

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

Meeting of December 02, 2015

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

WIFI INFO:

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

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

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

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

PLEDGE OF ALLEGIANCE

1.1 ADDITIONS or CORRECTIONS to the agenda.

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

3. CONSENT AGENDA

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

4. APPROVE Resolution 2015-19 adopting the Monterey County 2016 Regional Transportation Improvement Program. - Zeller

The 2016 Regional Transportation Improvement Program proposes programming Monterey County projects into the 2016 State Transportation Improvement Program. Project programming is focused on funding the priority regional transportation projects approved by the Transportation Agency Board.

5. Transportation Investment Measure Expenditure Plan - Wright

1. **RECEIVE** an update on the development of the Transportation Expenditure Plan; and;
2. **PROVIDE** comments on the early draft Transportation Expenditure Plan; and
3. **AUTHORIZE** the release of the early draft Transportation Expenditure Plan for public review.

TAMC is seeking to raise new funding and is considering placing a funding proposal and expenditure plan before the voters in November 2016. Based upon TAMC analysis, safety priorities, and input from the Agency's Board of Directors and outreach efforts, a list of safety and improvement projects has been identified for an early draft of a proposed Transportation Expenditure Plan. Staff will provide a review of the early draft plan, seek comments about the plan and seek the authorization to release the early draft Transportation Expenditure Plan for public review.

6. REVIEW and DISCUSS draft 2016 Legislative Program and **APPROVE** releasing the program to Committees for comment. - Watson/ Arriaga

The purpose of the legislative program is to set general principles to guide staff and Board responses to proposed legislative or budgetary issues. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the agency.

7. RECEIVE presentation on Monterey Regional Airport's Master Plan Update. - Michael La Pier

No Enclosure

- 8.** **APPOINT** a Nominating Committee to meet and return to Board of Directors on January 27, 2016 with recommendations for Board Chair, 1st Vice Chair, 2nd Vice Chair, and Executive Committee to serve one-year terms beginning upon their election through the next election of officers at the beginning of the January 25, 2017 Board meeting. - Goel

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

- 9.** Reports on meetings attended by Board Members at Transportation Agency expense, as required by state law.
- 10.** Reports from transportation providers:
1. [Caltrans Director's Report – Project Update](#) – Gubbins
 2. Monterey Peninsula Airport District – Sabo
 3. Monterey-Salinas Transit – Sedoryk
- 11.** Executive Director's report
- 12.** Announcements and/or comments from Transportation Agency members on matters that they wish to put on future Transportation Agency agendas.
- 13. ADJOURN**

Please send any items for the January 27, 2016 Transportation Agency agenda to Senior Administrative Assistant Elouise Rodriguez by 12 noon, Thursday, January 14, 2016.

The Transportation Agency Agenda will be prepared by Transportation Agency staff and will close at noon Thursday, January 14, 2016 nine (9) working days before the regular meeting. Any member may request in writing an item to appear

on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

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

ANNOUNCEMENTS

Next Transportation Agency for Monterey County meeting will be on
Wednesday, January 27, 2016

Agricultural Center Conference Room

1428 Abbott Street

Salinas, California

9:00 A.M.

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

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

The Transportation Agency web site contains information from the Transportation Agency Resource Guide, including Transportation Agency Board members, Transportation Agency committee members, grant programs, etc. Visit us at:

<http://www.tamcmonterey.org>

Documents relating to an item on the open session that are distributed to the Board less than 72 hours prior to the meeting shall be available for public inspection at the Office of the Transportation Agency for Monterey County,

55-B Plaza Circle, Salinas, CA. Documents distributed to the Agency Board at the meeting by staff will be available at the meeting; documents distributed to the Board by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County
55-B PLAZA CIRCLE, SALINAS, CA 93901-2902**

Monday thru Friday

8:00 a.m. – 5:00 p.m.

TEL: 831-775-0903

FAX: 831-775-0897

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

ADMINISTRATION and BUDGET

3.1.1 APPROVE minutes of the Transportation Agency For Monterey County (TAMC) Service Authority for Freeways and Expressways and Monterey County Regional Development Impact Fee Joint Powers Agency of October 28, 2015. – Rodriguez

3.1.2 ACCEPT the list of checks written for October 2015 and credit card statements for the month of September 2015. – Delfino

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

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

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

3.1.4 APPROVE calendar year 2016 schedule of meetings for Agency Board of Directors and Executive Committee - Goel

In December of every year, the Agency Board approves a schedule of meetings for the following year. The Executive Committee met on November 4, 2015, and recommends approval.

- 3.1.5** **APPROVE** the hiring of an additional staff position to FY 15/16 budget; and **AUTHORIZE** the use of Service Authority for Freeway Emergencies funds for this purpose. - Goel

Recent legislative changes clarify the use of Service Authority for Freeway Emergencies funds for rideshare and other motorist aid activities. The Transportation Agency for Monterey County is proposing to add an additional staff position to the FY 15/16 budget to provide such services for projects like the Holman Highway Roundabout.

- 3.1.6** **APPROVE** Resolution 2015-20 providing authority for the Executive Director to execute amendment No. 1 to the fiscal year 2015/16 Overall Work Program and Budget. - Muck

The Transportation Agency's Overall Work Program describes the activities that the Agency will undertake during the fiscal year. Changes to the amount of planning funds received by the Agency need to be amended in the Overall Work Program and Budget before associated tasks can be initiated.

- 3.1.7** **APPROVE** Resolution 2015-18 declaring as surplus selected furniture, equipment, and computers; and **AUTHORIZE** the Executive Director to dispose of the surplus property in accordance with the Disposition of Surplus Property Policy, paragraph 4. - Zeller

Administrative Policy for the Disposition of Surplus Property bylaws requires the declaration of identified items as surplus property by resolution prior to disposition.

BICYCLE, PEDESTRIAN, TRANSIT, and SOCIAL SERVICES

- 3.2.1** **ADOPT** the revised unmet transit needs process, and **AMEND** the Agency's Transportation Development Act Guidelines to include the revised unmet transit needs process. - Murillo

As the administrator of the Local Transportation Fund, the Agency conducts public hearings and solicits public comment to identify unmet transit needs. The process, which was adopted in 2001, requires revisions as there is now only one public transit provider in the county and all Funds are allocated to transit, rather than local streets and roads projects. The new process will serve as a public input tool for Monterey-Salinas Transit and will assist in prioritizing transit needs in the region.

- 3.2.2** **RELEASE** call for 2016 Bicycle Secure Program applications – Leonard

In January 2015, the Agency reinstated the Bicycle Secure Program on an annual cycle. The program has annual budget of \$30,000. This call for applications is for the 2016 program cycle.

- 3.2.3** **APPROVE** appointments of Michael LeBarre representing King City and Lisa Rheinheimer representing Monterey-Salinas Transit to the Bicycle and Pedestrian Facilities Advisory Committee. - Green

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

PLANNING

- 3.3.1** **AUTHORIZE** the Executive Director to execute contract Amendment #2 with Kittelson & Associates to extend the Term of the Agreement to June 30, 2016. - Zeller

The Agency contracted with Kittelson & Associates to conduct the Regional Roundabout Study. The firm has analyzed the intersection operations; prepared aerial layouts; calculated life cycle costs; and identified recommendations for the 25 locations. Staff is seeking to extend the term of the Agreement to allow sufficient time to review and finalize the report.

- 3.3.2** **Monterey-Salinas Scenic Highway 68 Plan Contract** - Leonard

1. **AUTHORIZE** the Executive Director to execute an agreement not to exceed \$249,949 with Kittelson and Associates, Inc. to produce the Monterey-Salinas Scenic Highway 68 Plan;
2. **AUTHORIZE** the use of federal, state and local funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

The Monterey-Salinas Scenic Highway 68 Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the SR 68 corridor in context to other planned regional improvements serving the same commute market, and the potential for wildlife connectivity enhancements.

3.3.3 Monterey-Salinas Scenic Highway 68 Plan: Wildlife Connectivity Analysis Contract – Leonard

1. **AUTHORIZE** the Executive Director to execute an agreement not to exceed \$52,980 with Pathways for Wildlife for the wildlife connectivity analysis for the Monterey-Salinas Scenic Highway 68 Plan;
2. **AUTHORIZE** the use of federal and local funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

The Monterey-Salinas Scenic Highway 68 Plan will identify affordable mid-term operational and capacity improvements in the SR 68 corridor and the potential for wildlife connectivity enhancements. This contract is for consultant services for the wildlife connectivity analysis section of the plan.

3.3.4 Fort Ord Reuse Authority Fee Reallocation Update - Zeller

1. **AUTHORIZE** the Executive Director to execute an agreement not to exceed \$74,998 with Kimley-Horn to produce the Fort Ord Reuse Authority Fee Reallocation Update, pending Agency counsel approval;
2. **AUTHORIZE** the use of local funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

The Fort Ord Reuse Authority has requested a coordinated work effort with the Transportation Agency to review, analyze, and adjust the transportation obligations defined in the Base Reuse Plan as part of a 2016 Fee Reallocation Study Update. TAMC and FORA staff recommend Kimley-Horn to conduct the study after a competitive bidding process.

PROJECT DELIVERY and PROGRAMMING

No items this month.

RAIL PROGRAM

- 3.5.1 RECEIVE** Final Program Environmental Impact Statement (EIS)/ Environmental Impact Report (EIR) and Record of Decision (ROD) on the Coast Corridor rail project. - Watson

The Coast Corridor Final Program EIS/EIR and ROD examines the potential environmental impacts of rail line improvement alternatives located between Salinas and San Luis Obispo (the "Coast Corridor") being considered to support the proposed Coast Daylight train project.

3.5.2 AUTHORIZE the Executive Director to execute updated leases with Graniterock Company and Lithia Real Estate Inc. – Delfino

Graniterock Company and Lithia Real Estate Inc. wish to continue leasing the Monterey Branch Line right-of-way they presently occupy. It is in the Agency's best economic interest to continue this business relationship with these companies.

REGIONAL DEVELOPMENT IMPACT FEE

No items this month.

COMMITTEE MINUTES

3.7.1 ACCEPT minutes from Transportation Agency committees

1. Executive Committee – Draft November 4, 2015
2. Bicycle & Pedestrian Facilities Advisory Committee – Draft November 4, 2015 (online at www.tamcmonterey.org)
3. Rail Policy Committee – Draft November 2, 2015
4. Technical Advisory Committee – Meeting cancelled (online at www.tamcmonterey.org)

END OF CONSENT AGENDA

CORRESPONDENCE, REPORTS, MEDIA CLIPPINGS

Online at www.tamcmonterey.org

No correspondence this month.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Michael Zeller, Senior Transportation Planner
Meeting Date: December 2, 2015
Subject: 2016 Regional Transportation Improvement Program

RECOMMENDED ACTION:

APPROVE Resolution 2015-19 adopting the Monterey County 2016 Regional Transportation Improvement Program.

SUMMARY:

The 2016 Regional Transportation Improvement Program proposes programming Monterey County projects into the 2016 State Transportation Improvement Program. Project programming is focused on funding the priority regional transportation projects approved by the Transportation Agency Board.

FINANCIAL IMPACT:

The Transportation Agency's Regional Improvement Program includes \$72.8 million for nine regionally-significant projects and Agency expenses for planning, programming & monitoring. The 2016 State Transportation Improvement Program has no new funding for the next five years; as such, no new projects can be programmed and some existing projects will be delayed.

DISCUSSION:

The State Transportation Improvement Program (STIP) is a statewide five-year program of state highway and local transportation projects, funded with revenues from state and federal funding sources for capital improvements. These funds can be used for a wide variety of transportation projects, including local road rehabilitation, road widening/capacity, intersection improvements, bicycle and pedestrian facilities, public transit, passenger rail, and other projects that enhance the region's transportation infrastructure.

The 2016 State Transportation Improvement Program will cover the period from fiscal years 2016/17 through 2020/21. At its August 27, 2015 meeting, the California Transportation Commission adopted a Fund Estimate for the 2016 State Transportation Improvement Program that has no funding capacity for programming new projects. Instead, many projects already programmed will be delayed. The shortfall in funds is the result of the reduction of the state excise tax on gasoline that went into effect on July 1, 2015, pursuant to the so-called "gas tax swap" in the 2010 state budget. Under the swap, transportation bond debt service is repaid off the top from the excise tax on gasoline.

Projects that are currently programmed in the State Transportation Improvement Program are shown as an **Attachment**. To address the lack of new funding while maintaining project schedules, Agency staff has consulted with project sponsors and developed the following programming strategies:

- State Route 1 Operational Improvements: Currently programmed with \$3 million in STIP funds for fiscal year 2016/17. Staff had initially proposed to reduce the STIP amount to \$2 million and backfill with \$1 million of Regional Surface Transportation Program funds to maintain eligibility for state-only funding. However, Caltrans District 5 has recently confirmed that they will be able to complete the federal environmental review of the project while adhering to the current project schedule. As such, staff is proposing to maintain the \$3 million in STIP funds.
- Route 68 Corral de Tierra Intersection: Currently programmed with \$1.7 million in STIP funds for fiscal year 2016/17. As part of the Regional Roundabout Study, the ultimate improvements at this location were determined to operate more efficiently as a roundabout. Staff discussed this issue with Caltrans and County staff to determine the steps, costs, and timeline necessary to potentially re-scope the project. Caltrans estimates that converting the project to a roundabout at this point would delay needed improvements for at least five years. This would result in most of the environmental and design work needing to be redone, and would not result in a significant cost savings. Staff is proposing to continue with the current project and funding plan.
- State Route 156 Improvements: Currently programmed with STIP funds of \$4.5 million in fiscal year 2015/16 and \$28 million in 2017/18. In order to fund the supplemental environmental review required as part of the tolling discussion, staff proposes to redistribute the funding as follows: \$1.6 million for environmental review in fiscal year 2016/17; \$19.8 million for design in fiscal year 2018/19; and the remaining \$11.1 million for right-of-way in fiscal year 2019/20.

California Transportation Commission guidelines require Regional Transportation Planning Agencies to submit proposed programming as part of a Regional Transportation Improvement Program by December 15, 2015. Staff hereby asks for the TAMC Board’s approval of the draft 2016 Regional Transportation Improvement Program for Monterey County.

The California Transportation Commission will hold its Northern California State Transportation Improvement Program hearing on January 21, 2016, and will adopt the final program at its March 2016 meeting.

Approved by: 
Debra L. Hale, Executive Director

Date Signed: November 15, 2015

Regular Agenda

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

Attachment: 1) Summary of 2016 Regional Transportation Improvement Program Projects
2) Resolution 2015-19: Adoption of 2016 RTIP

2016 State Transportation Improvement Program

Funding Strategies for Current and Proposed Project Programming

Regional Improvement Program										
Lead Agency	Project	Total RIP Funds	Prior	15/16	16/17	17/18	18/19	19/20	20/21	State Only?
Highway and Road Projects										
Caltrans	US-101 South County Freeway Conversion					PA&ED				
	<i>Current</i>	\$5,000			\$5,000					
	<i>Proposed</i>	\$5,000				\$5,000				
Caltrans	SR 156 Improvement Project				PA&ED		PS&E	ROW		
	<i>Current</i>	\$32,500		\$4,500		\$28,000				
	<i>Proposed</i>	\$32,500			\$1,600		\$19,800	\$11,100		
City of Marina	Imjin Road Widening		\$1,650		PS&E					
	<i>Current</i>	\$1,650			\$1,650					
	<i>Proposed</i>	\$1,650			\$1,650					
Monterey Co.	SR1 Operational Improvements				CON					
	<i>Current</i>	\$3,000			\$3,000					
	<i>Proposed</i>	\$3,000			\$3,000					
Monterey Co.	SR 68 - Corral de Tierra				CON					X
	<i>Current</i>	\$1,700			\$1,700					x
	<i>Proposed</i>	\$1,700			\$1,700					x
Rail, Transit, and Bike Projects										
TAMC	Coast Daylight Track Improvements		\$200			CON				
	<i>Current</i>	\$300				\$300				
	<i>Proposed</i>	\$300				\$300				
TAMC	Capitol Corridor Extension to Monterey County					CON				X
	<i>Current</i>	\$18,856				\$18,856				x
	<i>Proposed</i>	\$18,856				\$18,856				x
Monterey Co.	Castroville Bike / Ped Overcrossing			CON						
	<i>Current</i>	\$6,637		\$6,637						
	<i>Proposed</i>	\$6,637		\$6,637						
MST	Monterey-Salinas Transit Buses				CON					
	<i>Current</i>	\$2,000			\$2,000					
	<i>Proposed</i>	\$2,000			\$2,000					
Administrative										
TAMC	Planning, Programming, and Monitoring		\$518							
	<i>Current</i>	\$1,140		\$213	\$309	\$309	\$309			
	<i>Proposed</i>	\$1,140		\$213	\$232	\$232	\$232	\$232		
Totals, Current RIP Projects		\$72,783		\$11,350	\$13,659	\$47,465	\$309	\$0	\$0	
Totals, Proposed RIP Projects		\$72,783		\$6,850	\$10,182	\$24,388	\$20,032	\$11,332	\$0	

RESOLUTION NO. 2015-19

Adoption of the Monterey County 2016 Regional Transportation Improvement Program

WHEREAS, pursuant to Government Code Section 65082(a)(1), the Transportation Agency for Monterey County (TAMC) must prepare, adopt, and submit the Monterey County 2016 Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC) by December 15, 2015 in order to be incorporated into the Year 2016 State Transportation Improvement Program (STIP);

WHEREAS, the TAMC Board finds that the Monterey County 2016 RTIP is consistent with the STIP Guidelines adopted by the CTC in August 2015;

WHEREAS, the TAMC Board finds that the Monterey County 2016 RTIP does not conflict with other RTIPs or with the Interregional Transportation Improvement Program (ITIP); and

WHEREAS, the TAMC Board finds that the Monterey County 2016 RTIP is consistent with the Congestion Management Program (CMP) and the Regional Transportation Plan (RTP) and hereby amends the 2016 RTIP into the Congestion Management Program Capital Improvement Program; and

WHEREAS, the TAMC Board finds that the adoption of the Monterey County 2016 RTIP is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 21080(b)(13) of the California Public Resources Code and Section 15276 of the State CEQA Guidelines.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The TAMC Board adopts the Monterey County 2016 RTIP; and
2. The TAMC Board directs TAMC staff to submit the Monterey County 2016 RTIP to the CTC by December 15, 2015; and
3. The TAMC Board directs TAMC staff to submit the Monterey County 2016 RTIP to the Association of Monterey Bay Area Governments to be included in the Metropolitan Transportation Improvement Program; and
4. The TAMC Board amends the 2016 RTIP into the Congestion Management Program Capital Improvement Program.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California, on December 2, 2015, by the following vote:

AYES:

NOES:

ABSENT:

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

ATTEST:

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Theresa Wright
 Community Outreach Coordinator/Associate Transportation Planner
Meeting Date: December 2, 2015
Subject: Transportation Investment Measure Expenditure Plan

RECOMMENDED ACTION

1. **RECEIVE** an update on the development of the Transportation Expenditure Plan; and;
2. **PROVIDE** comments on the early draft Transportation Expenditure Plan; and
3. **AUTHORIZE** the release of the early draft Transportation Expenditure Plan for public review.

SUMMARY

TAMC is seeking to raise new funding and is considering placing a funding proposal and expenditure plan before the voters in November 2016. Based upon TAMC analysis, safety priorities, and input from the Agency's Board of Directors and outreach efforts, a list of safety and improvement projects has been identified for an early draft of a proposed Transportation Expenditure Plan. Staff will provide a review of the early draft plan, seek comments about the plan and seek the authorization to release the early draft Transportation Expenditure Plan for public review.

FINANCIAL IMPACT

Agency staff and consultant time are in the adopted Agency budget.

DISCUSSION

The Transportation Agency has been looking to raise local money to help fund the region's growing transportation needs. The key mechanism under consideration is to become a self-help county by raising the local transportation sales tax by 3/8%, which countywide would raise approximately \$20 million per year. State law requires the regional transportation planning agency, in this case TAMC, to develop an expenditure plan for a proposed

transportation sales tax measure. That plan must be adopted by the County Board of Supervisors, and a majority of the cities representing a majority of the population, then placed on the ballot for a 2/3 voter approval.

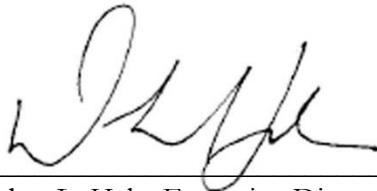
Development of the draft and final expenditure plan provides an opportunity to discuss regional and local transportation priorities with the public, community stakeholders and elected officials. Significant flexibility on the content, amount of detail and timing of adoption is provided to implementing agencies. TAMC is targeting the November 2016 ballot for placing this proposal before the voters for approval, which means that the plan must be finalized and placed on the ballot by early August, 2016.

The Agency's 2016 expenditure plan will be modeled on other successful transportation measures around the State. The plan will include specific projects in broad categories and taxpayer safeguards; such as a firm sunset date, a citizen oversight committee and a requirement that local jurisdictions maintain prior investment levels to be eligible for tax measure local street and road maintenance funding.

The TAMC Board of Directors received an update on the Transportation Investment Measure on October 28, 2015. During that update, they also received and provided input on a list of safety and improvement categories and themes identified through the outreach process. Based upon further staff analysis, including identification top collision locations, input from the Agency's ad hoc committee and community leaders task force, meetings with the Public Works Directors and City Managers, and many meetings with community groups, staff has identified a list of safety and improvement projects for consideration in this early, first draft of the Transportation Expenditure Plan.

At the meeting, staff will review the input that led to the development of the early draft expenditure plan, seek Board comments and request the authorization to release the early draft Transportation Expenditure Plan for public review.

Staff will return in February or March, after receiving extensive input from community stakeholders and the public, with a revised draft expenditure plan for Board consideration.

Approved by:  Date Signed: November 19, 2015
Debra L. Hale, Executive Director

Regular Agenda

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



Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: December 2, 2015
Subject: **Legislative Program**

RECOMMENDED ACTION

1. **RECEIVE** state legislative update;
2. **REVIEW** and **DISCUSS** draft 2016 Legislative Program; and
3. **APPROVE** releasing the program to Committees for comment.

SUMMARY

The purpose of the legislative program is to set general principles to guide staff and Board responses to proposed legislative or budgetary issues. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the agency.

FINANCIAL IMPACT

The recommended action has no direct financial impact.

DISCUSSION

John Arriaga of JEA & Associates will present a state legislative update to the Board, at the request of the Executive Committee.

Staff will present the draft 2016 legislative program for discussion. The 2015 TAMC Legislative Program focused on maintaining and augmenting transportation funding. The federal program included requests for federal funding for high priority projects. The draft 2016 legislative program continues this focus on transportation funding.

Attached are the draft 2016 legislative program with changes accepted (**attachment 1**) and showing changes as compared to the adopted 2015 program (**attachment 2**).

The Executive Committee discussed this draft program on November 4 and recommended the Board review and discuss the draft 2016 Legislative Program and approve releasing the program to Committees for comment. Following the Committees' review of the draft program in November, the final program will come back to the Board in December or January for adoption.

