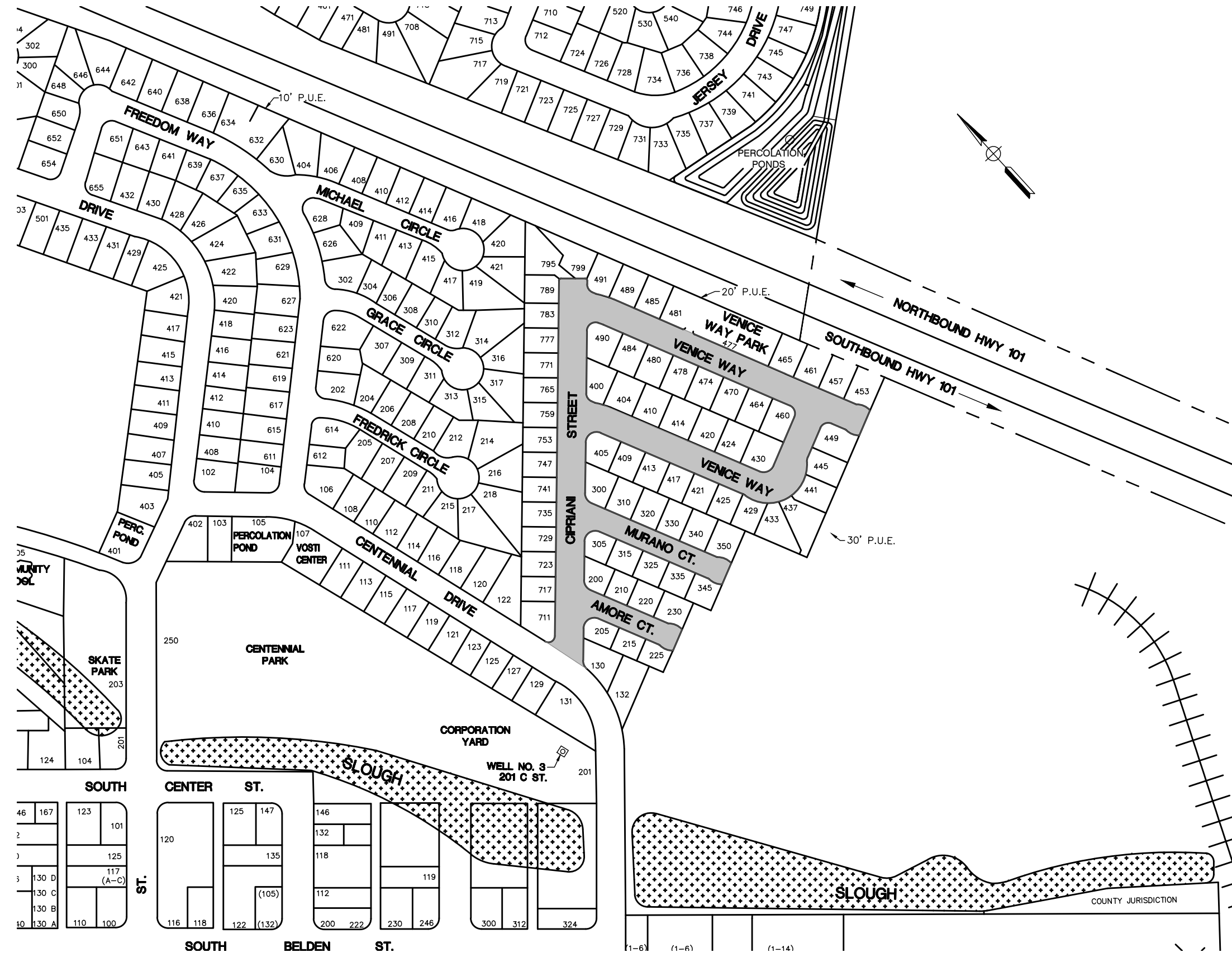
C-3

SHEET NUMBER

3 OF 5

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GENERAL NOTES

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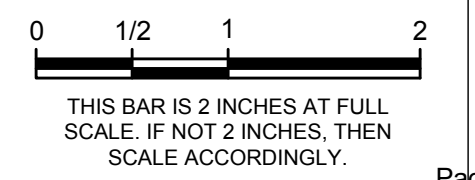
LEGEND