Approved by: 
Debra L. Hale, Executive Director

Date signed: November 12, 2015

Regular Agenda

Agency Counsel Review: N/A
Admin/Finance Approval: N/A

Attachments:

1. Draft 2016 Legislative Program
2. Draft 2016 Legislative Program, showing changes



Draft 2016 Legislative Program: State Issues

- 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.
- 2S. Encourage the state to increase investments in passenger rail and bus transit projects and seek funding for Monterey County projects.
- 3S. Support legislation that promotes transit-oriented development, complete streets, and active transportation projects.
- 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.
- 5S. Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.
- 6S. Support efforts to develop alternative funding sources to offset the reduction in gas tax revenues and ensure that any pay-by-the-mile funding is equitably assessed and distributed.
- 7S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.
- 8S. Support measures to allow the California Department of Fish and Wildlife to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project.
- 9S. Support legislation to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region.
- 10S. Support legislation to expand the Capitol Corridor Joint Powers Authority to Salinas, and to expand the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) to San Francisco.
- 11S. Support efforts to allow cities and counties to fund and implement storm water runoff requirements for transportation projects.
- 12S. Support legislation that promotes transparency and access to information on rail transport of hazardous materials.
- 13S. Support member agencies’ requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



Draft 2016 Legislative Program: Federal Issues

- 1F.** Support the following priorities for federal transportation authorization legislation:
1. Approve a multi-year authorization bill to provide stability and certainty for transportation investments.
 2. Stabilize and increase transportation funding sources to avoid the bankruptcy of the federal highway and transit trust funds:
 - a. Increase and index the gas tax to inflation.
 - b. Explore innovative funding mechanisms, such as a pay-by-the-mile user fee.
 - c. Remove procedural obstacles that impede expenditure of authorized federal funding.
 3. Allocate funding for projects that support safety, economic development, and job creation.
 4. Support regional planning and priority-setting.
 5. Support enhanced infrastructure bank programs.
 6. Promote transit-oriented development, complete streets, and active transportation projects.
 7. Streamline federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing passenger rail service for the traveling public.
- 2F.** Support an adequate level of funding for Amtrak in the annual appropriations bill and authorization legislation and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 3F.** Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

FINAL 2015 Draft 2016 Legislative Program: State Issues

- ~~1S.~~ ~~Preserve funding~~ ~~Increase and delivery schedule of priority~~ ~~preserve funding for transportation projects:~~
- ~~2S.~~ ~~Seek state funding for the Agency's high priority projects, in priority order:~~
 - ~~1. State Route 156 improvements~~
 - ~~2. Rail Extension to Salinas~~
 - ~~3. MST Bus Replacements~~
 - ~~4. US 101 South County Frontage Roads~~
 - ~~5. Monterey Peninsula light rail transit and bus rapid transit~~
 - ~~6. Local streets and roads projects~~
 - ~~7. Coast Daylight train~~
- ~~3S.~~ ~~Support proposals to lower the voter threshold for local transportation sales tax ballot measures,~~ without state spending restrictions, and monitor the need to seek a waiver to allow the County to exceed the 2% limit on local sales taxes for transportation.
- ~~4S.~~ ~~Support the California Passenger Rail Program Guiding Principles~~ and the formation and/or continuation of California State Legislative Passenger Rail Select Committees.
- ~~5S.~~ ~~Support efforts to extend and expand Public Private Partnership and design-build authority,~~ expand mode eligibility, and allow for regional control of such projects.
- ~~6S.~~ ~~Monitor and comment on Greenhouse Gas Reduction Fund (i.e., "cap and trade") grant program guidelines,~~ and seek regional transportation funding from the program.
- ~~7S-1S.~~ ~~Encourage the state to stabilize and increase transportation funding~~ and support the constitutional protection of all transportation funding resources, ~~and preserve regional discretion and priority-setting.~~
- ~~2S.~~ Encourage the state to increase investments in passenger rail and bus transit projects and seek funding for Monterey County projects.
- ~~8S.~~ ~~Support~~ ~~Oppose efforts to shift transportation funding away from regions~~ and oppose unfunded mandates for transportation agencies and local governments in providing transportation improvements and services.
- ~~3S.~~ legislation that promotes transit-oriented development, complete streets, and active transportation projects.
- ~~9S-4S.~~ Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

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- ~~10S.~~ Support efforts to improve the ability of agencies to plan and deliver transportation projects in a timely and cost effective manner, including updates to storm water runoff requirements.
- ~~11S.~~ Support and seek funding for Monterey County rail connections to the California High-Speed Rail project.
- ~~12S.~~ Seek funding for transit-oriented development, complete streets, and active transportation projects.
- ~~5S.~~ SupportSupport efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.
- ~~6S.~~ Support efforts to develop alternative funding sources to offset the reduction in gas tax revenues and ensure that any pay-by-the-mile funding is equitably assessed and distributed.
- ~~7S.~~ Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.
- ~~8S.~~ Support measures to allow the California Department of Fish and Wildlife to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project.
- ~~9S.~~ Support legislation to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region.
- ~~10S.~~ Support legislation to expand the Capitol Corridor Joint Powers Authority to Salinas, and to expand the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) to San Francisco.
- ~~11S.~~ Support efforts to allow cities and counties to fund and implement storm water runoff requirements for transportation projects.
- ~~13S-12S.~~ Support legislation that promotes transparency and access to information on rail transport of hazardous materials.
- ~~14S-13S.~~ Support member agencies’ requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.

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FINAL 2015 Draft 2016 Legislative Program: Federal Issues

- ~~4F.~~ ~~Seek federal authorization, appropriations, stimulus or other funding for the Agency's high priority projects, in priority order:~~
 - ~~1. State Route 156 improvements~~
 - ~~2. Rail Extension to Salinas~~
 - ~~3. MST Bus Replacements~~
 - ~~4. US 101 South County Frontage Roads~~
 - ~~5. Monterey Peninsula light rail transit and bus rapid transit~~
 - ~~6. Monterey Bay Sanctuary Scenic Trail~~
 - ~~7. Local streets and roads projects~~
 - ~~8. Coast Daylight train~~

- ~~2F-1F.~~ Support the following priorities for federal transportation authorization legislation:
 - 1. Approve a multi-year authorization bill to provide stability and certainty for transportation investments.
 - ~~2.~~ Stabilize and increase transportation funding sources in order to avoid the bankruptcy of the federal highway and transit trust funds:
 - a. ~~Index~~ Increase and index the gas tax to inflation ~~or increase the gas tax to meet the nation's transportation needs.~~
 - b. ~~Identify additional~~ Explore innovative funding ~~sources for maintenance and operations on the existing network mechanisms,~~ such as a ~~transition to a vehicle miles traveled pay-by-the-mile user fee.~~
 - c. ~~Support removal of~~ Remove procedural obstacles that impede expenditure of authorized federal funding.
 - ~~3.~~ Allocate funding for projects that support safety, economic development, and job creation.
 - 4. Support regional planning and priority-setting.
 - ~~2-5.~~ Support enhanced infrastructure bank programs.
 - ~~3F-6.~~ ~~Seek funding for~~ Promote transit-oriented development, complete streets, and active transportation projects.

- ~~4F.~~ ~~Ensure that climate change legislation proposals are coordinated with California's state requirements and do not adversely affect transportation projects:~~
 - ~~5F-7.~~ Support streamlining of Streamline federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing passenger rail service for the traveling public.

- ~~6F-2F.~~ Support an adequate level of funding for Amtrak in the annual appropriations bill and authorization legislation and support a fair share allocation to California for capital improvements and vehicle acquisition.

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7F.3F. Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.

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Memorandum

To: Board of Directors

From: Rita Goel, Director of Finance & Administration

Meeting Date: December 2, 2015

Subject: **APPOINT NOMINATING COMMITTEE**

RECOMMENDED ACTION:

APPOINT Boardmembers Parker and Edelen to serve as the TAMC Nominating Committee to meet and return to Board of Directors on January 27, 2016 with recommendations for Board Chair, 1st Vice Chair, 2nd Vice Chair, and Executive Committee to serve one-year terms beginning upon their election through the next election of officers at the beginning of the January 25, 2017 Board meeting.

SUMMARY:

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

FINANCIAL IMPACT:

None.

DISCUSSION:

Current Board officers are:

- Kimbley Craig (Chair)
- Fernando Armenta (1st Vice Chair)
- Alejandro Chavez (2nd Vice Chair)

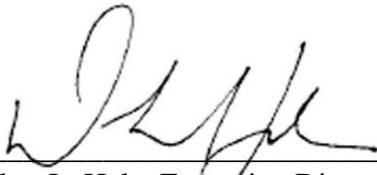
Current officers of Executive Committee are:

- Kimbley Craig (Chair)
- Fernando Armenta (1st Vice Chair)
- Alejandro Chavez (2nd Vice Chair)
- Jane Parker (Past Chair)
- Dave Potter (County Representative)

- Robert Huitt (City Representative)

The Executive Committee met on November 4, 2015 and recommends Board members Parker and Edelen to be the Nominating Committee.

At the January 27, 2016 Board meeting, in addition to the recommendations of the Nominating Committee, there will be opportunity for nominations from the floor.

Approved by:  _____ Date signed: November 4, 2015
Debra L. Hale, Executive Director

Regular Agenda

Counsel Approval: N/A

Finance Approval: N/A



ROUTE 46 CORRIDOR IMPROVEMENT
5-3-13



Looking east on Highway 46 in San Luis Obispo County

FALL 2015

District Director's Report

A quarterly publication for our transportation partners

Highway 46 Project Awarded Excellence

The second five-mile segment of the Highway 46 widening in San Luis Obispo County, also known as Whitley 1, was recently recognized with a Caltrans Excellence in Transportation Award in the rural category.

Over the years, several high-profile injury and fatal collisions occurred along Highway 46. To address safety, the route is being converted from a two-lane conventional highway to a four-lane divided expressway. In all, nearly 63 miles will be widened from US 101 near Paso Robles to Interstate 5 in Kern County with two lanes in each direction, separated by a wide, unpaved median.

A unique and innovative feature of Whitley 1 is the use of landform grading allowing the roadway to blend with the natural rolling topography and rural setting. A network of frontage and connector roads in the Whitley Gardens community was also constructed, eliminating conflicts with traffic crossing the highway. Caltrans' partners on the project include San Luis Obispo Council of Governments, Fix 46 Committee and Papich Construction Inc.



Sara von Schwind

New Maintenance & Operations Leader

Sara von Schwind is now the Deputy District 5 Director of Maintenance and Traffic Operations. She has acted in this position since January 2015. Before that, she served as Deputy District Director of Program Project Management since 2012.

Von Schwind is a licensed civil engineer and has served 23 years in various Caltrans positions, including Project Management. She holds a Bachelor's degree in civil engineering and a Master's in the same field with coastal and geotechnical emphases. She previously worked in the

Caltrans District 5



District Director

Timothy Gubbins

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

Geotechnical Division and is experienced in bridge foundations, retaining walls, slope stabilization, rock scaling and storm damage repairs.

\$25K for Innovative Ideas



Caltrans is one of three state agencies offering \$25,000 each for the most innovative ideas addressing the following:

- Improving the state's transportation system (Caltrans).
- Improving sustainable government practices to address climate change (Department of General Services).
- Helping to prevent underage drinking (Department of Alcoholic Beverage Control).

All California residents are encouraged to apply. State employees and their immediate families are ineligible to compete. Applications are available online until 5 p.m. Tuesday, Oct 13, 2015.

<http://www.dot.ca.gov/hq/ps/spro80.htm>.

Connected Vehicles Pilot Program



Caltrans and its partners are working to improve transportation safety and mobility, and reduce environmental impacts using connected vehicle technology. This state-of-the-art system has the potential to transform the way Americans travel through a safe, interoperable wireless communication network connecting cars, buses, trucks, trains, traffic signals, smart phones and other devices. These vehicles would feature safety warnings alerting motorists of upcoming road hazards such as collisions, icy conditions and sharp curves. This technology has the potential to address crashes caused by non-impaired drivers, but more research is needed to determine effectiveness, according to the National Highway Traffic Safety Administration.

Caltrans, the Metropolitan Transportation Commission (MTC) of the San Francisco Bay Area, the Los Angeles County Metropolitan Transportation Authority (METRO), and the San Diego Association of Governments (SANDAG) together are proposing a robust connected vehicle pilot program in San Francisco, Los Angeles and San Diego. The program, titled, *One California*, focuses on safety, mobility, the environment, and agency efficiency. It also furthers

the *California Transportation Plan 2040* goals by creating a sustainable, interconnected transportation system encouraging economic vitality, protecting natural resources, and promoting the health and well-being of all Californians. More information is available at:

http://www.dot.ca.gov/research/operations/one_california/.

Mile Marker Fall Edition Released



The Mile Marker: A Caltrans Performance Report edition is now available online. The plain language report addresses how well Caltrans is protecting and improving California's transportation system.

The latest issue discusses Caltrans' project delivery at 98 percent, greenhouse gas reductions, using greener pavements, daily hours of vehicle delay and incident clearance. It also features corporate efficiency efforts, high-technology pavement monitoring, and travel behavior and options. More information is available at:

<http://www.dot.ca.gov/MileMarker/2015-3/files/1.html>

Proposition 1B – Good Investment Return

Since voters passed Proposition 1B in 2006, more than 2,000 projects statewide have improved California's transportation infrastructure, including roads, bridges, and rail and transit systems.

Proposition 1B, totaling nearly \$20 billion, represents the state's largest expenditures on transportation since the 1950s. These include:

- \$4.5 billion – 90 corridor projects to reduce congestion.
- \$2.5 billion – 87 projects improving freight movement on state highways, rail systems and ports.

- \$3.6 billion – Nearly 1,200 transit and rail system improvements, including upgraded transit services, modernized transit stations and cleaner-running buses.
- \$1 billion – 23 projects to improve SR 99 in the state's Central Valley.

In District 5, Proposition 1B provided \$96 million for widening 13 miles of Highway 46 East in San Luis Obispo County, and \$28 million for constructing the US 101/San Juan Road interchange in Monterey County. To date, this funding has provided more than \$18 billion to improve transportation statewide. More information is available at:

<http://www.dot.ca.gov/hq/paffairs/news/pressrel/15pro88.htm>.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR DECEMBER 2, 2015 TRANSPORTATION AGENCY FOR MONTEREY COUNTY'S MEETING

COMPLETED CONSTRUCTION PROJECTS

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
1.	Hwy. 101 Greenfield CAPM (1A7304)	In Monterey Co. in and near Greenfield from Lagomarsino Ave. to south of Hudson Rd. (PM 49.8-55.3)	Pavement Preservation (CAP M)	Dec. 1, 2014—Sept. 4, 2015	\$4.7 million	SHOPP	Caltrans	David Rasmussen (FK)	Papich Construction Co. Inc, Pismo Beach	Project completed and accepted on Sept. 4, 2015.
2.	US 101 Airport Blvd. IC East Landscaping Project (349514)	Near Salinas just south to just north of Airport Boulevard Overcrossing (PM 85.0-85.8)	Highway Planting and Irrigation	June 11, 2012- Oct. 4, 2012 (In Plant Establishment until Nov. 2, 2015)	\$687,000	STIP	Caltrans	David Silberberger (AN)	Bortolussi & Watkin, Inc., San Rafael	The project completed its Plant Establishment Phase and was accepted on Nov. 2, 2015

CONSTRUCTION PROJECTS

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
3.	Highway 1 Elephant Trunk Slide Permanent Restoration (1A7004)	On Highway 1 in northern San Luis Obispo County and southern Monterey County about 3 miles north of San Carpoforo Creek Bridge to Limekiln Creek (PM 73.7-74.0)	Construct a 1,000-foot-long retaining wall for permanent restoration and to stabilize settlement	Spring 2015 – Winter 2016/17	\$9.5 million	SHOPP	Caltrans	Lisa Lowerison (RS)	John Madonna Construction of San Luis Obispo, CA.	Daytime work only, consisting of one-way reversing traffic control.
4.	Highway 1 Cow Cliffs Viaduct (1F8904)	In Monterey County Near Lucia from 0.1 Mile South of Big Creek Bridge to 2.8 Miles South of Dolan Creek Bridge (PM 28.0-28.4)	Construct Viaduct	Summer 2015- Fall 2016	\$3.9 million	SHOPP	Caltrans	Ken Dostalek (TL)	RGW Construction Inc. Livermore, CA	Signal controlled one-way traffic control. 10-minute traffic holds for movement of equipment. A few full overnight closures starting in December.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR DECEMBER 2, 2015 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING

CONSTRUCTION PROJECTS (Cont’d.)

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
5.	Route 68 East Hitchcock Road Signal (0T2704)	Along SR 68 near Salinas at Hitchcock Road (PM 19.2)	Install traffic signal	Summer 2015- Winter 2016	\$904,000	SHOPP	Caltrans	David Rasmussen (TL)	Granite Rock Construction, Watsonville	Project is approximately 25% complete.
6.	Hwy. 101 Monterey to Marina CAPM (1A7604)	In Monterey County, from Sloat Avenue Undercrossing to South Marina Overhead (PM R77.56/R85.3)	Pavement Preservation (CAP M)	Fall 2015- Winter 2015	\$9.2 million	SHOPP	Caltrans	Richard Rosales (TL)	Granite Construction Co. Watsonville, CA	Contract was awarded on Aug. 12 and approved Sept. 3, 2015
7.	Hwy. 101/San Juan Road Interchange (31580_)	On Route 101 near Prunedale.4 mile south of Dunbarton Road in Mon. Co. (PM 100.0-101.3)	Construct new interchange at San Juan Road and US 101	Dec. 3, 2012- Summer 2016 (Timeframe includes Plant Establishment Work)	\$46.2 Million	STIP/CMI A/ARRA	Caltrans	David Silberberger (JW)	GCC/MCM A JV, Watsonville	The new interchange and related improvements were fully open to traffic on July 17, 2015. However, the project remains active due to a 1 year plant establishment process which is targeted to be completed by the Summer of 2016.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR DECEMBER 2, 2015 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING

PROJECTS IN DEVELOPMENT

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Comments
8.	Highway 1 Climbing Lane (0L570)	On Route 1 near Carmel between the Carmel River Bridge and Carmel Valley Road (PM 72.3/72.9)	Operational Improvements	Fall 2016	\$2,639 million	STIP	Caltrans	David Rasmussen	Project is currently in PS&E. Target RTL is mid-2016.
9.	Highway 68 Pacific Grove Shoulder Widening (1C250)	In Monterey County, Pacific Grove to Scenic Drive (PM 1.6/L4.0)	Shoulder Widening, Rumble Strips, Guardrail	Spring 2021	\$2.510 Million	SHOPP	Caltrans	David Rasmussen	Project is currently in PA&ED and expected to move to PS&E in 2016.
10.	Highway 68 Pacific Grove Centerline Rumble Strip (1G450)	In Monterey County. Just East of Piedmont Avenue to West of the JCT RTE 1/68 (PM1.6/L4.1)	Centerline Rumble Strip & OGAC	Summer 2018	\$1,748 Million	SHOPP	Caltrans	David Rasmussen	Project is currently in PA&ED and expected to move to PS&E in 2016.
11.	Highway 68 Salinas River Bridge Widening (0F700)	In Monterey County on Route 68 near Salinas from 0.2 mile East of Reservation Rd. undercrossing to Spreckels Blvd. undercrossing (PM R17.4/R18.0)	Bridge Widening	Spring 2016	\$9,868 Million	SHOPP	Caltrans	David Rasmussen	Project will be out to bid this month. Expected start of construction, Spring 2016.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR DECEMBER 2, 2015 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING

PROJECTS IN DEVELOPMENT (Cont’d.)

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Comments
12.	Highway 101 CURE Safety Improvements near King City (0T990)	On Route 101 in Monterey County from 0.2 miles south of Canal St. undercrossing in King City to 0.2 miles North of Greenfield (PM R41.0/49.8)	Tree and MBGR Removal	Spring 2016	\$2,488 Million	SHOPP	Caltrans	David Rasmussen (PM)	Project is currently in PS&E. Target RTL is mid-2016.
13.	Highway 101 South Greenfield Median Barrier (1E060)	In and near Greenfield from Teague Avenue to Walnut Avenue OC (47.7-53.9)	Concrete median barrier, inside shoulder widening and rumble strip	Fall 2015	\$4,830 Million	SHOPP	Caltrans	Aaron Henkel (PM)	Project awarded on October 30, 2015- Pending contract approval.
14.	Highway 101 North Greenfield Median Barrier (1G380)	In Monterey County from just North of Walnut Avenue (53.9-57.1)	Median barrier and inside shoulder rumble strip with shoulder widening	Fall 2018	\$4,190 Million	SHOPP	Caltrans	Aaron Henkel (PM)	Project is in PS&E Phase with ready to list by 3/1/2017.
15.	Hwy. 101 Soledad CAPM (1F69U4)	In Monterey County from 0.4 Miles North of North Greenfield Overcrossing to 1.2 Miles North of North Gonzales Overcrossing (PM 55.2-73.8)	Pavement Preservation	Fall 2015- Winter 2015	\$22.9 million	SHOPP	Caltrans	Aaron Henkel (PM)	Contract has been awarded and approved on October 20, 2015.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR DECEMBER 2, 2015 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING

PROJECTS IN DEVELOPMENT (Cont’d.)

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Comments
16.	Route 156 West Corridor (316000)	On SR 156 btwn Castroville and Prunedale (PM R1.6-T5.2)	Construct new 4-lane divided freeway and new interchanges	Fall 2019-Fall 2023	\$264 Million	STIP / Federal Demo	Caltrans	David Silberberger (PM)	The project team is now focusing their attention on delivering a Supplemental Environmental Impact Report (EIR) through a standard process, with Caltrans and TAMC partnering to produce the final document. This Supplemental EIR will provide important information regarding the feasibility of moving ahead with tolling as a source of revenue for this project.