CRACK TREATMENT AND SLURRY SEAL

| STREET NAME |
|-----------------|
| AMORE CT |
| VENICE WAY |
| CIPRIANI STREET |
| MURANO CT |

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CONSTRUCTION MANAGEMENT

201 Industrial Way
Buellton, CA 93427
Phone: 805-688-5200
www.mnsengineers.com

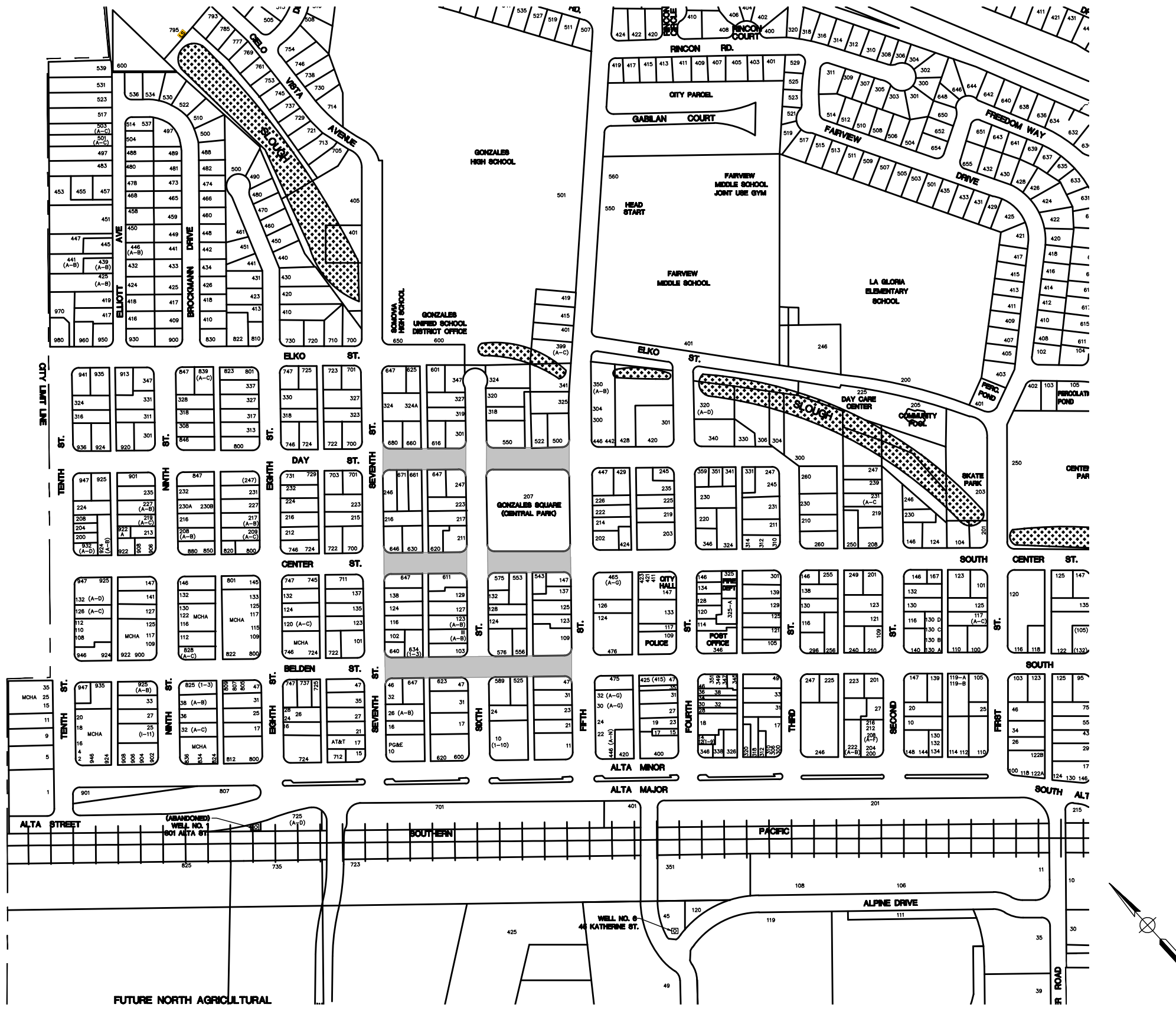


SCALE:
1" = 250'

**2021 ROAD MAINTENANCE PROJECT
CITY OF GONZALES
SLURRY SEAL & CRACK TREATMENT
SITE 3**

DRAWING NUMBER
C-4
SHEET NUMBER
4 OF 5

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GENERAL NOTES

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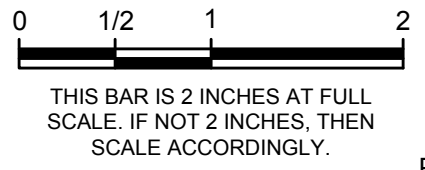
LEGEND

CRACK TREATMENT AND SLURRY SEAL

| STREET NAME |
|---------------|
| BELDEN STREET |
| CENTER STREET |
| DAY STREET |



201 Industrial Way
 Buellton, CA 93427
 Phone: 805-688-5200
 www.mnsengineers.com



SCALE:
 1" = 400'

**2021 ROAD MAINTENANCE PROJECT
 CITY OF GONZALES
 SLURRY SEAL & CRACK TREATMENT
 SITE 4**

DRAWING NUMBER
C-5
 SHEET NUMBER
5 OF 5

Transportation Agency for Monterey County
Master State and Federal Funding Agreement
 Exhibit A

City of Gonzales

| Agency | Board Approval Date | Fund Expiration Date | Type | Active Projects | Budget | Paid | Balance Outstanding |
|----------|---------------------|----------------------|-----------------|-----------------|--------------|------|---------------------|
| Gonzales | 3/25/2020 | 3/25/2023 | RSTP Fair Share | Slurry Seal | \$ 53,010.17 | \$ - | \$ 53,010.17 |
| | | | | | \$ 53,010.17 | \$ - | \$ 53,010.17 |

| Agency | Board Approval Date | Fund Expiration Date | Type | Completed Projects | Budget | Paid | Balance Outstanding |
|----------|---------------------|----------------------|-----------------|-------------------------------------|---------------|---------------|---------------------|
| Gonzales | 3/22/2017 | Completed | RSTP Fair Share | Alta Street Pavement Rehabilitation | \$ 494,356.20 | \$ 494,355.86 | \$ 0.34 |
| | | | | | \$ 494,356.20 | \$ 494,355.86 | \$ 0.34 |

Last Revised: 3/25/2020

Approved by: Todd Muck, Executive Director



Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board
Meeting Date: June 22, 2022
Subject: **Committee Minutes**

RECOMMENDED ACTION:

ACCEPT draft minutes of the Transportation Agency Committees:

- Executive Committee - draft minutes of June 8, 2022
- Rail Policy Committee - draft minutes of June 6, 2022
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of June 1, 2022
- [Technical Advisory Committee](#) - draft minutes of June 2, 2022
- [Measure X Citizens Oversight Committee](#) - No meeting

ATTACHMENTS:

- ❑ Executive Committee draft minutes of June 8, 2022
- ❑ Rail Policy Committee draft minutes of June 2022

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: Mary Adams (Chair), Michael LeBarre (1st Vice Chair),
 Chris Lopez (2nd Vice Chair), Ed Smith (Past Chair),
 Wendy Root Askew (County representative), Kimbley Craig (City representative)*