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

Draft Minutes of October 28, 2015 TAMC Board Meeting

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

TAMC BOARD MEMBERS	OCT 14	DEC 14	JAN 15	FEB 15	MAR 15	APR 15	MAY 15	JUN 15	AUG 15	SEP 15	OCT 15
F. Armenta, Supr. Dist. 1- 1st Vice Chair (J. Martinez)	P	P	P	P(A)	P	P	P(A)	P	P	P	P
J. Phillips, Supr. Dist. 2 (J. Stratton; C. Link)	P(A)	P	P	P	P	P	P	P	P(A)	P	P
S. Salinas, Supr. Dist. 3- (C. Lopez)	P	P	P	P(A)	P	P	P(A)	P	P	P	P
J. Parker, Supr. Dist. 4- Past Chair (K. Markey)	P	P	P	P	P(A)	P(A)	P	P(A)	P(A)	P	P
D. Potter, Supr. Dist 5 (K. Lee ; J. Mohammadi)	P	P(A)	P	P(A)	P	P	P(A)	P(A)	P(A)	P	P
J. Burnett, Carmel-by-the-Sea (V. Beach)	P	E	P	P(A)	P	P	P(A)	P	P(A)	P(A)	P
J. Edelen, Del Rey Oaks- (K. Clark)	P	E	P	P	P	P	P	P	E	P	P
M. Orozco, Gonzales (J. Lopez)	P	P	P	P	-	P	P	P(A)	P	P	P
J. Huerta, Greenfield (A. Moreno)	-	-	P	P	P	P	P	P	P	-	-
B. Hendrickson, King City (M. Lebrarre)	-	E	P	P	-	P	P	E	P	P	P
B. Delgado, Marina (F. O'Connell)	P	P	P	P(A)	P(A)	P	P	-	P	P	P
E. Smith, Monterey (R. Deal)	P	P	P	P(A)	P	P	-	P	P	E	P
R. Huit, Pacific Grove (C. Lucius)	P	P	P	P	P	P	P	P	P	P	P
K. Craig, Salinas- Chair (R. Russell, J. Serrano)	P	P(A)	P	P	P	P	P	P	E	P	P
T. Bodem, Sand City (L. Gomez)	P	P	-	E	P	P	P	P	P	-	P
R. Rubio, Seaside (I. Oglesby)	P	P	P	P	P	P	P	P	P	P	P
A. Chavez, Soledad, - 2nd Vice Chair (F. Ledesma)	P	P	E	P	P	P	P	P	P	P	P
M. Twomey, AMBAG (H. Adamson)	P	P	P	P(A)	P(A)	P	P	P	P(A)	P(A)	P(A)
T. Gubbins, Caltrans, Dist. 5 (A. Loe, C. Jones, J. Olenik , Rider)	P(A)	P	P(A)	P(A)	P	P	P	P(A)	P(A)	P(A)	P(A)
R. Stedman, Monterey Bay Unified Air Pollution Control District (A. Clymo, A. Romero)	-	-	P(A)	P(A)	P(A)	P(A)	P	-	-	P(A)	P
B. Sabo, Monterey Regional Airport	P	P	P	P	P	-	P	P	P	-	P
C. Sedoryk, MST (M. Hernandez, H. Harvath, L. Rheinheimer)	P	P(A)	P	P	P	P	P	P	P(A)	P	P
E. Montesino, Watsonville (D. Dodge)	-	-	-	-	-	-	-	-	-	-	-

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

OTHERS PRESENT

Dell Matt	101 Bypass Committee	Eric Petersen	Salinas resident
Tim O'Halloran	City of Seaside	Leslie Llantero	City of Seaside
Alex Vasquez	Access Monterey Peninsula	Sam Teel	Monterey Co Hospitality Assn.
Mario Romo	Access Monterey Peninsula		

1. CALL TO ORDER

Chair Craig called the meeting to order at 9:00 a.m., and led the pledge of allegiance.

1.1 ADDITIONS OR CORRECTIONS TO THE AGENDA

None.

1.2 CLOSED SESSION

The Board held closed session to discuss the Public Employee Performance Evaluation pursuant to Government Code section §54957- Position: Executive Director and Legal Counsel.

Reconvened in open session: Chair Craig reported there was no reportable action.

2. PUBLIC COMMENTS

Dell Matt, 101 Bypass Committee, requested a future agenda item to provide information on the proposed state legislation to keep the proceeds from selling unused Prunedale Bypass project property for future Monterey County projects.

Eric Petersen thanked all the volunteers who participated in the City of Salinas Ciclovía event held on Sunday, October 25, 2015.

3. CONSENT AGENDA

M/S/C Potter/Phillips/unanimous

The Board approved the consent agenda as follows:

ADMINISTRATION and BUDGET

- 3.1.1 Approved minutes of the Transportation Agency for Monterey County and the Joint Powers Agency for Monterey County meetings of September 23, 2015.
- 3.1.2 Accepted the list of checks written for October 2015 and credit card statements for the month of September 2015.
- 3.1.3 Received report on conferences attended by agency staff.

BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES

- 3.2.1 Adopted Resolution 2015-17 amending the prior unmet transit needs finding to find that within Monterey County there are no unmet transit needs that are reasonable to meet.
- 3.2.2 Approved the City of Greenfield's Local Transportation Fund application for \$531,115 for their citywide street maintenance project.

PLANNING

- 3.3.1 Regarding State Legislative Analyst/Advocate Contract:
 - 1. Authorized the Executive Director to renew and amend the contract with JEA & Associates, (subject to approval by Agency Counsel) in an amount not to exceed \$25,000 per year, to provide state legislative analyst/advocate services, for the period ending June 30, 2017;
 - 2. Approved the use of local funds budgeted to this purpose; and
 - 3. Authorized the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.
- 3.3.2 Regarding Application for Caltrans Sustainable Communities Planning Grant:
 - 1. Authorized staff to submit an application for a Caltrans Sustainable Transportation Planning Grant to prepare for Monterey County Park and Ride Plan;
 - 2. Authorized the Executive Director to accept grant funds if offered.
- 3.3.3 Received state legislative update.
- 3.3.4 Received federal legislative update.
- 3.3.5 Received an update on the Pacific Grove Highway 68 Corridor Study.

PROJECT DELIVERY and PROGRAMMING

No items this month.

RAIL PROGRAM

3.5.1 Regarding Salinas-San Jose Coast Rail Line Environmental Review:

1. Authorized the Executive Director to execute contract with HDR, (subject to approval by Agency Counsel) in an amount not to exceed \$452,975 to complete the federal environmental review of the Salinas-San Jose Coast Rail Line, for the period ending June 30, 2017;
2. Approved the use of State Transportation Improvement Program and Regional Surface Transportation Program 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.

3.5.2 Regarding Capitol Corridor Reimbursement Agreement Renewal & Amendment:

1. Authorized the Executive Director to renew and amend a reimbursement agreement with the Capitol Corridor Joint Powers Authority to review designs and assist with planning for the Salinas Rail Extension Project, for no additional funding, until December 31, 2016;
2. Authorized the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

REGIONAL DEVELOPMENT IMPACT FEE

No items this month.

COMMITTEE MINUTES

3.7.1 Accepted minutes from Transportation Agency committees:

- Executive Committee – Draft October 7, 2015
- Bicycle & Pedestrian Facilities Advisory Committee – Draft October 7, 2015
- Rail Policy Committee – No meeting this month
- Technical Advisory Committee – No meeting this month

4. EMPLOYEE OF THE QUARTERS

The Board presented certificates of recognition to the Transportation Agency Employees of the Quarters: Ariana Green and Maria Montiel.

Ariana Green, Associate Transportation Planner was selected by the employees of the Transportation Agency for Monterey County as the Employee of the Quarter for April 1st – June 30, 2015 and Maria Montiel, Administrative Assistant was selected by the employees of the Transportation Agency for Monterey County as the Employee of the Quarter for July 1st – September 30, 2015.

5. 2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM STRATEGIES

The Board reviewed and provided input on proposed project list for the 2016 State Transportation Improvement Program funding allocations.

Todd Muck, Deputy Executive Director, reported that every two years the Agency submits a five-year program of projects to be funded by the State Transportation Improvement Program (STIP). Due to a shortfall in gas tax revenues, the 2016 State Transportation Improvement Program fund estimate includes no new funding for the next five year cycle. The effect is that no new projects can be programmed this cycle and some existing projects will need to be delayed. California Transportation Commission guidelines require Regional Transportation Planning Agencies to submit a proposed reprogramming of projects as part of a Regional Transportation Improvement Program by December 15, 2015. The Agency staff has been meeting with sponsors of the projects currently programmed in the State Transportation Improvement Program to develop a strategy on which projects to postpone to later years as required to meet the fund estimates for the next five-year cycle. A final proposal for programming projects and the final 2016 RTIP will be brought back to the TAMC Board for approval in December.

Board member Delgado inquired as to how long it would take to build the Imjin Parkway improvements; Mr. Muck replied that within 4 to 5 years it could be open to the public after construction funding becomes available.

Board member Potter thanked Caltrans for performing the federal NEPA environmental review to keep the Highway 1 truck climbing lane moving forward and able to receive federal funding. He appreciated their support for this and the other small highway operational improvements.

6. TRANSPORTATION IMPROVEMENT MEASURE OUTREACH PLAN

The Board received an update on the Transportation Improvement Measure Outreach Plan and development of the Transportation Expenditure Plan.

Theresa Wright, Community Outreach Coordinator/Associate Transportation Planner, reported that the Agency has been getting input from the public on which transportation projects and programs are important to them. She noted what is important to the community can be summarized into four categories:

- Road maintenance and pothole repair
- Safety and Traffic congestion
- More transit for seniors, youth and commuters
- Walkability, bicycle safety and the environment

The goal is to build an investment plan that inspires broad support across Monterey County's diverse communities. Mrs. Wright noted, in response to a question from Board member Delgado, light rail is not a part of the measure due to its high cost and lack of uniform community support. Board member Smith agreed that this is a sensitive topic on the Peninsula, and if light rail is tied to the measure it will generate strong opposition from some interest groups. Ms. Wright added that a proposed busway along Highway 1 has been named as a possible project in the plan, and it could serve as a precursor to light-rail in the long-term, by building ridership in the corridor. Board member Burnett agreed that the Highway 156 project is too large to put in the measure, but he and Board members Phillips and Rubio suggested that a stand-alone, lower-cost safety improvement in the corridor, such as the Castroville Blvd/156 interchange, be included. Board member Rubio noted that the City of Seaside supports the light rail project. Board member Parker requested a copy of the word cloud and the long list of projects. Board member Burnett suggested framing the program as a "transportation and mobility" measure that includes funding for several modes, not just road improvements.

Public comment:

Dell Matt, Prunedale resident, commented that it is important to communicate what the schedule and the steps for a project to be completed. She noted that the public doesn't understand the time and complexity involved in delivering transportation projects.

Sam Teel, Monterey County Hospitality Association, requested an improvement at Highway 1 and Dolan Road.

7. **HOLMAN HIGHWAY 68 ROUNDABOUT UPDATE**

The Board received an update on the Holman Highway 68 Roundabout project.

Ariana Green, Associate Transportation Planner, reported that the Holman Highway 68 Roundabout will be the first state highway roundabout in Monterey County and will improve access to the Community Hospital, Pacific Grove and Pebble Beach. Construction of the roundabout will begin in spring 2016 and finish in spring 2017. She noted that the total cost of the Holman Highway 68 Roundabout is \$8.2 Million. The Transportation Agency has contributed \$3.3 Million in Regional Surface Transportation Program funds toward the project. The Transportation Agency is coordinating community outreach and received funds from the City of Monterey and Air District to fund pre-construction activities. In response to a Board member question, Ms. Green noted that the project will take nearly one-year to construct and therefore cannot be built during the short off-season period; in addition, not all work can be done in the rain, and during lower temperatures.

Ms. Green reported Transportation Agency staff will continue to meet with stakeholder groups and provide updates on the project website, in newsletters, news releases and via email. In January/February 2016, the Transportation Agency will hold several community meetings to provide information about the final construction schedule, detours and transportation alternatives. Staff will alert TAMC Board members to the dates of these public information meetings.

Board member Huitt expressed concerns with the daytime construction in the peak season, noting this will have an unbelievable impact on Pacific Grove. Ms. Green noted that there are some road closures and detours, and the project team is working to get the word out to the traveling public. She added that the schedule is likely to change somewhat over time and the team is working with a number of constituencies to get the word out before these closures take place. Board member Delgado noted that the traffic simulation was very helpful and asked if a special event traffic scenario could be prepared. Board member Smith encouraged TAMC staff to reach out to the Monterey Peninsula Human Resources Coalition to get assistance from employers in the area to promote ridesharing and telecommuting during construction.

Public comment:

Sam Teel, MCHA, expressed his appreciation to TAMC for being on top of this project and noted that it could be “carmageddon”.

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

No report this month.

9. **REPORTS FROM TRANSPORTATION PROVIDERS**

Caltrans – Brandy Rider, Caltrans, reported that the California Transportation Commission has adopted 114 biking and walking projects, valued at more than \$262 million, in the state’s 2015 Active Transportation Program. Caltrans received 617 applications from cities and counties across California, totaling more than \$1 billion in project requests. Four projects in Monterey County received a total of over \$11 million grants: two in Salinas, one in Seaside and one in Monterey.

Monterey Regional Airport District – Bill Sabo announced that Michael LaPier is the new Executive Director of the Airport. He reported that Airport District is trying to expand service to Phoenix from American Airlines, also obtain new service to Los Angeles with Alaska Airlines. In conclusion, Mr. Sabo commented that the Airport District is working diligently on their new master plan. He encouraged the Board to *Fly Monterey*.

Monterey-Salinas Transit District – Carl Sedoryk, MST General Manager, had no report this month.

Monterey Bay Unified Air Pollution Control District – Richard Stedman reported that their new district name will be announced soon. He noted that the District’s office is currently being remodeled and once finished will house AMBAG.

11. **EXECUTIVE DIRECTOR’S REPORT**

Director Hale announced the call for nominations for the fourteenth annual Transportation Agency Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County. The deadline for nominations is December 4, 2015. She announced there would be no Board meeting in November and the next TAMC Board meeting will be held on December 2, 2015.

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

Board Chair Craig announced that she would not be at the December Board meeting.

13. **ADJOURNMENT**

Chair Craig adjourned the meeting at 11:28 a.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: David Delfino, Finance Officer / Analyst
Meeting Date: December 2, 2015
Subject: TAMC payments for the month of October 2015

RECOMMENDED ACTION

ACCEPT the list of checks written for October 2015 and credit card statements for the month of September 2015.

SUMMARY

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

FINANCIAL IMPACT

The checks processed this period total \$ 383,201.00, which included checks written for October 2015 and payments of the September 2015 Platinum Plus Credit Card statements.

DISCUSSION

During the month of October 2015 normal operating checks were written, as well as:

- A check for \$71,932.66 to HDR Engineering Inc. for engineering services for Salinas Rail Extension Kick-Start Project;
- A check for \$3,600.00 to Overland, Pacific & Culter, Inc., for right-of-way work for the Salinas Rail Extension Kick-Start Project;
- A check for \$21,475.00 to TJKM Transportation Consultants for traffic counts for Highway 156 Analysis;
- A check for \$20,049.27 to Eisen / Letunic for planning services for Highway 68 Pacific Grove Corridor;
- A check for \$16,000.00 to EMC Research Inc. for conducting focus groups for the Regional Transportation Plan;

- A check for \$1,078.25 to Alta Planning + Design for services for the Wayfinding Plan for Monterey County;
- A check for \$3,000.00 to Hansen & Co. Inc. for right-of-way work for the Salinas Rail Extension Kick-Start Project;
- A check for \$747.50 Meyers, Nave, Riback, Silver & Wilson for right-of-way legal services for the Salinas Rail Extension Kick-Start Project;
- A check for \$5,630.40 to PMC – Pacific Municipal Consultants for websites development services;
- A check for \$2,500.00 to IBEW Local #234 for installation of electric vehicle stations; and
- A check for \$31,597.56 to Clifford Moss for public outreach and research for Transportation Improvements for Monterey County.

Approved by: 
Debra L. Hale, Executive Director

Date signed: November 12, 2015

Consent Agenda

Counsel Review: N/A
Admin/Finance Approval: Yes

Attachments: 1. List of checks written during the month of October 2015
2. Platinum Plus credit card statements for September 2015.

Transportation Agency for Monterey County (TAMC)
 Union Bank Operating Account
 October 2015

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
10/01/2015	EFT CalPers Health Benefits	7,809.36		Employee Benefit
10/01/2015	EFT Christina Watson	164.00		125 Plan Reimbursement
10/01/2015	EFT Dave Delfino	18.40		Mileage
10/02/2015	16398 Access Monterey Peninsula, Inc. (AMP)	1,410.00		TV Video Services
10/02/2015	16399 Alliant Insurance	22,970.45		Liability Insurance - for TAMC, SAFE and RDIF
10/02/2015	16400 AT&T Wireless Services	50.14		SAFE Call Box - Phone Service
10/02/2015	16401 De Lage Landen Financial Services	280.91		Office Copier Lease
10/02/2015	16402 Void	-		Void
10/02/2015	16403 Enterprise Rent-a-Car	58.08		Auto Rental
10/02/2015	16404 Office of the County Counsel	3,574.96		Legal Services
10/02/2015	16405 VSP	166.60		Employee Benefits
10/02/2015	16406 Pacific Standard Press	175.00		Printing for Annual Report
10/06/2015	DEP County of Monterey		7,500.00	Electric Vehicle Charging Installation Costs
10/06/2015	DEP Graniterock, Lithia, Wilson and P & S Real Estate		10,385.29	Railroad Right Way Rent
10/06/2015	DEP Marina Concrete and Portola Leasing		850.00	Railroad Right Way Rent
10/09/2015	16407 United Way of Monterey County	65.00		Employee Deduction - Charitable
10/09/2015	16408 Access Monterey Peninsula, Inc. (AMP)	1,410.00		TV Video Services
10/09/2015	16409 Alvarez Technology Group, Inc.	196.24		Telecommunication
10/09/2015	16410 AT & T (Carol Stream, Il.)	364.50		Telecommunications, Call Box - Phone Service and Rideshare
10/09/2015	16411 California Towing and Transport	15,917.77		Freeway Service Patrol
10/09/2015	16412 Delta Dental	849.43		Employee Benefits
10/09/2015	16413 Moss, Levy & Hartzheim	3,000.00		TAMC Financial Audit
10/09/2015	16414 Verizon Wireless	136.97		Call Box - Phone Service
10/09/2015	EFT Payroll	34,556.35		Payroll
10/09/2015	EFT Form 941	8,754.32		Payroll Taxes & Withholding
10/09/2015	EFT EDD	2,888.30		Payroll Taxes & Withholding
10/09/2015	EFT Pers Retirement	6,233.71		Employee Benefits
10/09/2015	EFT Pers Retirement PEPR	857.70		Employee Benefits
10/09/2015	EFT CalPERS	5,680.40		Employee Benefits
10/20/2015	DEP Eagle Creek Pacific, Newton Bros., Jaguar and Haedrich		15,599.27	Railroad Right Way Rent
10/20/2015	DEP All Us Credit Union		4,932.00	Railroad Right Way Rent
10/20/2015	DEP City of Watsonville		2,500.00	Electric Vehicle Charging Installation Costs
10/23/2015	16415 Alvarez Technology Group, Inc.	1,285.00		Computer Support
10/23/2015	16416 Business Card	2,705.04		Supplies, Staff Travel & Professional Development
10/23/2015	16417 California Special District Association	1,156.00		Membership Dues
10/23/2015	16418 Case Systems Inc.	6,700.05		SAFE Call Box - Maintenance
10/23/2015	16419 Clifford Moss	31,597.56		Public Outreach & Research for Transportation Improvements for Monterey Cty
10/23/2015	16420 Costco Wholesale	309.58		Office and Meeting Supplies
10/23/2015	16421 EMC Research Inc.	16,000.00		Services for Regional Transportation Plan Focus Groups
10/23/2015	16422 FedEx (Printing)	346.56		Agenda Printing
10/23/2015	16423 HDR Engineering Inc.	71,932.66		Engineering Services Salinas Rail Extension Kick-Start Project
10/23/2015	16424 IBEW LOCAL #234	2,500.00		Installation of Electric Vehicle Charging Stations
10/23/2015	16425 Overland, Pacific & Cutler, Inc.	3,600.00		Right of Way Services for Salinas Rail Extension Kick-Start Project
10/23/2015	16426 Pacific Standard Press	290.24		Printing Annual Report
10/23/2015	16427 Peninsula Messenger LLC	375.00		Courier Service
10/23/2015	16428 Petty Cash	179.14		Miscellaneous Meeting and Office Expenses
10/23/2015	16429 Pure Water	56.70		Water
10/23/2015	16430 Red Shift Internet Services	109.90		Internet Services
10/23/2015	16431 United Way of Monterey County	65.00		Employee Deduction - Charitable
10/23/2015	16432 Oppidea, LLC	2,335.00		Accounting Services
10/23/2015	EFT Elouise Rodriguez	606.90		Expense Reimbursement for Ciclovía
10/23/2015	EFT Hank Myers	500.00		125 Plan Reimbursement
10/23/2015	EFT Theresa Wright	438.94		125 Plan Reimbursement
10/23/2015	EFT Christina Watson	212.16		125 Plan Reimbursement
10/23/2015	EFT Debbie Hale	176.85		Expense Reimbursement for CALCOG
10/23/2015	EFT Rita Goel	142.71		125 Plan Reimbursement
10/23/2015	EFT Payroll	33,951.55		Payroll

Transportation Agency for Monterey County (TAMC)
 Union Bank Operating Account
 October 2015

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
10/23/2015	EFT Form 941	8,506.64		Payroll Taxes & Withholding
10/23/2015	EFT EDD	2,728.54		Payroll Taxes & Withholding
10/23/2015	EFT Pers Retirement	6,233.71		Employee Benefits
10/23/2015	EFT Pers Retirement PEPRA	857.70		Employee Benefits
10/23/2015	EFT CalPERS	5,680.40		Employee Benefits
10/26/2015	EFT Union Bank	59.00		Bank Service Charges
10/29/2015	EFT TAMC Monterey County Acct. 691		250,000.00	Funds Transfer from TAMC County Acct. 691
10/30/2015	16433 Alta Planning + Design	1,078.25		Services for Wayfinding Plan for Monterey County
10/30/2015	16434 Alvarez Technology Group, Inc.	222.14		Computer Support - Equipment
10/30/2015	16435 American Planning Association	435.00		Memberships Dues
10/30/2015	16436 Comcast	132.54		Telecommunication
10/30/2015	16437 Eisen / Letunic	20,049.27		Planning Services for Highway 68 Pacific Grove Corridor
10/30/2015	16438 Hansen & Co., Inc.	3,000.00		Right of Way Services for Salinas Rail Extension Kick-Start Project
10/30/2015	16439 JEA & Associates	2,500.00		Legislative Consultants
10/30/2015	16440 Lincoln National Life Insurance Co.	588.28		Employee Benefits
10/30/2015	16441 Meyers, Nave, Riback, Silver & Wilson	747.50		Right of Way Services for Salinas Rail Extension Kick-Start Project
10/30/2015	16442 National Society of Professional Engineer	299.00		Membership Dues
10/30/2015	16443 Plaza Circle, Ltd	7,793.80		Office Rent
10/30/2015	16444 PMC - Pacific Municipal Consultants	5,630.40		Website Services
10/30/2015	16445 Shell	22.70		Auto Expense - Gasoline
10/30/2015	16446 TJKM Transportation Consultants	21,475.00		Traffic Counts for Highway 156 Analysis
TOTAL		383,201.00	291,766.56	

DD - Checks October 2015 - ATT. Z.