Wednesday, June 8, 2022

*** 8:30 a.m. ***

REMOTE VIDEO/PHONE CONFERENCE ONLY

| EXECUTIVE COMMITTEE | AUG 21 | SEP 21 | OCT 21 | NOV 21 | JAN 22 | FEB 22 | MAR 22 | APR 22 | MAY 22 | JUN 22 |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Mary Adams, Chair Supr. Dist. 5 (S. Hardgrave, C. Courtney) | P(A) (VC) | P (VC) | P (VC) | P (VC) | P (VC) | P (VC) | P (VC) | P (VC) | P (VC) | P (VC) |
| Michael LeBarre, 1st Vice Chair King City (C. DeLeon) | P (VC) | P (VC) | P (VC) | P (VC) | P (VC) | P (VC) | P (VC) | P (VC) | P (VC) | P (VC) |
| Chris Lopez, 2nd Vice Chair Supr. Dist. 3 (P. Barba) | P (VC) | P (VC) | P (VC) | P (VC) | P (VC) | P (VC) | P (VC) | P (VC) | P (VC) | P(A) (VC) |
| Ed Smith, Past Chair Monterey (D. Albert, A. Renny) | P (VC) | P (VC) | P (VC) | P (VC) | P (VC) | E | P (VC) | P (VC) | A | P |
| Wendy Root Askew, County Representative Supr. Dist. 4 (Y. Anderson) | P (VC) | P (VC) | P(A) (VC) | P(A) (VC) | E | P (VC) | P (VC) | P (VC) | P (VC) | P(A) (VC) |
| Kimbley Craig, City Representative Salinas (C. Cromeenes) | P (VC) | P (VC) | P (VC) | P (VC) | P (VC) | P (VC) | P(A) (VC) | P(A) (VC) | P (VC) | P (VC) |

TC: via teleconference; VC: via video conference

P = Present

A = Absent

P(A) = alternate present

E = Excused

1. CALL TO ORDER

Chair Adams called the meeting to order at 8:30 a.m. Roll call was taken, and a quorum was confirmed.

Staff present: Muck, Rodriguez, Strause, and Watson.

Others present: Janet Holmes, County Counsel; Paul Schlesinger and Jim Davenport, Thorn Run Partners; Gus Khouri, Khouri Consulting; Mason Clark, Museum of Handcar Technology.

2. PUBLIC COMMENTS

No public comment

3. CONSENT AGENDA

On a motion by Committee Member LeBarre, seconded by Committee Member Craig, the Committee voted 6-0 to approve the minutes from the Executive Committee meeting of May 4, 2022.

4. LEGISLATIVE UPDATE

On a motion by Committee Member Smith, seconded by Committee Member LeBarre, the Committee recommended that the Board of Directors change from an “oppose” to a “watch” position on Assembly Bill (AB) 1919 regarding free transit passes. The Committee received an update on State and Federal legislative issues.

Paul Schlesinger, Agency federal legislative consultant, reported that Rep. Panetta and Sen. Padilla both nominated the US 101 South of Salinas Auxiliary Lane Project for \$1 million in transportation appropriations funds. He noted that we should know if this project is included the House bill in 2 weeks. Chair Adams expressed her gratitude for this excellent news.

Gus Khouri, Agency State Legislative Consultant, gave an update on the state budget and reviewed a handful of legislative bills that are being hotly debated in Sacramento that would have dramatic impacts on transportation funding.

Christina Watson, Director of Planning, noted that on AB 1919 Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding, Monterey-Salinas Transit recommended an “oppose” position on the previous version of the bill, but is now okay

with a “watch” position. This bill is now an opt-in proposal, whereby transit agencies would petition Caltrans for grants.

5. MONTEREY BRANCH LINE RECREATIONAL USE LEASE TO CITY OF MARINA

The Committee discussed the terms for a City of Marina lease agreement for recreational use of the Monterey Branch Line corridor between Marina and Sand City in 2022.