DEBRA L HALE

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September 05, 2015 - October 04, 2015

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Payment Information

New Balance Total \$2,465.00
Minimum Payment Due **\$24.65**
Payment Due Date **10/29/15**
Late Payment Warning: If we do not receive your minimum payment by the date listed above, you may have to pay a fee based on the outstanding balance:
\$19.00 for balance less than \$100.01
\$29.00 for balance less than \$1,000.01
\$39.00 for balance less than \$5,000.01
\$49.00 for balance greater than \$5,000.01

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

Account Summary

Previous Balance \$121.43
Payments and Other Credits **-\$121.43**
Balance Transfer Activity \$0.00
Cash Advance Activity \$0.00
Purchases and Other Charges \$2,465.00
Fees Charged \$0.00
Finance Charge \$0.00
New Balance Total \$2,465.00
Credit Limit \$5,000
Credit Available \$2,535.00
Statement Closing Date 10/04/15
Days in Billing Cycle 30

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
		Payments and Other Credits		
09/21	09/21	PAYMENT - THANK YOU		- 121.43
		TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD		-\$121.43
		Purchases and Other Charges		
09/30	09/29	SOUTHWES 5262146945849 800-435-9792 TX WRIGHT/THERESA 5262146945849		165.00

Account Number:
September 05, 2015 - October 04, 2015

New Balance Total \$2,465.00
Minimum Payment Due **\$24.65**
Payment Due Date **10/29/15**

Enter payment amount

\$

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

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
		Departure Date: 11/15/15 Airport Code: SJC WN S SNA		
		Departure Date: 11/17/15 Airport Code: SNA WN T SJC		
10/01	09/29	SELF - HELP COUNTIES C SACRAMENTO CA		2,300.00
		TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD		\$2,465.00

Registration for Four for Focus on the Future →

Finance Charge Calculation

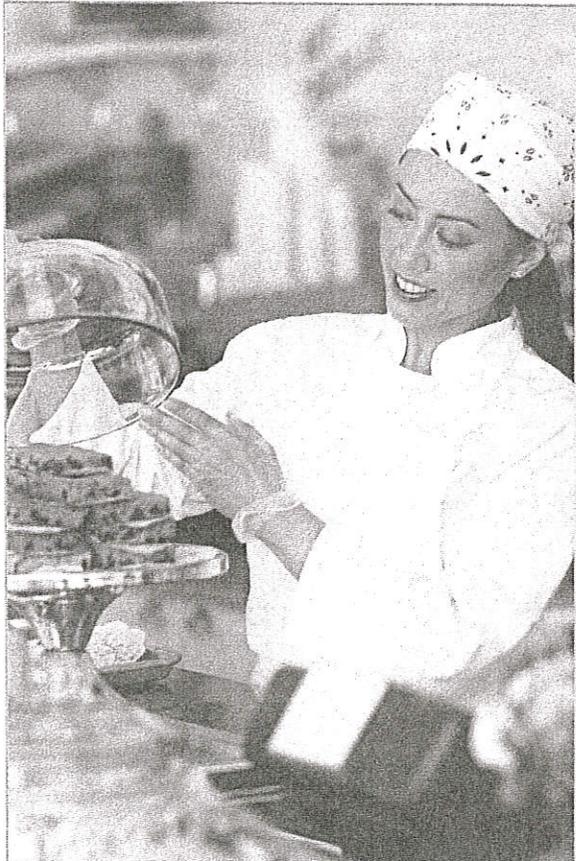
Your Annual Percentage Rate (APR) is the annual interest rate on your account.

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

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

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DD - Checks October 2015 - Att. 2.



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September 05, 2015 - October 04, 2015

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EL PASO, TX 79998-2238

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

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TTY Hearing Impaired:
1.888.500.6267, 24 Hours

Outside the U.S.:
1.509.353.6656, 24 Hours

For Lost or Stolen Card:
1.800.673.1044, 24 Hours

Business Offers:
www.bankofamerica.com/mybusinesscenter

Payment Information	
New Balance Total	\$240.04
Minimum Payment Due	\$10.00
Payment Due Date	10/29/15
Late Payment Warning: If we do not receive your minimum payment by the date listed above, you may have to pay a fee based on the outstanding balance: \$19.00 for balance less than \$100.01 \$29.00 for balance less than \$1,000.01 \$39.00 for balance less than \$5,000.01 \$49.00 for balance greater than \$5,000.01	
Minimum Payment Warning: If you make only the minimum payment each period, you will pay more in interest and it will take you longer to pay off your balance.	

Account Summary	
Previous Balance	\$2,391.37
Payments and Other Credits	-\$2,391.37
Balance Transfer Activity	\$0.00
Cash Advance Activity	\$0.00
Purchases and Other Charges	\$240.04
Fees Charged	\$0.00
Finance Charge	\$0.00
New Balance Total	\$240.04
Credit Limit	\$5,000
Credit Available	\$4,759.96
Statement Closing Date	10/04/15
Days in Billing Cycle	30

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
09/21	09/21	Payments and Other Credits PAYMENT - THANK YOU TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD		- 2,391.37 - \$2,391.37
09/07	09/03	Purchases and Other Charges THE BAGEL CORNER SALINAS CA		18.45
09/08	09/06	DEVICE MAGIC INC DURHAM NC		30.00
09/16	09/14	SAVEMART #747 SALINA SALINAS CA		11.89
09/17	09/16	MSFT * E02001BUPV 800-642-7676 NV		68.00

BUSINESS CARD
PO BOX 15796
WILMINGTON, DE 19886-5796

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

Account Number
September 05, 2015 - October 04, 2015

New Balance Total \$240.04
Minimum Payment Due \$10.00
Payment Due Date 10/29/15

Enter payment amount

\$

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

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

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
09/21	09/18	NOB HILL #607 SALINAS CA		31.80
09/23	09/22	STARBUCKS #06629 SALIN Salinas CA		29.90
09/23	09/21	MONTEREY PENINSULA CHA 831-6485360 CA		50.00
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$240.04

Finance Charge Calculation

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

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

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

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Memorandum

To: Board of Directors
From: Todd Muck, AICP, Deputy Executive Director
Meeting Date: December 2, 2015
Subject: Conferences Attended by Agency Staff

RECOMMENDED ACTION:

RECEIVE report on conferences or trainings attended by agency staff.

SUMMARY:

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

FINANCIAL IMPACT:

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

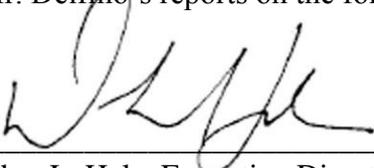
DISCUSSION:

On October 21, 2015, Executive Director Hall participated in a Travel and Tourism Caucus' meeting with Transportation Secretary Anthony Foxx, at the invitation of Congressman Sam Farr. Ms. Hale's report on the Caucus' meeting and meetings with other legislative offices is attached.

On October 21, 22, and 23, Rita Goal attended the California Public Employers Labor Relations Association (CALPELRA) conference in Monterey. The education conference is an annual event designed to educate members from large and small jurisdictions and creates a unique opportunity for members to exchange perspectives, information, and skills in the dynamic field of public sector labor relations.

On October 26, 27 and 28, Rita Goel and David Delfino attended the California Public Employees' Retirement System (CalPERS) Educational Forum in San Jose. The education forum is an annual event designed to educate employer representatives on how CalPERS invests retirement dollars, impacts on retirement contribution rates, top payroll compensation issues for

public agencies, current state and federal legislative issues, actuarial basics, health care issues, workplace wellness, nuts and bolts of administering CalPERS benefit programs and more. Ms. Goel's and Mr. Delfino's reports on the forum are attached.

Approved by: 
Debra L. Hale, Executive Director

Date signed: November 20, 2015

Consent Agenda

Counsel Approval: N/A

Finance Approval: N/A

Attachments: Summary Reports for Executive Director Hale's Washington, DC trip.
Summary Report for CALPELRA Conference 2015
Summary Reports for CalPERS Educational Forum 2015



Memorandum

To: Board of Directors
From: Debra L. Hale, Executive Director
Meeting Date: December 2, 2015
Subject: Washington, DC Visit

On October 21, 2015, I participated in the Travel and Tourism Caucus' meeting with Transportation Secretary Anthony Foxx, at the invitation of Congressman Sam Farr, who co-chairs the caucus. I utilized this opportunity to meet with other legislative offices via meetings arranged by the American Public Works Association Government Affairs department.

The purpose of the Travel and Tourism Caucus meeting was to share information with the Secretary on issues of critical importance for the tourism industry as relates to travel issues. Attached is a copy of the attendee list, which included representatives from national travel and tourism associations as well as representatives from co-chairs' districts (the Monterey Bay Area and the Tampa/Myrtle Beach area). Carl Sedoryk, General Manager and CEO for Monterey-Salinas Transit and I were the Monterey Bay transportation representatives.

At this meeting, Congressman Farr noted the importance of being "self-help" counties in order to better secure federal funding, which generally requires local matching funds. I raised two issues for our region: first, the need for consistent administration of the National Environmental Policy Act within the US Department of Transportation and the fact that currently each agency (Federal Highway, Transit and Rail Administration) has a different set of environmental compliance rules, resulting in having to do separate documents if funding changes; and second, the need to remove the funding silos between "commuter" and "intercity" rail, which restrict the growth of passenger rail overall to serve visitors to our region. I also took the Secretary up on his offer to work with agencies to facilitate the use of Public-Private Partnership funding, and have a meeting scheduled with his staff to discuss how this program may be of benefit to our SR 156 improvement project.

Congressman Farr has a weekly cable television public affairs program (AMP Channel 24) and he invited Mr. Sedoryk and I to tape a segment on the transportation needs for our tourism economy. That segment is expected to air in November, and it will be posted on the TAMC website when it is available.

I currently serve on the Government Affairs Committee of the American Public Works Association (APWA), and I asked them to set up meetings for me to talk with California legislative offices about the need for a long-term federal transportation funding measure. The timing was advantageous since the US Representatives was considering a vote on the measure at the time.

We met with staff in the offices of Senators Feinstein and Boxer, and staff from legislators in our neighboring congressional districts (Eshoo – Santa Clara, Capps – San Luis Obispo/Santa Barbara, Costa – Fresno/Merced, Valadeo- Bakersfield). We discussed our coordinated efforts with the Central Coast Coalition of transportation agencies and the California Association of Councils of Government, and all offices expressed their support for a long-term transportation bill.

We also discussed APWA’s support for streamlining project delivery so that our limited funding could stretch farther. In particular, we discussed a provision in the House bill that would allow a pilot program in five states to allow the state environmental rules fill in for the federal environmental rules. In California, this “reciprocity” provision would allow CEQA to serve as the federal environmental process, removing a significant point of duplication in the delivery of federally-funded transportation projects in California. While all of the Congressional staff were supportive of the proposed change and the money that it would save, Senator Boxer’s committee staff person expressed doubt that she would be willing to support that provision given their perceived risk that it could be extended to states without such a rigorous environmental process. I hope that our discussion persuaded her staff that there could be sufficient oversight of the program to prevent any loss of environmental protection under this provision.

Overall, the visit allowed me to engage in productive legislative discussions with key transportation decision-makers and our Congressional delegation and its neighbors, despite the fact that TAMC no longer has a federal legislative advocate. As such, I found the trip to be very valuable and more cost-effective than our prior visits.

Congressional Travel & Tourism Caucus Breakfast Series

Guest Speaker:

Anthony Foxx, Secretary
Department of Transportation

Wednesday, October 21, 2015
8:00 a.m. to 9:00 a.m.
HVC-200
U.S. Capitol Visitors Center

Members of Congress:

Congressman Gus Bilirakis (FL-12), Co-Chair of the Congressional Travel & Tourism Caucus

Congressman Sam Farr (CA-20), Co-Chair of the Congressional Travel & Tourism Caucus

Travel Industry Executives

Alisa Bailey, Board Chair of Southeast Tourism Society and CEO of Charleston, WV CVB

Cindy D'Aoust – Acting CEO of Cruise Line International Association

Brad Dean, President/CEO of Myrtle Beach Area Chamber of Commerce

Roger Dow, President and CEO of U.S Travel Association

Camille Ferguson, Executive Director of American Indian Alaska Native Tourism Association

Debbie Hale, Executive Director of the Transportation Agency for Monterey County

Joseph Lopano, CEO of Tampa International Airport

Omar Marchi, VP of International Tour and Travel for Enterprise Holdings, Inc.

Michael McCormick, Executive Director/COO of Global Business Travel Association

Carl Sedoryk, CEO of Monterey-Salinas Transit and Board member of APTA



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Rita Goel, Director of Finance & Administration
Subject: **CALPELRA Conference 2015**

On October 21, 22, and 23, I attended the California Public Employers Labor Relations Association (CALPELRA) conference in Monterey. **CALPELRA** is a professional, nonprofit association, comprised of public sector management representatives responsible for carrying out the labor relations / human resource programs for their jurisdictions.

The education conference is an annual event designed to educate members from large and small jurisdictions and creates a unique opportunity for members to exchange perspectives, information, and skills in the dynamic field of public sector labor relations. Approximately 1200 professionals attended the conference.

The workshops I attended were:

The Most Important Relationship You Will Ever Have: HR And Finance

This session covered how discussions between Finance and Human Resources become critical to a successful bargaining strategy on compensation, OPEB liability, PERS statements, health care costs and the difference between special and general fund monies.

Next with PEPRRA: An update for 2015 And Beyond

In this workshop, practical strategies, new developments in the law and updates on opportunities and issues for dealing with the latest Public Employees' Pension Reform Act of 2013 (PEPRRA) were presented.

The Affordable Care Act: Beware! Danger Lies Ahead

This interactive workshop covered strategies to ensure Affordable Care Act compliance in 2016 and beyond.

It's About Process, Retention, And Access: A Public Records Act Primer

This hands-on session was about the process of responding to a request for information; the retention of records, and knowing what to save and how long to save; and making records accessible in a timely manner.

The Latest And Greatest From Sacramento

The goal of the workshop was for participants to know what to expect in the changing laws affecting ones day-to-day work. Also covered was who the decision makers are in Sacramento and why they think a certain way.

In addition, the general sessions at the event included presentations on PERB's 40th Year: History, Defining Decisions, And Emerging Future Issues and Legal Trends 2015.

I also had the opportunity to visit and ask questions at several vendor exhibits. This should be beneficial in understanding and researching alternative benefits options.

The forum was a good learning experience and also allowed for networking with other labor relations and human resources professionals who should be useful contacts in the future.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Debbie Hale, Executive Director

From: Rita Goel, Director of Finance & Administration

Subject: **CalPERS Educational Forum 2015**

On October 26, 27 and 28, I participated in the CalPERS Educational Forum in San Jose. The California Public Employees' Retirement System (CalPERS) provides retirement and health benefit services to approximately 1.6 million public employees in California. CalPERS provides benefits to state government employees and, by contract, to local agency and school employees. Transportation Agency for Monterey County contracts with CalPERS for retirement, supplemental retirement (457) and health benefits.

The education forum is an annual event designed to educate employer representatives on how CalPERS invests retirement dollars, impacts on retirement contribution rates, top payroll compensation issues for public agencies, current state and federal legislative issues, actuarial basics, health care issues, workplace wellness, nuts and bolts of administering CalPERS benefit programs and more. In addition, it provides opportunities for networking with colleagues from other public agencies. Approximately 700 professionals attended the forum.

The workshops I attended were:

Dialogue with The Chief Financial Officer

CalPERS Chief Financial Officer discussed the latest news from the Finance Office on issues and activities relating to CalPERS.

Governmental Accounting Standards Board Statement No. 68

This session updated participants on the Governmental Accounting Standards Board Statement No. 68 and its impact on agencies and financial statements. Also, covered was how to read the Cost Measurement and Financial Reporting valuations.

C:\Users\Public\Documents\AgendaPal\84b58c57-ea27-4658-a84b-0c0b756f1b02\ITEM-Attachment-001-3474fff8e3e64a0e9de3595b2a661a8a.doc

Other Post-Employment Benefits (OPEB), GASB 45 Changes, & the CERBT Year in Review

This workshop covered California Employers' Retiree Benefit Trust (CERBT), how changes to GASB OPEB accounting standards will affect OPEB financial reporting, how prefunding can impact an employer's financial reporting and the CERBT year in review.

Strategies for Attracting and Retaining Employees

The panel discussed how CalPERS health and retirement benefits help attract and retain talented and career minded employees. With the reduction of benefits due to PEPR, other strategies for a motivated workforce were also discussed.

Federal and State Legislative Update

A review and look ahead at federal and state legislation that has the potential for impacting CalPERS and employers was presented.

Business Rules Compliance: Most Common Audit Findings

This session covered the most common findings of a CalPERS audit and how to avoid them. It provided participants an understanding of how to conduct CalPERS business and focused on payroll, membership, and retired annuitants.

Dialogue with the Chief Actuary

CalPERS Chief Actuary discussed the Actuarial Office's key achievements over the past year and what he sees impacting employers in the future.

I also visited and asked questions at several exhibits, met with the Agency's actuary and 457 b representative.

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



Memorandum

To: Board of Directors

From: David Delfino, Finance Officer / Analyst

Meeting Date: December 2, 2015

Subject: CalPERS Educational Forum 2015

On October 26 and 27, 2015, I attended the annual CalPERS Educational Forum held at the remodeled San Jose Convention Center. The prior Forum was held in Southern California and I did not attend. The educational forum offered CalPERS members a broad range of informational sessions from “Learn how CalPERS customer service is changing” to “Dialogue with the General Counsel”.

During the two days I attended:

Actuarial Basics: How to Read Your Report. A very informative discussion on CalPERS specific actuarial methods and actuarial reports Topics included Contributions rates, Funded status, Recent trends and Risk factors.

Governmental Accounting Standards Board (GASB) No. 68. This session informed members on how GASB 68 impacts an agency and their financial statements. The presenters showed what a report contains.

Other Post-Employment Benefits (OPEB) GASB 45 Changes and the CERBT Year in Review. In this session I learned about the California Employers’ Retiree Benefit Trust (CERBT), how changes to GASB OPEB accounting standards will affect OPEB financial reporting outcomes, how prefunding OPEB can impact an employer’s financial reporting and how the CERBT year went.

My/CalPERS: Technical Resources and Enhanced Functionality. This session focused on the resources available on online, payroll file submission tips and the new features and enhanced functionality of the CalPERS system. It informed members of the potential functionality of the CalPERS system to generate useful reports for its members.

My/CalPERS: Business Functionality & System Training. Reviewed new changes to the system as such as access employer education opportunities and newly developed resources designed to assist one within the new CalPERS website.

Employer Account Reconciliations and other Financial Reports. This session reviewed the financial tools available for accurate employer account management.

Given the closeness to San Jose, it was a very cost-effective way to learn more about the CalPERS system and what is available to help government members to service participants of the system in an efficient manner. It was also a great networking place to meet follow professionals and share experiences and ideas.



Memorandum

To: Board of Directors

From: Rita Goel, Director of Finance & Administration

Meeting Date: December 2, 2015

Subject: 2016 SCHEDULE OF MEETINGS

RECOMMENDED ACTION:

APPROVE calendar year 2016 schedule of meetings for Agency Board of Directors and Executive Committee.

SUMMARY:

In December of every year, the Agency Board approves a schedule of meetings for the following year. The Executive Committee met on November 4, 2015, and recommends approval.

FINANCIAL IMPACT:

None.

DISCUSSION:

Transportation Agency for Monterey County bylaws require that the Board meeting be held on the 4th Wednesday of the month. The July meeting is cancelled due to summer vacation conflicts. The November meeting is generally cancelled due to conflict with the Thanksgiving Holiday. The December meeting is held on the 1st instead of the 4th Wednesday of the month to avoid conflict with the December holidays. Normally, the Board meets at the Agricultural Center Conference Room, 1428 Abbott Street, Salinas, at 9:00 a.m. Staff is reserving the room for 2016.

During 2015, the Executive Committee meetings convened on the first Wednesday of the month, from 9:00 a.m. to 10:30 a.m. at the Transportation Agency for Monterey County Conference Room, 55-B Plaza Circle, Salinas. The 2016 schedule of meetings for the Executive Committee proposes to continue this schedule.

Please see attached schedules for specific dates for the Board of Directors and for the Executive Committee throughout the 2016 calendar year.

As always, please contact Agency's Senior Administrative Assistant Elouise Rodriguez at (831) 775-0903, if you cannot attend the Board of Directors meeting or the Executive Committee to make sure there is a quorum for the meetings.

Approved by:  _____ Date signed: November 4, 2015
Debra L. Hale, Executive Director

Consent Agenda

Counsel Approval: N/A

Finance Approval: N/A

Attachment: 1. 2016 Calendar of Meetings for the Board of Directors
2. 2016 Calendar of Meetings for the Executive Committee

2016 CALENDAR OF MEETINGS
Board of Directors

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

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

Month	Date	Day
January	27	Wednesday
February	24	Wednesday
March	23	Wednesday
April	27	Wednesday
May	25	Wednesday
June	22	Wednesday
<i>No July TAMC Board meeting</i>		
August	24	Wednesday
September	28	Wednesday
October	26	Wednesday
<i>No November TAMC Board meeting due to Thanksgiving Holiday</i>		
December	7	Wednesday

**2016 CALENDAR OF MEETINGS
EXECUTIVE COMMITTEE**

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

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Rita Goel, Director of Finance & Administration
Meeting Date: December 2, 2015
Subject: Addition of a Staff Position to FY 15/16 budget

RECOMMENDED ACTION:

APPROVE the hiring of an additional staff position to FY 15/16 budget; and **AUTHORIZE** the use of Service Authority for Freeway Emergencies funds for this purpose.

SUMMARY:

Recent legislative changes clarify the use of Service Authority for Freeway Emergencies funds for rideshare and other motorist aid activities. The Transportation Agency for Monterey County is proposing to add an additional staff position to the FY 15/16 budget to provide such services for projects like the Holman Highway Roundabout.

FINANCIAL IMPACT:

Financial impact of the additional hire would be approximately \$33,000 on the Agency's operating budget in FY15/16 and approximately \$100,000 for FY 16/17 and beyond.

DISCUSSION:

Existing law authorizes the establishment of a service authority for freeway emergencies in any county and to impose a fee of \$1 per year on vehicles registered in that county. Recent legislation clarifies eligibility to use Service Authority for Freeway Emergencies funds for Rideshare and other motorist aid activities. While, the legislation changes do not provide for any new or additional revenues, they expand the scope of how the funds can be used.

In the adopted FY15/16 budget, these activities were proposed to be done with existing staff. However, due to staff spending more time than budgeted on public outreach for the Transportation Improvement Measure and public outreach efforts for the Holman Highway 68 Roundabout, an additional staff person is needed to provide the motorist aid related services.

Additional impact of this in FY 15/16 is approximately \$33,000 and for FY 16/17 and beyond the impact would be approximately \$100,000. The proposed addition of this position in FY 16/17 was presented to the Executive Committee in November. Approving the requested staff action would expedite the recruitment by approximately three to four months, allowing the ridesharing staff person to also assist with the trip reduction efforts for the Holman Highway 68 Roundabout project. Funds used will be from the Service Authority for Freeway Emergencies annual revenue stream or from the reserve money designated for such services.

Approved by:



Debra L. Hale, Executive Director

Date signed: November 13, 2015

Consent Agenda

Counsel Review N/A



Memorandum

To: Board of Directors

From: Todd Muck, AICP, Deputy Executive Director

Meeting Date: December 2, 2015

Subject: **FY 2015/16 Overall Work Program and Budget Amendment No. 1**

RECOMMENDED ACTION:

APPROVE Resolution 2015-20 providing authority for the Executive Director to execute amendment No. 1 to the fiscal year 2015/16 Overall Work Program and Budget.

SUMMARY:

The Transportation Agency's Overall Work Program describes the activities that the Agency will undertake during the fiscal year. Changes to the amount of planning funds received by the Agency need to be amended in the Overall Work Program and Budget before associated tasks can be initiated.

FINANCIAL IMPACT:

The Agency has received confirmation from Caltrans that \$79,802 of Rural Planning Assistance funds not used by the Transportation Agency in fiscal year 2014/15 is available to be programmed into the current fiscal year (2015/16). In addition, \$50,000 of TAMC Local Transportation Fund (LTF) reserve funds is added to initiate the countywide Active Transportation Plan.