Executive Director Todd Muck reported the Museum of Handcar Technology and the Mendocino Railway company proposed use of the same section of the Monterey Branch Line corridor for recreational use of handcar or railbike operations. During the March 23, 2022 TAMC Board meeting, the Board voted to enter into a lease agreement with the City of Marina to transfer coordination of the proposals for recreational use of the Monterey Branch Line to Marina staff. Director Muck noted that the City of Marina discussed this proposal last night at their Council meeting. He also noted that he has been working with Marina’s City Manager Layne Long on the terms of the agreement. The lease would be for 2 years, but cannot interrupt the Monterey-Salinas Transit SURF! Busway and Bus Rapid Transit project when it is ready to move forward; the lease would allow for a 60-day termination notice.

The Committee concurred that using TAMC’s Monterey Branch Line current leasing cost for the recreational use was appropriate.

6. TAMC BOARD DRAFT AGENDA

Executive Director Todd Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of June 22, 2022. After Executive Committee discussion, direction was provided to staff to place the following items for consideration on the regular agenda:

- 2022 Regional Transportation Plan
- New Guidelines for Active Transportation Support Program

7. ANNOUNCEMENTS

Committee Member LeBarre commented that staff should consider changing the name of the Bicycle & Pedestrian Facilities Advisory Committee to the Active Transportation Committee, in line with current grant programs.

8. ADJOURNMENT

Vice Chair LeBarre adjourned the meeting at 9:22 a.m.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
RAIL POLICY COMMITTEE MEETING
Draft Minutes of June 6, 2022
Transportation Agency for Monterey County
ZOOM REMOTE VIDEO/PHONE CONFERENCE ONLY

| | JUL 21 | AUG 21 | SEP 21 | OCT 21 | NOV 21 | DEC 21 | JAN 22 | FEB 22 | MAR 22 | APR 22 | MAY 22 | JUN 22 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| L. Alejo, Dist. 1 (L. Gonzalez, J. Gomez) | N | P(A) | P(A) | P(A) | P(A) | N | P(A) | E | P(A) | C | P(A) | A |
| J. Phillips, Dist. 2 (J. Stratton, C. Link) | O | P(A) | - | P(A) | P(A) | O | P(A) | P(A) | P(A) | A | P(A) | P(A) |
| W. Askew, Dist. 4 (Y. Anderson) | | E | P(A) | P | P(A) | | P | P(A) | P(A) | N | P | P(A) |
| M. Adams, Dist. 5, (S. Hardgrave , C. Courtney) | M | P(A) | P(A) | P(A) | E | M | P(A) | P(A) | E | C | P(A) | P(A) |
| M. LeBarre, King City, Chair (C. DeLeon) | E | P | P | P | P | E | P | P | P | E | P | P |
| C. Medina Dirksen, Marina (B. Delgado) | E | P | P | P | P(A) | E | A | A | P | L | A | A |
| E. Smith, Monterey (D. Albert, A. Renny) | T | E | P | A | P | T | P | P | P | L | P | A |
| K. Craig, Salinas, (C. Cromeenes) | I | P | A | P | P | I | A | A | P | E | P | P |
| G. Hawthorne, Sand City (J. Blackwelder , K. Cruz) | N | P(A) | P(A) | P(A) | P(A) | N | P(A) | P(A) | P(A) | D | P(A) | P(A) |
| I. Oglesby, Seaside (D. Pacheco) | G | P | P | P | P | G | P | P | A | | P | P |
| A. Chavez, Soledad (F. Ledesma) | | P | A | A | P | | A | P | A | | A | P |
| D. Potter, At Large Member, Vice Chair | | P | P | A | E | | P | P | P | | P | P |
| M. Twomey, AMBAG (H. Adamson , P. Hierling) | | P(A) | P(A) | P(A) | P(A) | | P(A) | P(A) | P(A) | | P(A) | P(A) |
| O. Monroy-Ochoa, Caltrans District 5 | | A | P | P | A | | A | A | A | | A | |
| C. Sedoryk, MST (L. Rheinheimer) | | P(A) | P(A) | P(A) | E | | P(A) | P(A) | P(A) | | A | P(A) |
| STAFF | | | | | | | | | | | | |
| T. Muck, Executive Director | | P | P | P | P | | P | P | P | | P | P |
| C. Watson, Director of Planning | | P | P | P | P | | P | P | P | | P | P |
| M. Zeller, Director of Programming & Project Delivery | | P | P | P | P | | P | P | P | | P | P |
| M. Montiel Admin Assistant | | P | P | P | P | | P | P | P | | P | P |
| L. Williamson, Senior Engineer | | P | P | P | P | | P | P | P | | P | P |
| D. Bilse, Principal Engineer | | A | A | A | P | | P | P | P | | P | A |
| A. Guther Assis. Transp. Planner | | | | | P | | P | P | P | | P | E |

P = Present

A = Absent

P(A) = alternate present

E = Excused

1. **QUORUM CHECK AND CALL TO ORDER**

Chair LeBarre called the meeting to order at 3:00 p.m. A quorum was established.

OTHERS PRESENT

| | | | |
|-------------|----------------|-------------|----------|
| Tarah Brady | Caltrans | Joanna Xiao | Caltrans |
| Layne Long | City of Marina | | |

2. **PUBLIC COMMENTS**

None

3. **CONSENT AGENDA**

M/S/C Potter/Anderson/unanimous

3.1 Approved minutes of the May 2, 2022 Rail Policy Committee meeting.

END OF CONSENT AGENDA

4. **COAST CORRIDOR RAIL PROJECT UPDATE**

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

Chair Mike LeBarre mentioned that the Policy Committee Meeting was in person at the Portola Hotel in Monterey on May 20, 2022 and it was great to see everyone in person.

Committee Member Potter reported that it was a productive meeting and they discussed future rail lines. Mr. Potter noted that he talked with Dave Kutrosky regarding the potential to use State Funding to purchase the Coast line.

Chair LeBarre requested an item to discuss the equipment procurement process be agendized at a future meeting date. Christina Watson, Director of Planning replied that she will investigate the Siemens plant in Sacramento and agendize the discussion for a future meeting.

5. **SALINAS RAIL KICK START PROJECT UPDATE**

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

Christina Watson, Director of Planning, reported that the Salinas Rail project is an extension of passenger rail service from Bay area to Salinas. She noted that staff is coordinating with the City of Salinas on the logistics for the Package 1 land transfer that must be approved by the California Transportation Commission (CTC).

Ms. Watson reported that staff continues to negotiate with property owners to acquire the properties for the layover facility (Package 2) and the track extensions in Gilroy (Package 3), and that staff continues to work with Union Pacific on the design documents.

6. **MONTEREY BRANCH LINE RECREATIONAL USE LEASE TO CITY OF MARINA**

The Committee discussed terms for a City of Marina lease agreement for recreational use of the Monterey Branch Line corridor between Marina and Sand City in 2022.

Executive Director Todd Muck reported that the Agency received two unsolicited proposals for use of the same section of the Monterey Branch Line corridor for recreational use of handcar or railbike operations. During the March TAMC Board meeting, the Board voted to enter into a lease agreement with the City of Marina to transfer coordination of the proposals for recreational use of the Monterey Branch Line to the City of Marina. Mr. Muck noted that the project proponent would be responsible for obtaining all reviews and permits.

In conclusion, Director Muck reported that in the draft lease, TAMC is requesting a deposit of \$20,000 non-refundable payment for cost recovery from the City of Marina as well as a monthly rental payment totaling \$8,858 for the use of the rail line and a storage area at the start of the proposed recreational use area. Mr. Muck noted that the draft lease will also go to the Executive Committee and the Board this month. The general terms are for a 2-year period with the option to extend and it also includes an option to cancel if the property is needed for a project that is ready to proceed.

Layne Long, City Manager of Marina, reported that the city is scheduled to review the draft lease at tomorrow night's meeting. He noted that the vendors are scheduled to present at the meeting and asking the Council to select a vendor at the meeting.

Chair LeBarre asked if a joint proposal would work. Mr. Long noted that it might be difficult for two vendors to operate concurrently.

Committee member Potter asked about CPUC concerns. Director Muck replied that one issue of concern is the bike path crossing over the railroad tracks.