DISCUSSION:

The annual Transportation Agency Overall Work Program describes the activities to be accomplished during the fiscal year beginning July 1, and ending June 30. Adopting an annual work program is mandatory to utilize Rural Planning Assistance funds and discretionary planning grants from Caltrans.

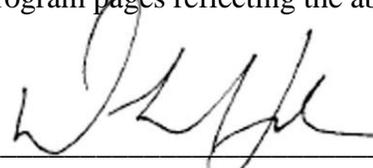
The Transportation Agency receives an annual allocation of Rural Planning Assistance funds and has the flexibility to program these funds to eligible activities as it deems appropriate. Carry-over funds from the prior fiscal year can likewise be allocated as needed. Rural Planning Assistance carry-over funds totaling \$79,802 is available to be programmed into fiscal year 2015/16.

Staff recommends the carry-over Rural Planning Assistance funds be used as follows:

- \$5,000 covering TAMC's participation in the MTP/RTP Environmental Impact Report developed jointly with AMBAG, SBtCOG, and SCCRTC;
- \$21,000 as FY 2015/16 matching funds for the Pacific Grove State Route 68 Corridor Study (WE 6724); and
- \$53,802 for the Monterey-Salinas State Route 68 Corridor Study.

Staff also recommends \$50,000 of TAMC's Local Transportation Fund (LTF) reserve funds be added to initiate work on the countywide Active Transportation Plan. This plan is an update of TAMC's 2011 Bicycle and Pedestrian Master Plan. The 2016 Active Transportation Plan will focus on identifying high priority bicycle and pedestrian projects, identify opportunity sites for innovative bicycle facility designs, and will identify areas for enhanced regional and local connectivity. The 2016 Active Transportation Plan will be prepared according to the State's guidelines for Active Transportation Plans to enhance local jurisdictions' ability to apply for grant funding. Work on the 2016 Active Transportation Plan will be initiated in FY 2015/16 and completed in FY 2016/17.

Revised Work Program pages reflecting the above recommendations are included as a web attachment.

Approved by: 
Debra L. Hale, Executive Director

Date signed: November 20, 2015

Consent Agenda

Counsel Review: N/A
Admin/Finance Review: Yes

Attachment: Resolution 2015-20

Web Attachment: Revised pages for the Agency's FY 2015/16 Overall Work Program

**RESOLUTION NO. 2015-20 OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
TO APPROVE AMENDMENT NUMBER 1 TO THE 2015-2016 FISCAL YEAR
OVERALL WORK PROGRAM AND BUDGET.**

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

WHEREAS, the Agency adopted its FY 2015-2016 work program and budget on May 27, 2017;

WHEREAS, the Agency's 2015-2016 fiscal year work program and budget describes the work tasks to be completed;

WHEREAS, the California Department of Transportation notified the Agency \$79,802.23 of Rural Planning Assistance funds have been carried over from FY 2014-2015 and are available to be amended into the Agency's FY 2015-2016 work program and budget;

WHEREAS, work program elements 6220, 6724 and 6725 have been revised or created to reflect the above listed funding and are attached to this resolution by reference;

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

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this 3rd day of December 2015, by the following vote:

AYES:

NOES:

ABSENT:

ALEJANDRO CHAVEZ, VICE CHAIR

ATTEST:

DEBRA L. HALE, EXECUTIVE DIRECTOR

Project Manager: Virginia Murillo

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2015-2016

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	50,000	50,000	LTF	50,000	50,000
Contractual	0	0			
TOTAL	50,000	50,000	TOTAL	50,000	50,000
			% Federal	0%	

Project Description

The 2016 Active Transportation Plan will focus on identifying high priority bicycle and pedestrian projects, as identified by TAMC's Bicycle and Pedestrian Committee, the Technical Advisory Committee and staff from each of the jurisdictions. The 2016 Plan will also focus on analyzing key gaps from the existing and proposed bicycle and pedestrian networks, identifying opportunity sites for innovative bicycle facility designs, and will identify areas for enhanced regional and local connectivity. The 2016 Plan will be prepared according to the State's guidelines for Active Transportation Plans to enhance local jurisdiction's applications for grant funding. The 2016 Plan will contain maps for each of the jurisdictions of existing and proposed bicycle and pedestrian facilities, along with policies and programs to increase the proportion of trips accomplished by bicycling and walking. Other elements in the 2016 Plan will include a needs analysis of bicyclists and pedestrians, public health and economic benefits of bicycling and walking, costs to implement projects and a list of various potential funding sources.

Previous and Ongoing Work

The 2016 Active Transportation Plan is an update to the Transportation Agency's most recent 2011 Bicycle and Pedestrian Master Plan. Work on the 2016 update will be initiated in FY 2015/16 and completed in FY 2016/17.

Steps to Achieve Task			
<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Inventory existing facilities, programs and existing conditions	Existing conditions report	4/30/2016
2	Review and update goals, objectives and policies	Updated goals, objectives and policies	6/30/2016
3	Project outreach and stakeholder input	Draft list of projects	6/30/2016
4	Develop project ranking and prioritization criteria	Prioritized list of projects	9/30/2016

WORK ELEMENT NUMBER 6220

Regional Transportation Plan

Amendment No. 1

Project Manager: Grant Leonard

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2015-2016

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	127,566	0	FHWA PL	0	0
Contractual	235,000	5,000	State RPA	37,000	5,000
			Local	325,566	0
TOTAL	362,566	5,000	TOTAL	362,566	5,000
			% Federal	0%	

Project Description

The Regional Transportation Plan (RTP) for Monterey County is a long range (20 year) plan, updated every four years, that forms the basis for the Metropolitan Transportation Plan (MTP) prepared by AMBAG for the Monterey Bay Area pursuant to Federal Highway Administration and Caltrans transportation planning requirements. As the Metropolitan Planning Organization for the Monterey Bay Area, which includes Monterey, San Benito and Santa Cruz counties, AMBAG incorporates the financial assumptions and project lists included in the Regional Transportation Plans prepared for Monterey, Santa Cruz and San Benito Counties in the Metropolitan Transportation Plan. The Agency coordinates its update with AMBAG, the other Monterey Bay regional transportation planning agencies, and partner agencies including Caltrans, Monterey-Salinas Transit, the Monterey Bay Unified Air Pollution Control District and the Monterey Regional Airport District to ensure consistency between plans. Pursuant to state and federal guidelines, the Regional Transportation Plan includes a countywide multi-modal needs assessment, transportation policy element, long-range funding forecast, funding-constrained countywide transportation project list, and a program-level environmental review document assessing the probable environmental impacts associated with implementation of the plan. The Agency seeks public participation to develop the Regional Transportation Plan for each of the project steps identified in the Overall Work Program, and undertakes public outreach for the project according to adopted Monterey Bay Area Public Participation Plan.

Project Product(s)

- Regional Transportation Plan Updates/amendments
- Expenditure Plan
- Develop Performance Measures and strategic priorities for the 2018 RTP
- 2018 Metropolitan Transportation Plan/Regional Transportation Plan Environmental Impact Report

Previous and Ongoing Work

Regional (countywide) Transportation Plans have been prepared by the Agency since 1975. These plans and plan elements are to be in place at the time the biennial State Transportation Improvement Program candidate projects are transmitted to the California Transportation Commission via each area's Regional Transportation Improvement Program. AMBAG has prepared a Metropolitan Transportation Plan for the Santa Cruz, San Benito and Monterey County region since 1991. Since 2002, the regional agencies and AMBAG have coordinated to prepare a single environmental document and financial estimates for the region's transportation plans.

In 2013-14, accomplishments included continued coordination with AMBAG and the AMBAG region transportation agencies to prepare the updates to the Regional Transportation Plans and Metropolitan Transportation Plans for adoption in June, 2014, including coordinated work plans and timelines. The Agency completed and adopted a Regional Transportation Plan and coordinated environmental document in 2013-14.

This work supports the AMBAG priorities for planning and forecasts and sustainable development strategies for the Metropolitan Transportation Plan, as well as collaborative planning and implementation with regional agencies.

Steps to Achieve Task

<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Develop future Performance Measures consistent with MAP-21 guidelines in coordination with regional and state partner agencies	Draft project evaluation Performance Measures	6/30/2016
2	Draft funding strategies necessary to meet RTP project list goals and TAMC Board strategic priorities	Staff reports and public participation materials; Expenditure Plan	3/30/2016
3	Continue coordination of the Regional Transportation Plan development with the Metropolitan Transportation Plan and RTPs for Santa Cruz and San Benito Counties consistent with California Transportation Plan 2040.	Staff reports and memos	6/30/2016
4	Undertake public outreach plan based on adopted Monterey Bay Public Participation Plan and participation plan for the Regional Transportation Plan and Sustainable Communities Strategy.	Updated TAMC Board strategic priorities	6/30/2016
5	Coordinate with local jurisdictions on master plan and general plan updates to ensure consistency with the Regional Transportation Plan	Comment letters on draft plans	6/30/2016
6	<i>Participate in MTP/RTP Environmental Impact Report developed jointly with AMBAG, SBCOG, and SCCRTC</i>	<i>EIR covering the 2018 Regional Transportation Plan</i>	<i>6/30/2016</i>

WORK ELEMENT NUMBER 6724

Pacific Grove State Route 68 Corridor Study

Amendment No. 1

Project Manager: Ariana Green

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2014-2015

EXPENDITURES		REVENUE	
Agency	Amount (\$)	Source	Amount (\$)
TAMC		TAMC	
Personnel	7,474	Partnership Planning for Sustainable Trans	0
Consultant	145	State RPA	6,995
		LTF	624
TOTAL	7,619	TOTAL	7,619
		% Federal	0%

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2015-2016

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	29,589	0	Partnership Planning for Sustainable Trans	120,000	26,267
Consultant	114,652	47,729	LTF	3,241	462
			State RPA	21,000	21,000
TOTAL	144,241	47,729	TOTAL	144,241	47,729
			% Federal	83%	

Project Description

The "Pacific Grove State Route 68 Corridor Study" will identify projects to improve pedestrian and bicycle safety along the corridor, developed to a level of detail sufficient for the City to pursue funding opportunities to further develop and construct improvements. As a link in the State Highway system, this study also presents an opportunity to partner with the state to implement "complete streets" projects and advance regional sustainable transportation initiatives. TAMC will hire a consultant to study existing conditions and plans governing development of the corridor, identify pedestrian safety needs and infrastructure gaps, and identify a list of improvements needed to address the gaps identified. Caltrans' conceptual approval of proposed improvements will be sought prior to presenting suggestions to the public or finalizing the study. The study will be used to update the City of Pacific Grove General Plan, an update for which is planned by the City.

RPA Eligible Tasks

Coordination, development and monitoring of corridor studies and planning for state highways in Monterey County consistent with regional transportation plans. All tasks and products promote the Federal Planning Factors.

Steps and Products

<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Project Initiation and Contracting		
1.1	Project Initiation/Kick-off Meeting	Meeting Summary Notes	2/27/2015
1.2	Staff Coordination	Monthly Meeting Notes	6/30/2016
1.3	Prepare RFP, select Consultant Services	Procurement procedures and executed consultant contract	5/22/2015
2	Corridor Study		
2.1	Consultant Kick-off Meeting*	Meeting Notes	6/1/2015
2.2	Identify Existing Conditions*	Existing Conditions Report	7/26/2015
2.3	Develop Conceptual Design Alternatives*	Conceptual Design Alternatives Report	12/1/2015
2.4	Draft Corridor Study*	Draft Corridor Study	2/29/2016
2.5	Prepare Final Corridor Study*	Final Corridor Study	5/31/2016
3	Public Outreach		
3.1	Stakeholder List and Ongoing Outreach	Preliminary Stakeholder List; Project Webpage	6/31/2016
3.2	Pacific Grove City Council Meeting #1*	Meeting Announcement; PowerPoint Presentation/Visual Aids; Meeting Summary	6/20/2015
3.3	Board and Committee Meetings #1*	Meeting Announcement; PowerPoint Presentation/Visual Aids; Meeting Summary	7/30/2015
3.4	Community Workshop #1*	Meeting Announcement; PowerPoint Presentation/Visual Aids; Meeting Summary	7/30/2015
3.5	Community Workshop #2*	Meeting Announcement; PowerPoint Presentation/Visual Aids; Meeting Summary	10/31/2015
3.6	Pacific Grove City Council Meeting #2*	Meeting Announcement; PowerPoint Presentation/Visual Aids; Meeting Summary	2/17/2016
3.7	Board and Committee Meetings #2*	Meeting Announcement; PowerPoint Presentation/Visual Aids; Meeting Summary	3/31/2016
3.8	Pacific Grove City Council Approval and TAMC Acceptance*	Meeting Announcement; Meeting Minutes (PowerPoint Presentation; Meeting Summary)	5/25/2016
4	Fiscal Management		
4.1	Invoicing	Invoice packages	Quarterly
4.2	Quarterly Reports	Quarterly Reports	Quarterly

* *Consultant responsible or partially responsible for completion of task*

WORK ELEMENT NUMBER 6725

Monterey-Salinas State Route 68 Corridor Plan

Amendment No. 1

Project Manager: Grant Leonard

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2015-2016

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	82,993	0	Caltrans Sustainable Trans Grant	125,000	0
Consultant	125,000	25,000	State RPA	73,802	53,802
			Local	9,191	-28,802
TOTAL	207,993	25,000	TOTAL	207,993	25,000
			% Federal	60%	

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES		REVENUE	
Agency	Amount (\$)	Source	Amount (\$)
TAMC		TAMC	
Personnel	83,000	Caltrans Sustainable Trans Grant	146,000
Consultant	177,980	State RPA	40,000
		Local	74,980
TOTAL	260,980	TOTAL	260,980
		% Federal	56%

Project Description

The State Route 68 corridor is a key travel route between Salinas and the Monterey Peninsula and is subject to periods of heavy congestion. SR 68 is designated a scenic highway and is bordered by significant wildlife habitat including the 14,650 acre Fort Ord National Monument and rural low density development in the Sierra de Salinas mountain range connecting to the Ventana Wilderness of the Los Padres National Forest. The SR 68 Corridor Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of SR 68 improvements including a comparison of existing alignment or bypass alignment, and the potential for wildlife connectivity enhancements. The Transportation Agency will actively engage the public in the plan with a program of public meetings and online outreach efforts. The Transportation Agency for Monterey County will use the plan to determine operational and capacity improvements affordable over the next five to twenty years that contribute to the long-range sustainability of SR 68.

RPA Eligible Tasks

Coordination, development and monitoring of corridor studies and planning for state highways in Monterey County consistent with regional transportation plans. All tasks and products promote the Federal Planning Factors.

Scope of Work, Timeline and Budget			
<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Timeline</i>
1 Project Initiation and Contracting			
1.1	Project Initiation/Kick-off Meeting	Meeting Summary Notes	7/31/2015
1.2	RFP for Consultant Services	Copies of Procurement Procedures, RFP, and Executed Consultant Contract.	9/30/2015
1.3	Staff Coordination	Monthly Meeting Notes	9/30/2017
2 Public Outreach			
2.1	Stakeholder Analysis	Stakeholder Matrix	11/30/2015
2.2	Online Community Engagement	Agency website, social media pages, interactive online project forum.	8/30/2017
2.3	Meetings with Stakeholders	Presentation Materials, meeting notes, and public feedback.	7/29/2017
2.4	Community Workshop #1	Workshop, post-workshop summary, and public feedback	3/31/2016
2.5	Community Workshop #2	Workshop, post-workshop summary, and public feedback	3/31/2017
2.6	Conclusion Presentations to Stakeholders	Presentation Materials and meeting notes.	8/31/2017
3 Corridor Travel Analysis			
3.1	Existing Conditions and Traffic Volumes, Modeling*	Regional and sub-regional travel analysis with graphic representations of congestion, draft existing Conditions chapter. Travel time impact analysis, air quality impact analysis, draft development Impact chapter.	1/31/2016
3.2	Short-Term and Mid-Term Project Concepts and Layouts*	Intersection control evaluations, impact/benefit analysis of regional improvements, draft short-term and mid-term solutions chapter.	6/30/2016
3.3	Corridor Travel Simulation*	Corridor traffic simulation evaluating alternative project concepts.	6/30/2016
3.4	Short-Term and Mid-Term Project Cost Estimates*	Project cost estimates.	10/31/2016
4 SR 68 Bypass Analysis			
4.1	Update Cost, Timeline, and Location*	Map of bypass alignment and right of way, updated cost and timeframe estimates, analysis of potential impacts from a bypass.	10/31/2016
4.2	Evaluate Short and Mid-Term Improvements Relative to a Bypass*	Analysis of short and mid-term projects on the bypass, draft Route 68 Bypass chapter.	12/31/2016
5 Wildlife Connectivity Analysis			
5.1	Existing Connectivity Analysis*	Map of existing connectors, maps of wildlife collisions.	4/30/2016
5.2	Potential Connectivity Enhancements*	Recommendations for wildlife mobility features incorporated into near-term and mid-term corridor improvements. Draft wildlife connectivity chapter with	10/31/2016
6 Final Plan			
6.1	Draft Plan*	Draft Plan Document	5/31/2017
6.2	Final Plan*	Final Plan Document	8/31/2017
7 Fiscal Management			
7.1	Invoicing	Invoice packages	Quarterly
7.2	Quarterly Reports	Quarterly Reports	Quarterly

* Consultant responsible or partially responsible for completion of task



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Michael Zeller, Senior Transportation Planner
Meeting Date: December 2, 2015
Subject: Disposition of Surplus Equipment

RECOMMENDED ACTION:

APPROVE Resolution 2015-18 declaring as surplus selected furniture, equipment, and computers; and **AUTHORIZE** the Executive Director to dispose of the surplus property in accordance with the Disposition of Surplus Property Policy, paragraph 4.

SUMMARY:

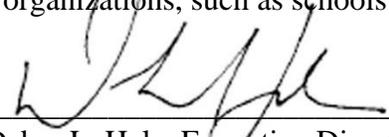
Administrative Policy for the Disposition of Surplus Property bylaws requires the declaration of identified items as surplus property by resolution prior to disposition.

FINANCIAL IMPACT:

The market value of the surplus items is not significant.

DISCUSSION:

The Board last approved surplus property in August of 2013. Since that time, TAMC has purchased equipment, resulting in the need to dispose of obsolete equipment, e.g. computers, printers, and surge protectors. Paragraph 4 of the Administrative Policy for the Disposition of Surplus Property provides that surplus equipment may be disposed of in any combination of the following methods: (a) Participation in another local agency’s public agency auction sale; (b) Conveyance of surplus property to other government agencies, school, or non-profit organizations by direct negotiated sale; (c) Donation of surplus property to other government agencies, schools, or non-profit organizations; or (d) Disposition of remaining items to local landfill. Staff will offer the surplus computer to member agencies first, and then to non-profit organizations. This process will include posting notifications on the TAMC website and Facebook page, and advising local schools and community organizations, such as schools and the non-profit agencies.

Approved by: 
 Debra L. Hale, Executive Director

Date signed: November 13, 2015

Consent Agenda

Counsel Approval: Yes
 Admin/Finance Approval: N/A

Attachment: Resolution 2015-18: Disposition of Surplus Property

**RESOLUTION NO. 2015-18
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
*FOR THE DISPOSITION OF SURPLUS EQUIPMENT***

WHEREAS, Transportation Agency Administrative Policy for the Disposition of Surplus Property requires declaration of said property by resolution prior to disposition; and

WHEREAS, the following equipment listed in Attachment 1 is no longer used or needed;

NOW THEREFORE BE IT HEREBY RESOLVED by the Transportation Agency for Monterey County that:

1. The equipment listed in Attachment 1 are hereby declared as surplus property;
2. The Transportation Agency Executive Director is instructed to dispose of said surplus property in the most appropriate, cost-effective disposal procedures in accordance with any one or combination of the methods for disposal identified in Transportation Agency Administrative Policy for the Disposition of Surplus Property; and
3. The Transportation Agency Executive Director is instructed to ensure that staff maintains a file of all surplus property disposed of in accordance with Transportation Agency Administrative Policy, and that surplus property is appropriately deleted from the Fixed Asset Physical Inventory Listing following disposition.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this 2nd day of December 2015, by the following votes:

AYES:

NOES:

ABSENT:

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

ATTEST:

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

**ATTACHMENT 1
LISTING OF SURPLUS EQUIPMENT**

Desktop Computers	Quantity
Lenovo ThinkCenter Edge	1
Lenovo ThinkCenter	1
Dell OptiPlex 745	1
Dell Precision T3400	1
Dell OptiPlex 210L	1
Monitors	Quantity
Dell 17" LCD	2
KDS 21" CRT	1
Peripherals	Quantity
Keyboards & mice	Various
Telephony	Quantity
Polycom SoundStation	2
Polycom ViewStation	8



Memorandum

To: Board of Directors
From: Virginia Murillo, Assistant Transportation Planner
Meeting Date: December 2, 2015
Subject: Revised Unmet Transit Needs Process

RECOMMENDED ACTION:

ADOPT the revised unmet transit needs process, and **AMEND** the Agency's Transportation Development Act Guidelines to include the revised unmet transit needs process.

SUMMARY:

As the administrator of the Local Transportation Fund, the Agency conducts public hearings and solicits public comment to identify unmet transit needs. The process, which was adopted in 2001, requires revisions as there is now only one public transit provider in the county and all Funds are allocated to transit, rather than local streets and roads projects. The new process will serve as a public input tool for Monterey-Salinas Transit and will assist in prioritizing transit needs in the region.

FINANCIAL IMPACT:

There is no financial impact to the Agency budget associated with this action, but there may be staff time savings. The Agency currently allocates all available Local Transportation Funding to MST for public transit service.

DISCUSSION:

The California Legislature enacted the Transportation Development Act (TDA) in 1971 to improve public transit services and encourage regional transportation coordination. The Local Transportation Fund (LTF) is one of the Act's major funding sources, and is derived from a quarter percent of the retail sales tax collected in Monterey County. Public transit, administration and planning, and bicycle and pedestrian projects are the priority uses for TDA funding. The Agency can also allocate TDA funding to local streets and roads projects if no unmet transit needs that are reasonable to meet have been identified.

In the past, both the cities and the county were able to submit TDA fund claims for the construction and maintenance of local streets and roads pursuant to Article 8 of the TDA. Before allocating funds to streets and roads projects, the Agency consulted with the Social Services Transportation Advisory Council and held public hearings to identify unmet transit

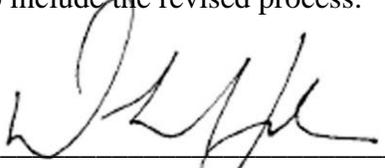
needs. The Agency evaluated the comments on unmet transit needs based on the 2001 definition and process (**Attachment 1**). Under this definition, an unmet transit need is a request for transit service that would expand existing service, have community support, and would not duplicate transit services currently provided. A transit need is reasonable to meet if it is feasible to fund with the existing TDA funding available, if the need would generate the required farebox recovery ratio and if the transit operator was capable of expanding services without negatively impacting the transit system. If there were no unmet transit needs, or if there were no unmet transit needs that were reasonable to meet, the Agency could allocate TDA funding to local streets and roads projects. If there were unmet transit needs that were reasonable to meet, then TDA funds had to first fund the transit need and then any remaining funds could be used for local streets and roads.