7. **ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS**

None

8. **ADJOURN**

Chair LeBarre adjourned the meeting at 3:24 p.m.



Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board
Meeting Date: June 22, 2022
Subject: Correspondence

RECOMMENDED ACTION:

RECEIVE correspondence to and from TAMC for the month of June 2022.

WEB ATTACHMENTS:

- [June 2, 2022 letter from TAMC Executive Director Todd Muck to Assembly Transportation Committee Chair Laura Friedman, re: SB 1175 \(McGuire\): Caltrans: Intermodal Passenger Services: Rail Corridors - SUPPORT](#)
- [June 2, 2022 letter from TAMC Executive Director Todd Muck to Assembly Transportation Committee Chair Laura Friedman, re: SB 942 \(Newman\): Low Carbon Transit Operations Program: Free or Reduced Fare Transit Program - SUPPORT](#)
- [June 2, 2022 letter from TAMC Executive Director Todd Muck to Assembly Natural Resources Committee Chair Rebecca Bauer-Kahan, re: SB 922 \(Wiener\): California Environmental Quality Act: Exemption: Transportation-Related Projects. – SUPPORT](#)
- [June 2, 2022 letter from TAMC Executive Director Todd Muck to Senate Governance and Finance Committee Chair Anna Caballero, re: AB 1944 \(Lee\): Local Government: Open and Public Meetings – SUPPORT](#)
- [June 2, 2022 letter from TAMC Executive Director Todd Muck to Senate Governance and Finance Committee Chair Anna Caballero, re: AB2622 \(Mullin\): Sales and Use Taxes: Exemptions: California Hybrid and Zero Emission Truck and Bus Voucher Incentive Project: Transit Buses – SUPPORT](#)
- [June 2, 2022 letter from TAMC Executive Director Todd Muck to Senate Transportation Committee Chair Lena Gonzales, re: AB 1778 \(Cristina Garcia\): State Transportation Funding: Freeway Projects: Poverty and Pollution: Department of Transportation – OPPOSE UNLESS AMENDED](#)
- [June 2, 2022 letter from TAMC Executive Director Todd Muck to Senate Transportation Committee Chair Lena Gonzales, re: AB 2237 \(Friedman\): Transportation Planning: Regional Transportation Improvement Plan: Sustainable Communities Strategies: Climate Goals – OPPOSE](#)
- [June 2, 2022 letter from TAMC Executive Director Todd Muck to Senate Transportation Committee Chair Lena Gonzales, re: AB 2438 \(Friedman\) Transportation Planning: Regional Transportation Improvement Plan: Sustainable Communities Strategies – OPPOSE UNLESS AMENDED](#)
- [June 2, 2022 letter from TAMC Executive Director Todd Muck to Senate Natural Resources and Water Committee Chair Monique Limon, re: AB 2805 \(Bauer-Kahan\): Department of Fish and Game: Advance Mitigation and Regional Conservation Investment Strategies – SUPPORT](#)
- [June 2, 2022 letter from TAMC Executive Director Todd Muck to Assembly Local Government Committee Chair Cecilia Aguiar-Curry, re: SB 932 \(Portantino\): General plans: circulation element: bicycle and pedestrian plans and traffic calming plans – OPPOSE](#)
- [June 3, 2022 letter from TAMC Executive Director Todd Muck to Senate Transportation Committee Chair Lena Gonzales, re: AB 1713 \(Boerner Horvath\): Vehicles: required stops:bicycles – SUPPORT](#)

- [June 8, 2022 letter to Mitch Weiss, California Transportation Commission Re: Support for Active Transportation Program Grant for the SURF! Busway and Bus Rapid Transit Active Transportation Improvements Project From: Executive Director Todd Muck](#)
- [June 8, 2022 letter to Andrea Renny, Senior Civil Engineer Re: Support for the City of Monterey's Active Transportation Program Cycle 6 Caltrans Active Transportation Grant to fund the Intersection Improvements to Del Monte Avenue From: Executive Director Todd Muck](#)