As of 2010, the Agency has made unmet need findings that has allocated all TDA funding to transit. As a result, the Agency is not required to make a finding on unmet transit needs. The Agency, however, is still required to hold an annual public hearing to solicit comments on unmet transit needs pursuant to the public participation requirement of the TDA. The revised unmet transit needs process will serve as a public input tool for MST's short and long-term transit service planning and improvements (**Attachment 2**). Under the new process, Agency staff will place unmet transit needs comments into one of three categories:

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

Agency staff will work with MST staff to evaluate comments, and the time frame in which an unmet transit need may be able to be met. Transit needs that can be implemented within the current service year within MST's funding limits without negatively impacting existing services will be noted as short-term transit improvements. Transit needs that require additional funding beyond MST's current service year funding limits will be noted as long-term improvements. Long-term improvement transit needs will remain on the unmet transit needs comment list until additional funding becomes available. MST's Mobility Advisory Committee, which serves as the Social Services Transportation Advisory Council, will provide input on the categorized unmet transit needs comments list, which will help prioritize transit needs in the region. The Transportation Agency Board will receive the final list of comments.

At its November 18, 2015 meeting, MST's Mobility Advisory Committee recommended adoption of the revised process by the Board. Staff recommends that the Board adopt the revised process for unmet transit needs, and amend the Agency's Transportation Development Act guidelines to include the revised process.

Approved by: 
Debra L. Hale, Executive Director

Date signed: November 13, 2015

Regular Agenda

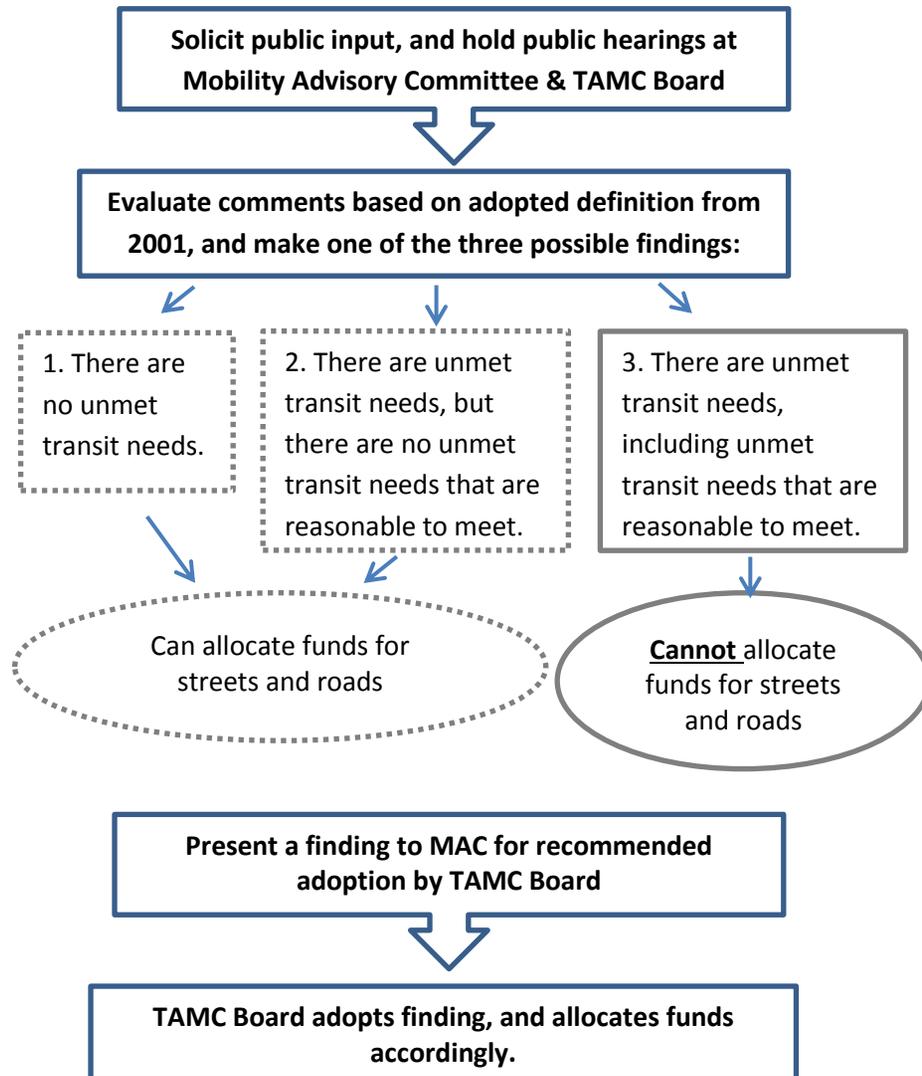
Counsel Approval: N/A
Finance Approval: N/A

Attachments:

1. Adopted Unmet Transit Needs Definition
2. Revised Unmet Transit Needs Process

Previous Unmet Transit Needs Process

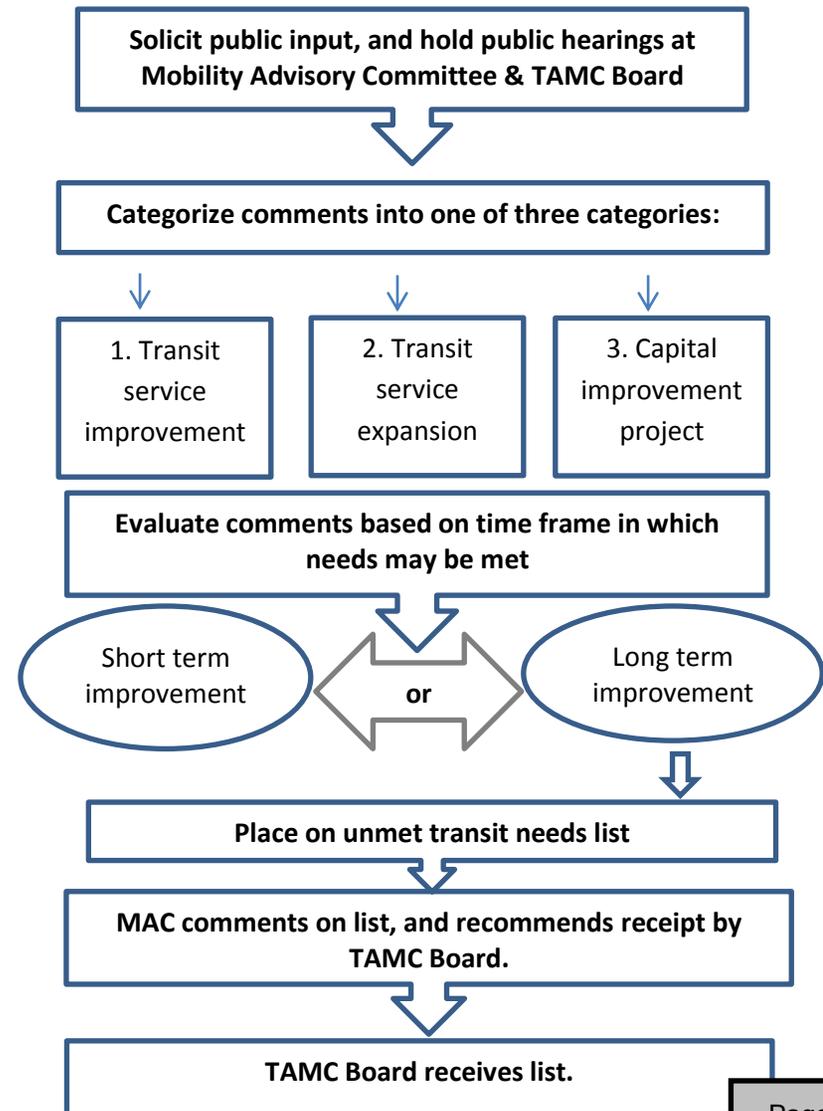
- Then: In the past, Transportation Development Act funds were allocated to local streets and roads projects if there were no unmet transit needs, and if there were no unmet transit needs that were reasonable to meet.



Revised Unmet Transit Needs Process - Attachment 1

New Proposed Unmet Transit Needs Process

- Now: Transportation Development Act funds are no longer allocated to local streets and roads projects.





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 sufficient ridership to meet the required 15% farebox recovery ratio, as set by the TAMC Resolution 2004-19 pursuant to TDA law.

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.



Memorandum

To: Board of Directors
From: Grant Leonard, Assistant Transportation Planner
Meeting Date: December 2, 2015
Subject: **Bicycle Secure Program**

RECOMMENDED ACTION:

RELEASE call for 2016 Bicycle Secure Program applications.

SUMMARY:

In January 2015, the Agency reinstated the Bicycle Secure Program on an annual cycle. The program has annual budget of \$30,000. This call for applications is for the 2016 program cycle.

FINANCIAL IMPACT:

The Agency has budgeted \$30,000 in Regional Surface Transportation Program funds for the Bicycle Secure Program annually over the three year period beginning July 1, 2014. Additionally, up to \$7,000 will be budgeted annually for staff time to administer the program.

DISCUSSION:

The Transportation Agency administered the Bicycle Protection Program until 2012 with grant funds from the Air District. As part of the program the Agency worked with several vendors to offer a limited selection of bicycle racks and lockers, which were purchased and distributed based on applications submitted to the Agency and the amount of grant funding available. Since the end of the last cycle, Air District funding has not been available for bicycle projects.

The Agency has continued to receive requests for bicycle racks and input that more racks are needed. In response, in 2015 the Transportation Agency budgeted Regional Surface Transportation Program funding to reinstate the Bicycle Protection Program under the new name "Bicycle Secure Program", and distribute bicycle racks where they may be needed to support bicycling in Monterey County.

The Bicycle Secure Program continues the Agency's public mandate to, among other things, work to achieve a coordinated and balanced regional transportation system by promoting active transportation. By providing secure bicycle parking, businesses and agencies can attract more bicycle-riding patrons and support bicycle commuting employees. Providing secure parking

supports the growing number of people who choose to bicycle for economic, health, and environmental reasons.

Using Regional Surface Transportation Program funds the Agency has the flexibility to reconsider and revise the scope of work, application, and guidelines for the program. Last year the program was expanded to include bicycle shelters, bicycle repair stations, skateboard racks, and funding for artistic bicycle racks.

In last year's 2015 cycle of the Bicycle Secure Program, the Agency provided new parking facilities that can accommodate approximately 150 bicycles and approximately 90 skateboards using the \$30,000 budget. The applications came from schools, businesses, and non-profits from across Monterey County, including King City, Greenfield, Salinas, CSUMB, and Monterey. Additionally the Agency was able to support Salinas High School's efforts to promote student bicycling by installing a new bicycle repair station at the high school, the first such station provided by the Agency.

For the 2016 grant cycle, the proposed schedule calls for an initial application period from December 4, 2015 to February 4, 2016. Staff will review all application materials and submit a recommendation to the Bicycle and Pedestrian Facilities Advisory Committee at its March 2, 2016, and then submit a recommendation to the Agency Board for approval at its meeting on March 23, 2016. Following Board approval, the equipment will be distributed and installed between April and June, 2015.

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

Approved by:  _____

Debra L. Hale, Executive Director

Date signed: November 13, 2015

Consent Agenda

Counsel Review: Yes
Finance/Admin Review: Yes

Web Attachment:

Bicycle Secure Program Guidelines and Application



Bicycle Secure Program Program Guidelines and Application



Prepared by the
Transportation Agency for Monterey County

Adopted by the Transportation Agency Board
December 2015

**PLEASE SUBMIT COMPLETED APPLICATIONS
BY 12:00 p.m. on February 4, 2016
TO THE TRANSPORTATION AGENCY
55-B PLAZA CIRCLE, SALINAS, CA 93901
Phone: (831) 775-0903; Fax: (831) 775-0897
Email: grant@tamcmonterey.org**

GUIDELINES FOR THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY BICYCLE SECURE PROGRAM

Purpose

Encouraging bicycling for personal transportation is a major goal of the Transportation Agency for Monterey County. Access to secure and conveniently located bicycle parking supports individuals who choose to bicycle for everyday trips, like to work, school, shopping, or leisure. Alternately, the lack of available bicycle parking and the possibility of theft are strong deterrents to bicycle use. In an effort to promote bicycling, the Transportation Agency for Monterey County operates the Bicycle Secure Program as a tool for increasing the amount of safe and easily accessible bicycle parking. New to the program are public bicycle repair stations, which are stand-alone kiosks that contain tools for minor repairs, financial support for artistic bicycle rack designs, and skateboard racks.

The Agency administers the Bicycle Secure Program to help private businesses, local jurisdictions, school districts, and other public agencies in Monterey County acquire bicycle parking racks and repair stations to serve their employees, patrons and students. The program provides the bicycle parking facilities and offers assistance to identify the appropriate location and orientation of the rack or repair station for installation. It is the responsibility of the business or agency to install the facility securely in a safe and convenient location, and maintain the facility.

By providing secure bicycle parking, businesses and agencies can attract more bicycle-riding patrons and support bicycle commuting employees. Providing secure parking and repair stations supports the growing number of people who choose to bicycle for economic, health, and environmental reasons. Also, by encouraging people who travel to your business or office to bicycle, you can free up space for patrons and employees who drive.

Program Goals

- Increase the amount of secure bicycle parking in Monterey County
- Give high priority to locations without existing bicycle parking and businesses that cater to bicyclists (e.g. HER Helmet Thursdays businesses and organizations)
- Ensure equitable distribution of bicycle parking facilities across Monterey County
- Provide bicycle parking in convenient locations to encourage bicycling.
- Support artistic design of facilities that increase visibility of bicycle parking and maintain the character of a special area or district.

Program Budget

The Agency has an annual budget of \$30,000 for the Bicycle Secure Program over a three year period beginning January 30, 2015.

Program Requirements or Specifications

1. Any private business, public agency, or non-profit organization located in Monterey County is eligible to apply for funding from this program.
2. The Transportation Agency will cover the purchase price (including tax, shipping and handling) of the equipment identified in Attachment 1. Installation and maintenance costs must be borne by the applicant.
3. To receive parking racks, lockers, or repair stations, businesses/agencies must complete an application and submit it to the Transportation Agency. Applications are reviewed by the TAMC Bicycle and Pedestrian Committee and sent to the Transportation Agency Board for approval.
4. Parking rack, locker, and repair station styles included in these guidelines are recommended (See Attachment 1). However, due to the number of new racks and innovations, other designs will be considered on a case-by-case basis to be approved by Transportation Agency staff.
5. Parking racks must be placed according to the minimum space requirements provided for in these guidelines, with adequate room for cyclists to maneuver their bicycles in and out of place. Racks must be well secured to an immovable object (e.g. the ground or wall). It is preferred that bicycle parking will be placed in a sheltered area on a paved, gravel, or decomposition-resistant surface.
6. Parking racks must be placed close to user destinations and building entrances to allow convenient access, i.e. closer than automobile parking but not necessarily closer than disabled parking spaces.
7. Parking facilities (racks and lockers) and repair stations are to be placed so as not to block or diminish accessibility to sidewalks, entrances, etc.
8. Businesses or agencies receiving parking facilities must agree to install and maintain the parking devices and areas in a clean and safe condition.
9. Parking facilities and repair stations will not be provided to applicants whose permit conditions require these facilities. Parking facilities and repair stations will only be awarded to applicants that are placing them voluntarily.
10. Approved applicants must submit digital photographs of the completed project to the Transportation Agency.

PLEASE NOTE THAT THE TRANSPORTATION AGENCY CAN RECLAIM A PARKING DEVICE AT ANY TIME IF IT IS REMOVED FROM THE ORIGINAL LOCATION AS DESCRIBED IN THE APPLICATION WITHOUT PRIOR APPROVAL.

Recommended Bicycle Racks and Lockers

A list of recommended racks, lockers, and repair stations can be found in Attachment 1. Applicants not interested in the approved racks and lockers can submit their requests for an alternate bicycle facility to the Transportation Agency. The Transportation Agency will review the requests on a case by case basis.

Artistic Rack Funding

The Transportation Agency recognizes and supports the aesthetic value that artistic bike racks bring to a community. Installing bicycle parking racks of innovative and aesthetic designs improves the local transportation infrastructure and enhances the community's image as a livable and interesting area. In particular, installing artistic bicycle racks:

- Provides needed parking for the increasing number of people who choose bicycling as a transportation option
- Enhances the local image as a bicycle-friendly community; a community that regards bicycles as a permanent and important part of the transportation infrastructure.
- Encourages more people to choose cycling as a transportation option.
- Creates a symbol for our community's livability that will attract positive attention from residents and visitors.
- Increases community support for bicycle parking.

In an effort to support artistic bicycle parking, the Transportation Agency offers financial assistance by providing up to a 1-1 funding match to applicants proposing artistic bike racks. The available funding match for each bike rack is equal to the average cost of one (1) recommended bicycle rack listed in Attachment 1 calculated based on the number of bicycles being secured, but cannot exceed 50% of the cost of the rack. The funding match will be provided on a reimbursement basis and must be requested within 6 months of application acceptance.

All program requirements and procedures apply to the funding match, including installation, spacing, access, and submission of post-installation photographs.

Procedure for Receiving Grant

The following steps outline how to participate in the Bicycle Secure Program:

1. Determine a location for your bicycle parking. Parking should be reasonably close to your business or office entrance, preferably closer than the nearest car space. Bicycle parking generally requires at least a 60" X 74" space, so use this measure as a reference, and refer to the specifications contained in this packet if you have more space than that. If the desired location is on publicly owned land (city parking lot, sidewalk, etc.), then an encroachment permit may be necessary; call Transportation Agency for assistance (831-775-0903). If you would like to reduce one automobile parking space to add bicycle parking (bicycle corral), the Transportation Agency may write a letter in support of your application for any permits necessary for this reduction in automobile parking.
2. Determine what sort of parking device will best meet the needs of your business or agency. Will employees or customers be using them? Will the racks be used for long or short periods of time? How secure, in terms of access and visibility, is the probable location of the bicycle parking?
3. Submit a photo and sketch a layout of the proposed parking locations, and complete the attached Agreement to place bicycle rack(s) and or locker(s). Please also complete the attached Application form.
4. Sign and submit the Agreement with the Transportation Agency, promising to install, maintain and be responsible for the equipment requested.
5. Send **ALL THREE** of the following items to Transportation Agency by February 4 2016:
 - Program Application.
 - Signed agreement to place bicycle racks and provide pre-installation and post-installation bicycle counts and photographs.
 - Site photographs and Map.
 - Data on current bicycle usage at your business/organization, photos of bicycle parking practices in the vicinity of the proposed site and support letters are strongly encouraged but not required.
6. Transportation Agency staff will review all application materials and submit a recommendation to the Bicycle and Pedestrian Facilities Advisory Committee and then the Agency Board for approval.
 - Note: In an effort to ensure equitable distribution of equipment, applications seeking multiple parking racks, lockers, or repair stations may receive a partial award of the requested equipment.

TAMC Bicycle Secure Program

7. Once the Transportation Agency has approved the recipients, staff will order the parking facilities in bulk. Transportation Agency hopes to take advantage of numerous orders simultaneously to receive bulk order pricing from manufacturers where possible. The anticipated date for acquiring the facilities is April of 2016.
8. Applicants must install the facilities within one month of delivery, as per the agreement, unless other arrangements have been made with Agency staff.

Due to limited funds for this program, bicycle parking facilities are not guaranteed to all that apply.

Please direct any questions about the program or the application process to Grant Leonard, Transportation Planner, at (831) 775-4402. **All application materials must be submitted to: Bicycle Secure Program, Transportation Agency for Monterey County, 55-B Plaza Circle, Monterey, CA 93901, or email to grant@tamcmonterey.org, by February 4, 2016.**

Transportation Agency for Monterey County BICYCLE SECURE PROGRAM APPLICATION

Agency/Business Name: _____

Address: _____

Contact Person: _____ Phone: _____ Fax: _____

Nature of Business/Agency: _____

Number of Employees: _____

Please specify reasons for requesting bicycle parking facilities:

A. Who will use the facilities (e.g., employees, patrons, students)?:

B. How many parking spaces are needed?: _____

C. Will the facility be used for short-term parking (hourly use) or long-term parking (all-day or overnight)?: _____

D. Do you currently provide/have access to bicycle parking?: _____
a. If so, please describe:

Please indicate the type bicycle facility requested, the mount style, and number desired. If you require assistance identifying the appropriate type of bicycle facility contact TAMC staff at (831)-775-0903.

Quantity	Rack/Locker/Repair Station	Style

Please be sure that the following items are enclosed to make this application complete:

1. Completed agreement to place and maintain parking facilities and repair stations and provide pre-installation and post-installation photographs;
2. Photograph and site map of proposed parking facilities and repair station locations in relation to location of buildings, auto parking, etc.
3. Documented property owner's permission (a letter) or public permit, if necessary, to install parking facilities and repair stations.

TAMC Bicycle Secure Program

I certify that the owner of this property has granted permission to install bicycle racks at the location(s) above and the letter of permission or permit is included with this application. To the best of my knowledge and belief, the data and information included in this application is true and correct and I am authorized to file this application on behalf of the applicant.

Name and Title: _____

Signature: _____ Date: _____

AGREEMENT TO PLACE AND MAINTAIN BICYCLE PARKING FACILITIES AND PROVIDE PRE AND POST- INSTALLATION PHOTOGRAPHS

The following is an agreement between the Transportation Agency for Monterey County (TAMC) and the undersigned, hereinafter referred to as Recipient:

The Recipient agrees that within one month of receipt of parking devices from TAMC or its contracted supplier, unless other arrangements have been made in writing, to install (#)_____ rack(s)/locker(s) capable of holding (#) _____ bicycles/skateboards at the location described in the attached map, or (#)_____ repair station(s).

Said photograph and map are attached hereto as Exhibit A, and by this reference is incorporated as part of this Agreement. Recipient will arrange for and pay for the installation of the following type of bicycle facilities. **Initials:** _____

The recipient agrees to attach said bicycle facilities in a secure and theft-proof fashion following the appropriate standard outlined in the Bicycle Secure Program Guidelines. Recipient also agrees to maintain the facility and surrounding area for the life of the devices.

The recipient agrees to provide post installation photographs of the installed facility.

The recipient agrees to exonerate, indemnify, defend, and hold harmless TAMC, its officers, agents, employees, and volunteers, from and against any and all claims, demands, losses, damages, defense costs, or liability of any kind or nature which TAMC may sustain or incur or which may be imposed upon it for injury to or death of persons, or damage of property as a result of, arising out of, or in any manner connected with the Recipient's performance under the terms of this agreement, excepting any liability arising out of the sole negligence of TAMC. Such indemnification includes any damage to the person(s), or property(ies) of the recipient and third persons. Recipient also agrees to accept, and TAMC hereby assigns, all manufacturing warranties of the awarded equipment, and Recipient absolves TAMC from any and all claims relating to the equipment itself.

The recipient further agrees that TAMC may exercise its option to repossess said facilities, upon termination of the present place of business by the business or upon removal of the rack(s)/locker(s) from the herein specified location(s).

TAMC

RECIPIENT

By _____
Debra L. Hale
Executive Director

Recipient's Business Name

By _____
(Signature)

(Name and Title)

(Address)

(City)

Dated: _____

Dated: _____

Approved as to form:

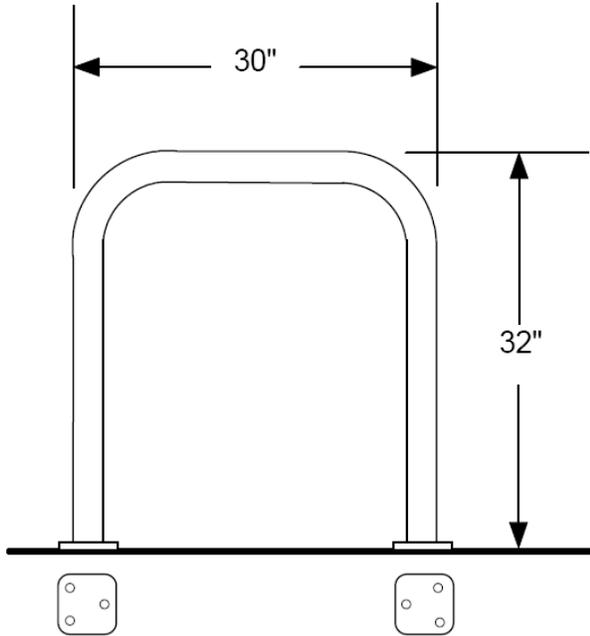
Kathryn Reimann
TAMC Counsel

Dated: _____



ATTACHMENT 1 BICYCLE RACK STYLES AND SPECIFICATIONS

Single Inverted U Racks:



Surface Mounted Single Inverted U

Height: 32"

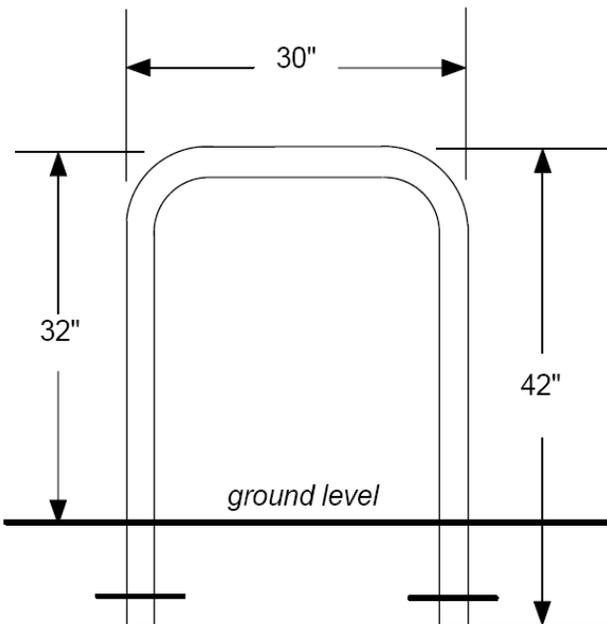
Width: 30"

Flanges: 5" x 6" x 3/8"

Mounting Holes: (6) 9/16" dia.

Square Tube: 2" x 2" x .188" wall

Finish: Hot-dipped Galvanized



Sub-Surface Mounted Single Inverted U

Height: 42"

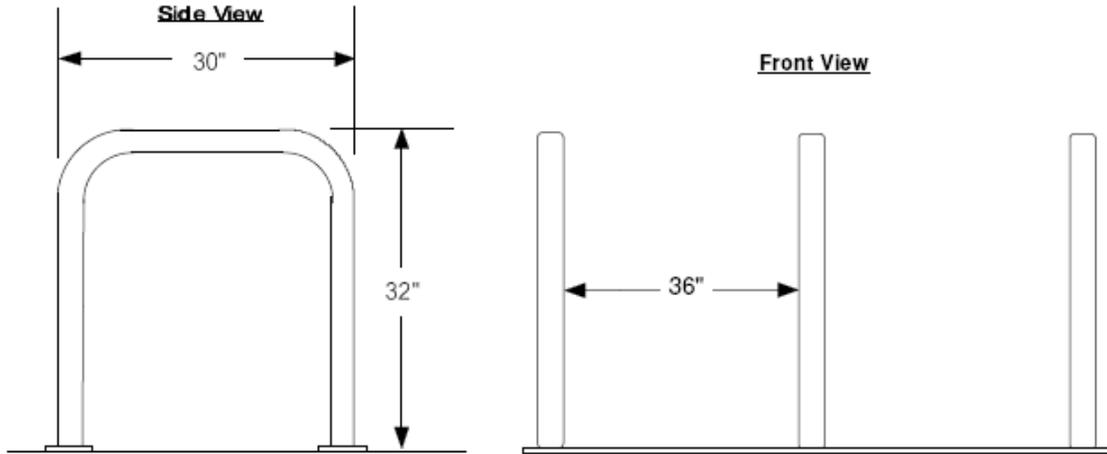
Width: 30"

Square Tube: 2" x 2" x .188" wall

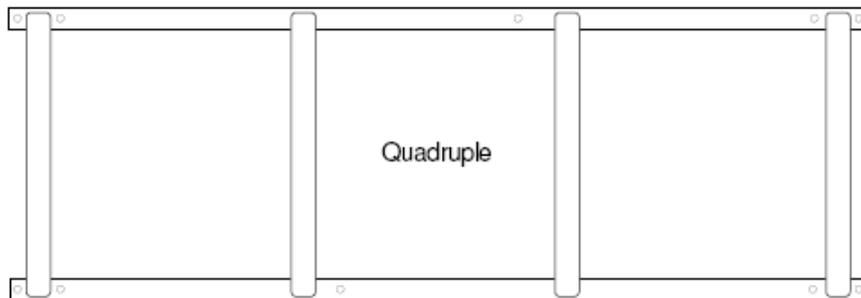
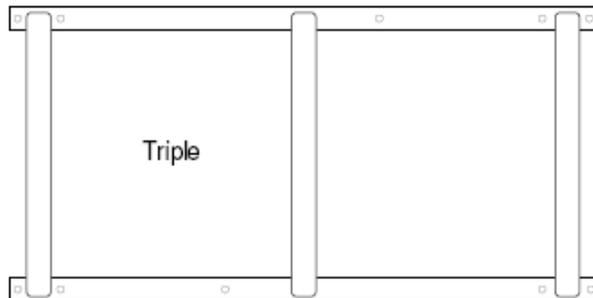
Finish: Hot-dipped Galvanized

BICYCLE RACK STYLES AND SPECIFICATIONS

Rail Mounted Inverted U Racks:

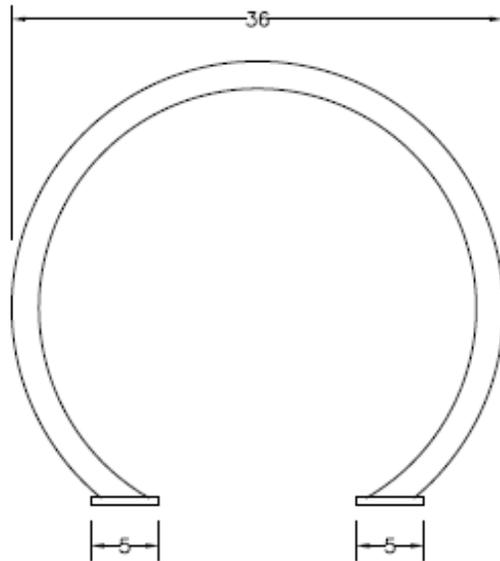


Top Views

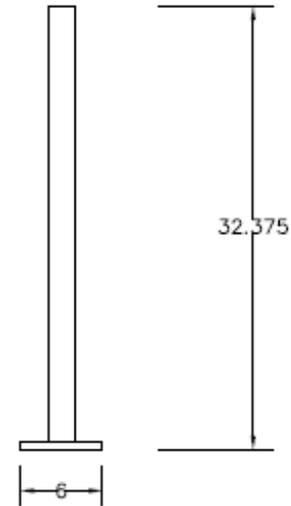


BICYCLE RACK STYLES AND SPECIFICATIONS

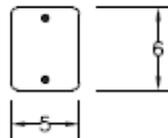
Surface Mounted Single Circular Rack:



Rack Front View



Square Tube Rack
Side View



Flange Top View

Shown dimensions are in inches.

Surface Mounted Single Circular Rack

Height: 32.375"

Width: 36"

Flanges: 5" x 6" x 3/8"

Mounting Holes: (4) 9/16" dia.

Mounting Bolts: 1/2"x3.75" Wedge Anchor Bolt or 1/2"x3.75" Anchor Rawl Spike

Hoop: 2"x2"x0.188" Square Tube

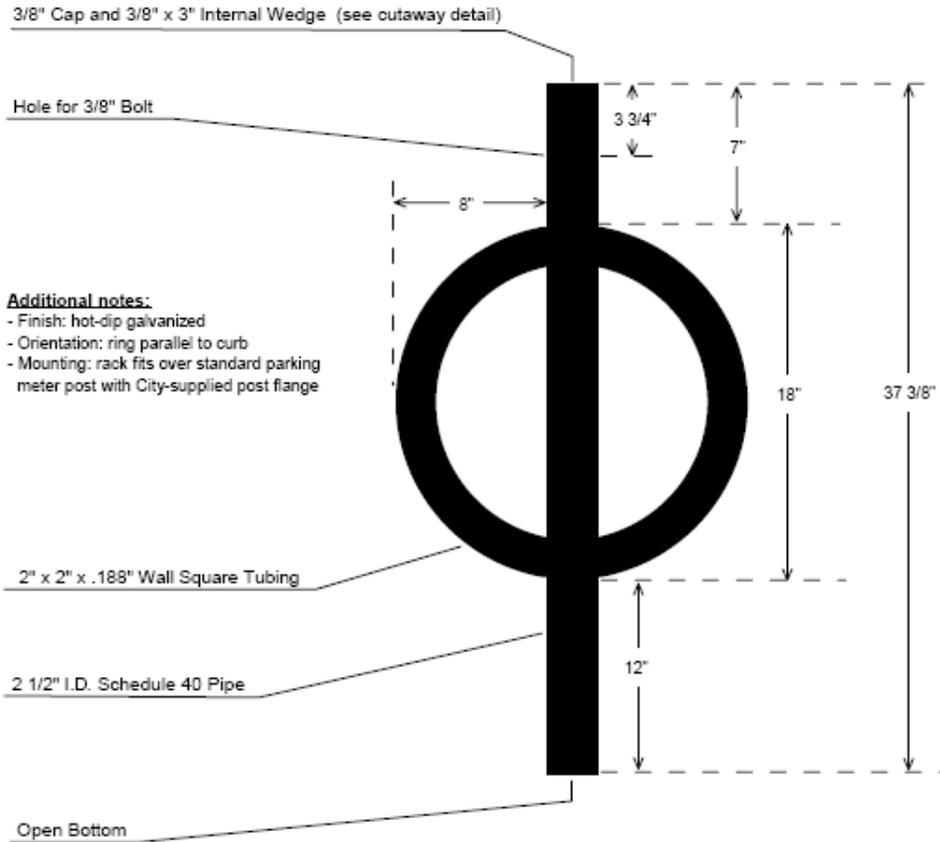
Finish: Hot-dipped Galvanized (-G)

Powder-coated (-P)

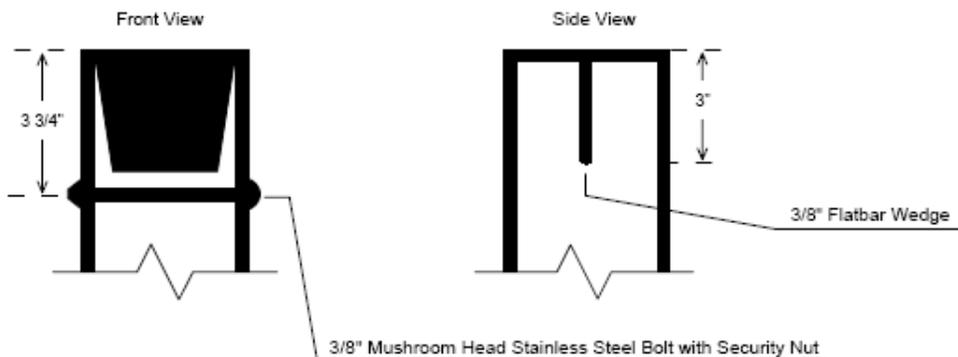
Stainless #4 Brush Finish (-SS)

BICYCLE RACK STYLES AND SPECIFICATIONS

Post-and-Ring Bike Rack:

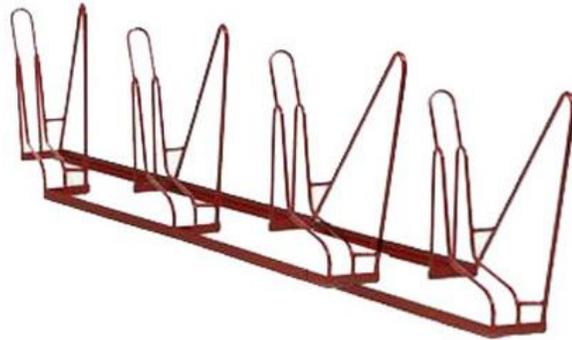


Cutaway Detail: Fastening Wedge and Bolt with Security Nut in Top of Rack



BICYCLE RACK STYLES AND SPECIFICATIONS

Angled Bike Rack:



BICYCLE RACK STYLES AND SPECIFICATIONS

Wall Mounted Bike Rack:



BICYCLE RACK STYLES AND SPECIFICATIONS

Wall Mounted Bike Rack:



ARTISTIC BICYCLE RACK EXAMPLES



BICYCLE CORRAL / PARKING SPACE CONVERSION



SPACING FOR BICYCLE RACKS:

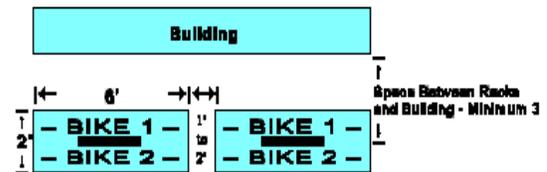
Spacing Between Racks:

Each inverted U-rack accommodates two bicycles, and requires a total “footprint” space of 2'X6'. Aisles between the footprints should be at least 1' wide, and 2' aisles are preferred. Bars should be centered in the footprint space.



Spacing Between Racks and Building when Bikes Are Parallel to Building:

When bicycles will be parked parallel to a building, bike bars should be located at least 3' from the obstruction to allow for maneuvering handlebars between the locking devices and the building.



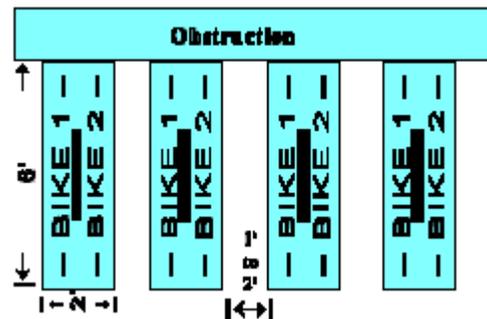
Spacing Between Racks and Curb When Bikes Are Parallel to Curb:

When bicycles will be parked parallel to a curb, bike bars should be at least 2' from the curb.



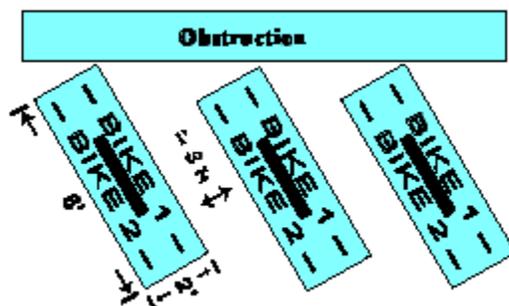
Spacing Between Racks and Obstruction When Bikes Are Perpendicular to Obstruction:

When bicycles will be parked perpendicular to a building, curb, or other obstruction, locking devices may be located as shown in the diagram at right.



Spacing When Racks Are Placed in a Diagonal Formation:

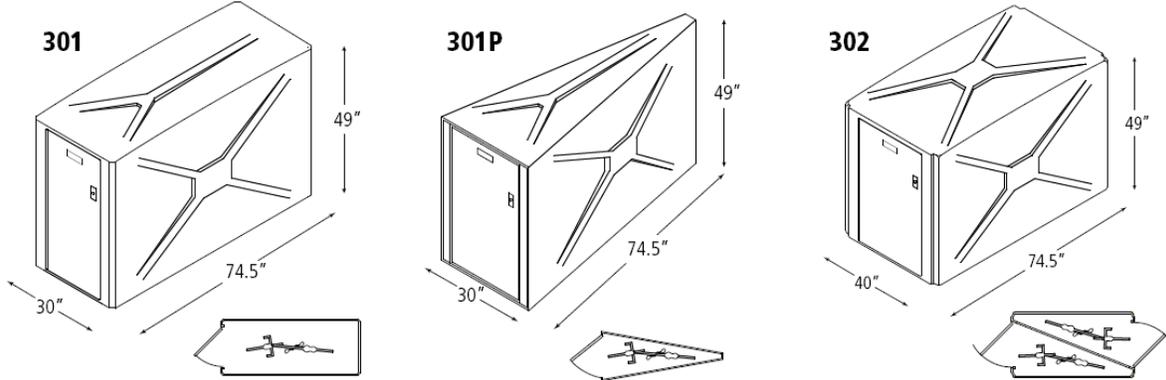
When bicycle bars will be placed diagonally to a building or other obstruction the angle may be varied; however, the bike parking area must still maintain a 2'X6' footprint and the aisles between the footprints should be at least 1' but preferably 2'.



BICYCLE LOCKER STYLES AND SPECIFICATIONS

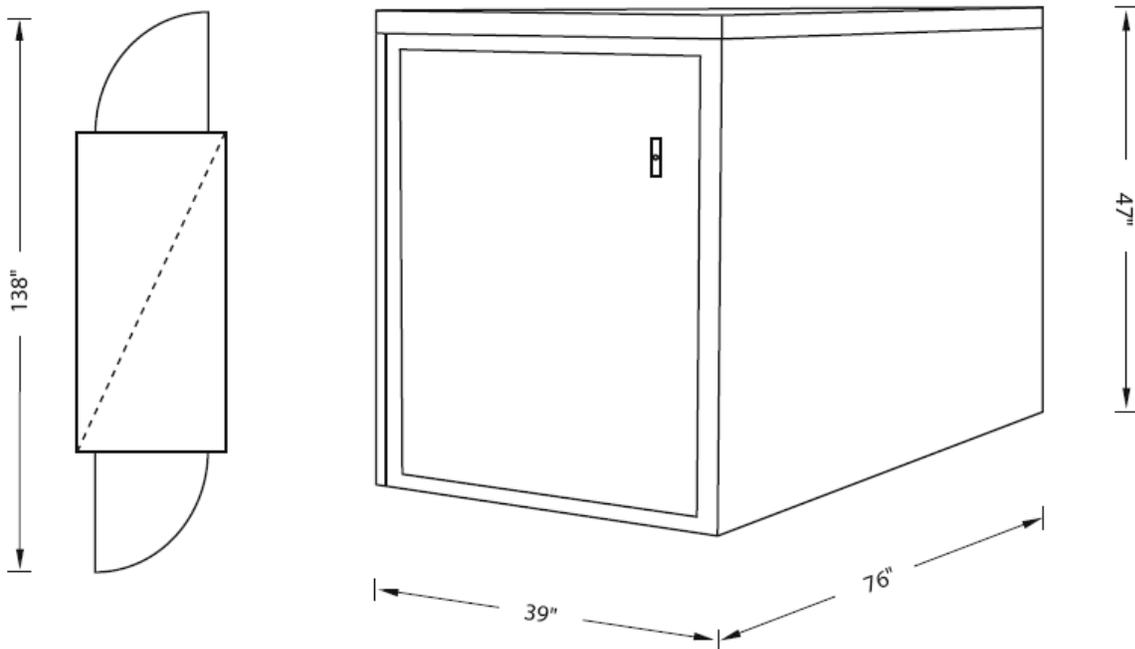
Models 301, 301 P, 302 Bike Lockers:
More information can be found at: http://www.dero.com/brochures/bike_lockers.pdf.

Models 301, 301P, 302



Bike-to-Work Lockers (Steel):

More information can be found at: <http://bikeparking.com/btwlockerm/BTWL02M-spec.pdf>.



BICYCLE LOCKER STYLES AND SPECIFICATIONS

Bike Lid:

More information can be found at: <http://www.bikelid.com/various-options-for-the-bike-storage-containers/height-and-weight-of-bikelid.html>.



BICYCLE REPAIR (FIX-IT) STATION



SKATEBOARD RACK STYLES





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors

From: Ariana Green, Transportation Planner

Meeting Date: December 2, 2015

Subject: **Bicycle and Pedestrian Facilities Advisory Committee Appointments**

RECOMMENDED ACTION:

APPROVE appointments of Michael LeBarre representing King City and Lisa Rheinheimer representing Monterey-Salinas Transit to the Bicycle and Pedestrian Facilities Advisory Committee.

SUMMARY:

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

FINANCIAL IMPACT:

This item has no financial impact on the Transportation Agency budget.

DISCUSSION:

Michael LeBarre is a King City Councilmember and South County bicycling advocate. Mr. LeBarre has been involved with the King City Parks and Recreation Committee, and numerous local events promoting active living. Mr. LeBarre has been nominated by the Mayor Robert Cullen to represent King City as member on the Bicycle and Pedestrian Facilities Advisory Committee (see Attachment 1).

Staff received an application from Lisa Rheinheimer to serve on the Bicycle and Pedestrian Facilities Advisory Committee representing Monterey-Salinas Transit. Ms. Rheinheimer is the Director of Planning for Monterey-Salinas Transit and advocates for better access to transit by walking and bicycling to improve the last mile experience. Ms. Rheinheimer has been nominated for appointment by Monterey-Salinas Transit General Manager/CEO Carl Sedoryk (see Attachment 2).

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

Approved by: 
Debra L. Hale, Executive Director

Date signed: November 18, 2015

Consent Agenda

Counsel Review: N/A

Attachments:

1. Nomination Letter and Application – Michael LeBarre
2. Nomination Letter and Application – Lisa Rheinheimer

November 4, 2015

Ariana Green
Transportation Planner
Transportation Agency for Monterey County
55 B. Plaza Circle
Salinas, CA 93901
Via email to: ariana@tamcmonterey.org

**SUBJECT: Appointment of Mike LeBarre to represent City of King on the TAMC
Bike and Pedestrian Facilities Advisory Committee**

Dear Ms. Green:

The City of King nominates Mike LeBarre to represent City of King on the TAMC Bike and Pedestrian Facilities Advisory Committee. Please find his application enclosed for your review.

Mike LeBarre is an active advocate for bicycling/walking in the area and would make a fine addition to the TAMC Bike and Pedestrian Facilities Advisory Committee.

Sincerely,



Mayor/Council Member/Representative

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

Name of Applicant		
LeBarre	Mike	R.
(last)	(first)	(mi)
Residence Street Address 426 S. Vanderhurst Ave		
City: King City		Zip: 93930
Telephone: Home 831-320-0129		Work: Same
Are you a full-time paid officer or employee of local, state or federal government? No <input checked="" type="checkbox"/> Yes <input type="checkbox"/> If yes employer _____ position _____		
Education: College		
Present Occupation: Agricultural Technician		
Please describe why you are interested in serving on this committee: I believe as an elected official it is important to represent our constituents. The lack of South County representation underserves the needs of our communities. I will work to represent the needs of King City and South County on the Bicycle and Pedestrian Facilities Advisory Committee.		
Please describe other community activities that you have been involved in : Former King City Parks and Recreation committee member, Hartnell Farm Days. Relay for Life events, numerous local group and organization fundraisers and events.		
Please sign _____ 		Date 11-4-2015

MST

MONTEREY-SALINAS TRANSIT

JOINT POWERS AGENCY MEMBERS:

*City of Carmel-by-the-Sea • City of Del Rey Oaks • City of Marina • City of Monterey • City of Pacific Grove
City of Salinas • City of Seaside • County of Monterey • City of Gonzales (ex. officio)*

November 6, 2015

Ariana Green
Transportation Planner
Transportation Agency for Monterey County
55 B. Plaza Circle
Salinas, CA 93901
Via email to: ariana@tamcmonterey.org

**SUBJECT: Appointment of Lisa
Rheinheimer to represent MST on the
TAMC Bike and Pedestrian Facilities
Advisory Committee**

Dear Ms. Green:

Monterey-Salinas Transit (MST) would like to nominate Lisa Rheinheimer to represent transit interests on the TAMC Bike and Pedestrian Facilities Advisory Committee. Please find her application enclosed for your review. Mike Gallant would represent MST as an alternate.

Ms. Rheinheimer is an active advocate for bicycling and walking in the area and would make a valuable addition to the TAMC Bike and Pedestrian Facilities Advisory Committee. Additionally, bicycle and pedestrian facilities are an important connection for our transit customers.

Sincerely,



Carl Sedoryk
General Manager/CEO

Encl.

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

Name of Applicant Rheinheimer, Lisa I.		
(last)	(first)	(mi)
Residence Street Address One Ryan Ranch Road		
City: Monterey		Zip: 93940
Telephone: Home		Work: 831-393-8124
Are you a full-time paid officer or employee of local, state or federal government? No ___ Yes <input checked="" type="checkbox"/> If yes employer <u>MST</u> position <u>Director of Planning and Development</u>		
Education: BS, Environmental Conservation and Master of Public Administration		
Present Occupation: See above		
Please describe why you are interested in serving on this committee:		
<p>Safe bicycling and walking routes are a critical connection for MST transit customers. Improving the first and last mile of a transit riders experience helps attract more to transit, thereby reducing GHG, improving health, creating vibrant cities and improving economic vitality.</p> <p>I would like provide a transit perspective when bicycle and pedestrian advocates discuss new and/or improved routes in the region of Monterey County.</p> <p>I am also hopeful that I will gain a better understanding of the needs of bicyclists and pedestrians as it relates to transit service.</p>		
Please describe other community activities that you have been involved in :		
<p>I currently serve on the Monterey Bay Charter School Foundation as a Director. From time to time, I volunteer for community events including a recent Marina State Beach clean-up day.</p>		
Please sign 		Date <u>11/6/2015</u>



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Michael Zeller, Senior Transportation Planner
Meeting Date: December 2, 2015
Subject: **Regional Roundabout Study**

RECOMMENDED ACTION:

AUTHORIZE the Executive Director to execute contract Amendment #2 with Kittelson & Associates to extend the Term of the Agreement to June 30, 2016.

SUMMARY:

The Agency contracted with Kittelson & Associates to conduct the Regional Roundabout Study. The firm has analyzed the intersection operations; prepared aerial layouts; calculated life cycle costs; and identified recommendations for the 25 locations. Staff is seeking to extend the term of the Agreement to allow sufficient time to review and finalize the report.

FINANCIAL IMPACT:

The Transportation Agency Board approved a total of \$369,938 for the Regional Roundabout Analysis project.

DISCUSSION:

Modern roundabouts are proving to have significant safety and operational benefits compared to traditional signalized intersections. A well-documented study found that converting 23 test intersections throughout the U.S. from traffic signals to roundabouts reduced fatal crashes by 90 percent and reduced all crashes by 75 percent. While initial construction costs tend to be higher for roundabouts, long-term lifecycle costs tend to be less than signalized intersections.

At the February 26, 2014 meeting, the TAMC Board voted to dedicate \$300,000 to assist the jurisdictions with conducting roundabout analyses on their intersection projects, which assesses the cost / benefit of roundabouts to traditional signalized intersections. Kittelson & Associates was selected to perform the analysis after a competitive bidding process. At the December 3, 2014 meeting, the TAMC Board increased the project budget to \$369,938 to add capacity to study five additional intersections for jurisdictions that had not initially expressed interest in participating. Ultimately, three previously non-participating jurisdictions submitted intersections for the study under this amendment.

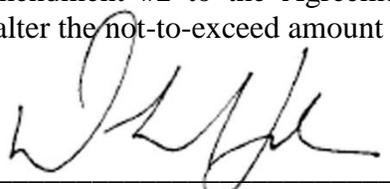
Since initiating the contract with Kittelson, the consultant has coordinated with TAMC and local jurisdiction staff to verify which intersection forms will be evaluated at each study intersection. A roundabout alternative and a traffic signal alternative were evaluated at most intersections; however, an improved stop sign alternative was also evaluated where it was likely to offer major operational or safety benefits. The consultant used procedures outlined in the Highway Capacity Manual to perform a peak hour operations analysis of each control option. The analysis dictated lane configurations, which were used to develop an intersection footprint.

Using the lane configurations determined with the capacity analysis, the consultant prepared concept drawings indicating the approximate footprint of the intersection. Drawings were prepared on an aerial base to gauge impacts to private property and environmental features. With this information, cost estimates were prepared for each alternative and compared to the project benefits for the life cycle cost analysis.

At this time, the consultant has reviewed the results of the analysis with each participating jurisdiction, as well as Monterey-Salinas Transit, and has incorporated the feedback received from those meetings in the draft report. The process to complete the study has taken longer than what was initially anticipated at the outset of the project. There have been several reasons for the delays:

- The process of collecting the traffic data from the jurisdictions and assimilating it into a consistent format was more extensive than the consultant had anticipated;
- Managing the amount of data and conducting the operational analysis for all the locations consumed more time than the consultant had originally scheduled;
- The initial contract with Kittelson & Associates was for twenty-one locations; however, the Agency added five more locations to the contract, resulting in more traffic data and engineering work needing to be completed; and
- Kittelson & Associates dealt with staff turn-over issues during the project and needed to bring new staff on to complete the project and assign additional resources from other departments within their organization.

As the current contract expires on December 31, 2015, staff is proposing to amend the contract with Kittelson & Associates to extend the term of the Agreement to June 30, 2016 to allow staff sufficient time to review, edit and finalize the Regional Roundabout Study report. This Amendment #2 to the Agreement would only extend the duration of the contract and not alter the not-to-exceed amount already approved by the Board.

Approved by: 
Debra L. Hale, Executive Director

Date signed: November 12, 2015

Consent Agenda

Counsel Approval: Pending
Admin/Finance Approval: N/A

Attachment: Amendment #2 to Agreement for Services with Kittelson & Associates

**AMENDMENT #2 TO AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY AND
KITTELSON & ASSOCIATES.**

THIS AMENDMENT NO. 2 to the agreement dated August 27, 2014 between the Transportation Agency for Monterey County, hereinafter referred to as "TAMC," and Kittelson & Associates, hereinafter referred to as "Consultant," is hereby entered into between TAMC and the Consultant.

RECITALS:

- A. **WHEREAS**, TAMC and Consultant entered into an agreement for professional services on August 27, 2014, hereinafter referred to as "Agreement;" and
- B. **WHEREAS**, TAMC and Consultant entered into Amendment #1 to the Agreement on December 3, 2014 which increased the budget by \$71,151 for a new not-to-exceed amount of \$369,938 and expanded the scope of services to include the study of five additional intersections; and
- C. **WHEREAS**, pursuant to the Agreement as amended, Consultant will study twenty-five intersections for purposes of determining their suitability for roundabout reconfiguration; and
- D. **WHEREAS**, TAMC and Consultant desire to extend the Term of Agreement to allow Consultant sufficient time to complete the study;

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

1. TERM OF AGREEMENT

The Term of Agreement is hereby extended to June 30, 2016, making the new Term from August 27, 2014 to June 30, 2016.

2. All other terms of the Agreement remain in full effect.

An executed copy of this Amendment No. 2 shall be attached to the Agreement and shall be incorporated as if fully set forth therein.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment of the Agreement with Consultant.

TAMC:

CONSULTANT:

Debra L. Hale
Executive Director
Dated: _____

Sean Houck
Principal Consultant
Dated: _____

Approved as to form:

TAMC Counsel

(date)



Memorandum

To: Board of Directors
From: Grant Leonard, Assistant Transportation Planner
Meeting Date: December 2, 2015
Subject: Monterey-Salinas Scenic Highway 68 Plan Contract

RECOMMENDED ACTION:

1. **AUTHORIZE** the Executive Director to execute an agreement not to exceed \$249,949 with Kittelson and Associates, Inc. to produce the Monterey-Salinas Scenic Highway 68 Plan;
2. **AUTHORIZE** the use of federal, state and local funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

SUMMARY:

The Monterey-Salinas Scenic Highway 68 Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the SR 68 corridor in context to other planned regional improvements serving the same commute market, and the potential for wildlife connectivity enhancements.

FINANCIAL IMPACT:

The Monterey-Salinas Scenic Highway 68 plan is funded with a Caltrans Sustainable Transportation Planning Grant (federal funds) in the amount of \$270,970 matched with \$198,000 of Rural Planning Assistance (state funds) and local funds. The not-to-exceed amount for this contract is \$249,949.

DISCUSSION:

The Monterey-Salinas Scenic Highway 68 Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the Highway 68 corridor in context to other regional improvements serving the same commute market, and the potential for wildlife connectivity enhancements. The Transportation Agency will actively engage the public and partner agencies in the planning process with a program of public meetings and online outreach efforts. The plan will provide the data, analysis, and public deliberation necessary to make informed decisions to identify capacity, operational, affordable, and sustainable projects that can be implemented over the next twenty years in the scenic Highway 68 corridor.

The Agency released two Requests for Proposals for this plan, one for wildlife connectivity analysis, and one for travel analysis and concepts for improving travel through the corridor. Authorization to execute the contract for wildlife connectivity analysis is covered separately in Agenda item 3.3.3. Results from the two contracts will be incorporated into the plan’s final report.

For this contract, key aspects of the Scope of Work include (**see attachment**):

- Modeling of existing conditions and traffic volumes
- Producing concepts and cost estimates for short-term and mid-term projects
- Creating travel simulations to evaluate potential projects
- Producing a plan that includes an implementation strategy for selected projects

Following a competitive qualifications-based procurement process in coordination with the Request for Proposals approved by the Board at the August 2015 meeting, staff received four proposals from teams led by the following firms (in alphabetical order):

- Kimley-Horn and Associates,
- Kittelson & Associates
- TJKM, and
- Wood Rogers

A review committee comprised of representatives from TAMC, Caltrans, Monterey County, and AMBAG scored the proposals, interviewed, and ranked each of the teams based on the criteria in the Request for Proposals. The recommendation from the review committee is for the Kittelson & Associates team to be awarded the contract. Kittelson’s proposal demonstrated that they possess relevant project experience and technical skills (including extensive mesoscopic travel forecast modelling), have strong public engagement experience, and can facilitate coordinating the development of an effective and implementable Monterey-Salinas Scenic Highway 68 Plan.

The Monterey-Salinas Scenic Highway 68 Plan is expected to be complete by August 2017 (**see attachment** for schedule).

Approved by: 
Debra L. Hale, Executive Director

Date signed: November 19, 2015

Consent Agenda

Counsel Approval: Yes
Admin/Finance Approval: Yes

Web Attachment: Scope of Work and Timeline

SCOPE OF WORK

Purpose:

The Monterey-Salinas Scenic Highway 68 Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the Highway 68 corridor in context to other regional improvements serving the same commute market, and the potential for wildlife connectivity enhancements.

Goals:

The plan will provide the data, analysis, and public deliberation necessary to make informed decisions to identify capacity, operational, affordable, and sustainable projects that can be implemented over the next twenty years in the scenic Highway 68 corridor.

Timeline:

Consultant services for the Monterey-Salinas Scenic Highway 68 Plan are anticipated to last approximately from December of 2015 through January of 2018.

Tasks:

Task 1: Public Engagement

1.1: Community Workshops

- Provide information materials for, and participate in, two community workshops to be held over the course of the project.
- Provide summary notes of community workshops.

1.2: Online Engagement

Provide informational materials to foster community engagement on TAMC's MySidewalk social media site.
Support TAMC staff in responding to technical questions posted on MySidewalk.

Task 2: Corridor Travel Analysis

2.1: Existing Conditions and Traffic Volumes, Travel Forecast Modeling

- Analyze current regional and sub-regional travel patterns between Salinas and the Monterey Peninsula along the following routes:
 - SR 68
 - SR 1
 - SR 218
 - Reservation Road
 - Blanco Road
 - Imjin Parkway
 - General Jim Moore Boulevard
 - Del Monte Boulevard

- Analyze the impact of congestion along SR 1, Imjin Parkway, Reservation Road, and Blanco Road on SR 68.
- Develop mesoscopic travel demand model with a localized level microsimulation model for SR 68 and a macrosimulation model for SR 1, SR 218, General Jim Moore Boulevard, Del Monte Avenue, Imjin Parkway, Reservation Road, and Blanco Road.
- Collect intersection turning movement counts for the following locations:
 - Josselyn Canyon Road / SR 68
 - Olmsted Road / SR 68
 - SR 218 / SR 68
 - Ragsdale Drive / SR 68
 - York School Road / SR 68
 - Boots Road/Pasadera Drive / SR 68
 - Laureles Grade Road / SR 68
 - Corral De Tierra Road / SR 68
 - San Benancio Road / SR 68
 - Torero Drive / SR 68
 - Blanco Road / SR 68
 - Blanco Road / South Davis Road
- Calibrate and validate the microsimulation baseline/existing conditions model in accordance with FHWA's Traffic Analysis Tools Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software.
- Identify travel time impacts from planned development along the corridor.
- Identify air quality impacts from planned development along the corridor.
- Identify potential for improvements from planned development along the corridor.

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

- Conduct intersection control evaluations for each signalized intersection along the corridor.
- Analyze impacts/benefits from of planned projects not on SR 68 serving travel between Salinas and the Monterey Peninsula, such as the Marina-Salinas Multimodal Corridor, Imjin Parkway widening, SR 1 widening in Seaside/Sand City, and the Eastside Parkway
- Develop alternative project concepts along the corridor for evaluation.

2.3: Corridor Travel Simulation

- Develop corridor traffic simulation evaluating alternative project concepts.

2.4: Short-Term and Mid-Term Project Cost Estimates

- Develop cost estimates for the alternative project concepts.

Task 3: SR 68 Bypass Analysis

3.1: Update Cost, Timeline, and Location

- Update planning level cost estimate for a bypass.
- Establish timeframe for when a bypass could be funded.

- Update bypass alignment and existing right of way.
- Evaluate potential impacts and required mitigations of a bypass.

3.2: Evaluate the Cost/Benefit of Short and Mid-Term Improvements Relative to a Bypass

- Determine effect of improvements on SR 68 to the need for a bypass.
- Compare the utility of short and mid-term projects to the costs and benefits of a potential bypass.

Task 4: Monterey-Salinas Scenic Highway Plan

4.1: Administrative Draft Plan

- Compile outcomes of public workshops, presentations, and outreach efforts.
- Review with TAMC staff the proposed conclusions and recommendations for the plan.
- Prepare the draft plan including:
 - Executive summary
 - Summary of the public outreach process
 - Graphics and photos
 - Recommendations for short and mid-term transportation improvements
 - Findings and recommendations from the wildlife connectivity assessment; and,
 - Implementation strategy to fund and sequence priority projects.
- Deliver the administrative draft plan to staff for review.

4.2: Draft Plan

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

4.3: Final Plan

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

Task 5: Presentations

5.1: Materials

- Prepare presentation materials for up to three (3) TAMC Board meeting presentations. Materials may include graphics, PowerPoint Slides, handouts, or other presentation items.

5.2 Presentations

- Provide in person project presentations at up to three (3) TAMC Board meeting.

Deliverables:

Task 1: Presentation materials, MySidewalk materials, workshop, and post-workshop summary notes.

Task 2:

- 2.1: Regional and sub-regional travel analysis with graphic representations of congestion, draft existing conditions chapter, travel time impact analysis, air quality impact analysis, draft development Impact chapter.

- 2.1: Intersection control evaluations, impact/benefit analysis of regional improvements
- 2.2: Draft short-term and mid-term solutions chapter, including:
 - a. Development of alternative project concepts in the corridor.
 - b. Corridor traffic simulation evaluating alternative project concepts.
 - c. Cost estimates for alternative project concepts.

Task 3:

- 3.1 Map of bypass alignment and right of way, updated cost and timeframe estimates, analysis of potential impacts from a bypass.
- 3.2 Analysis of short and mid-term projects on the bypass, draft SR 68 bypass chapter.

Task 4:

- 4.1 Administrative draft Monterey-Salinas Scenic Highway Plan
- 4.2 Draft Monterey-Salinas Scenic Highway Plan
- 4.3 Final Monterey-Salinas Scenic Highway Plan
- 4.4 Executive Summary of findings.

Task 5:

- 5.1 Materials for up to three (3) presentations to the TAMC Board.
- 5.2 In person presentations at up to three (3) TAMC Board meetings.

Coordination:

The Transportation Agency will coordinate the development of the Monterey-Salinas Scenic Highway 68 Plan, including public engagement and management of consultant services. The Agency is releasing two RFPs for this plan, one for wildlife connectivity analysis, and one for travel analysis and concepts for improving travel through the corridor. The consultant team for the travel analysis and transportation improvement concepts must be willing and able to work closely with both the Agency and the wildlife connectivity consultant. Coordination includes, but is not limited to, prompt responses to phone calls and emails, sharing of draft materials, and participation in coordination meetings. The findings of the wildlife connectivity analysis, the travel analysis, and transportation improvement concepts will be used to produce one final Monterey-Salinas Scenic Highway 68 Plan.

Project Schedule

Project Name: Monterey-Salinas Scenic Highway 68 Plan: Travel Analysis and Transportation Improvement Concepts
 Project Manager: Jim Damkowitz
 Project Number: P18924

Sub-Task Time for Kittelson Team to perform services
 Major Task Time for Kittelson Team to perform services
 Interim or Final Deliverable..for Draft Documents reflects review client





Memorandum

To: Board of Directors
From: Grant Leonard, Assistant Transportation Planner
Meeting Date: December 2, 2015
Subject: **Monterey-Salinas Scenic Highway 68 Plan:
Wildlife Connectivity Analysis Contract**

RECOMMENDED ACTION:

1. **AUTHORIZE** the Executive Director to execute an agreement not to exceed \$52,980 with Pathways for Wildlife for the wildlife connectivity analysis for the Monterey-Salinas Scenic Highway 68 Plan;
2. **AUTHORIZE** the use of federal, state and local funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

SUMMARY:

The Monterey-Salinas Scenic Highway 68 Plan will identify affordable mid-term operational and capacity improvements in the SR 68 corridor and the potential for wildlife connectivity enhancements. This contract is for consultant services for the wildlife connectivity analysis section of the plan.

FINANCIAL IMPACT:

The Monterey-Salinas Scenic Highway 68 plan is funded with a Caltrans Sustainable Transportation Planning Grant (federal funds) in the amount of \$270,970, with a local match of \$31,938, for a total amount of \$302,908 matched with \$198,000 of Rural Planning Assistance (state funds) and local funds. The not-to-exceed amount for the wildlife connectivity analysis contract is \$52,980.

DISCUSSION:

Highway 68 from Salinas to Monterey is designated a scenic highway and is bordered by significant wildlife habitat including the 14,650 acre Fort Ord National Monument and rural low density development in the Sierra de Salinas mountain range connecting to the Ventana Wilderness of the Los Padres National Forest.

The Monterey-Salinas Scenic Highway 68 Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the Highway 68 corridor in context to other

regional improvements serving the same commute market, and the potential for wildlife connectivity enhancements. The Transportation Agency will actively engage the public and partner agencies in the plan with a program of public meetings and online outreach efforts. The plan will provide the data, analysis, and public deliberation necessary to make informed decisions to identify capacity, operational, affordable, and sustainable projects that can be implemented over the next twenty years in the scenic Highway 68 corridor.

The Agency is securing two contracts for this plan, one for wildlife connectivity analysis, and one for travel analysis and concepts for improving travel through the corridor. Authorization to execute the contract for travel analysis and transportation concepts is Agenda item 3.3.2.

For this contract, key aspects of the Scope of Work include (**see attachment**):

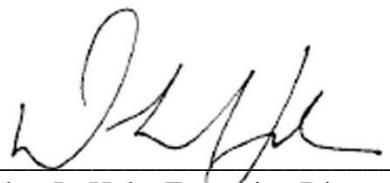
- Mapping existing habitats, connectors, and crossings
- Collect species specific crossing data for existing connectors and crossings.
- Recommend potential wildlife mobility features and conceptual designs for new connectors.
- Provide wildlife connectivity report with supporting graphics for improved wildlife connectivity.

Following a competitive qualifications-based procurement process in coordination with the Request for Proposals approved by the Board at the August 2015 meeting, staff received one proposal from the following consultant:

- Pathways for Wildlife

A review committee comprised of representatives from TAMC, Caltrans' planning branch, and Caltrans' Environmental Stewardship branch, reviewed the proposal and found it to meet or exceed all the requirements listed in the RFP. Agency staff negotiated a final scope of work and budget. Following negotiations, the final agreed upon not-to-exceed amount is \$52,980.

The wildlife connectivity analysis is expected to be complete by February 2017 (**see attachment**).

Approved by: 
Debra L. Hale, Executive Director

Date signed: November 19, 2015

Consent Agenda

Counsel Approval: Yes
Admin/Finance Approval: Yes

Web Attachment: Scope of Work and Timeline

Monterey-Salinas Scenic Highway 68 Plan: Wildlife Connectivity Analysis RFP

December 2015- February 2016 Scope of Work: Pathways for Wildlife



Tasks	Tasks: Details & Deliverables	Time Allocation	Deliverables	Timeline
<p>Task 1: Existing Connectivity Analysis.</p>	<p>1. Identify and map existing habitats along the corridor.</p> <ul style="list-style-type: none"> • GIS software AcrMap version 10.2 will be used to create a map of existing habitats by including the following data layers; vegetation, creeks, rivers, topography, land use, roads & highways. 	<p>25 hours</p>	<p>1.1 Maps of existing habitats and crossings.</p>	<p>Dec 2015- Feb 2016</p>
<p>Task 1: Existing Connectivity Analysis.</p>	<p>2. Identify and map existing crossing structures, such as bridges, culverts, and drainpipes.</p> <ul style="list-style-type: none"> • GIS software AcrMap version 10.2 will be used to create a map of existing habitats by: <ul style="list-style-type: none"> - Obtaining culvert-bridge data from Caltrans District 5 collaborators. - Field work: GPSing, measuring, and photographing existing culverts & bridges within the study area. 	<p>40 hours</p>	<p>1.1 Maps of existing habitats and crossings.</p>	<p>Feb-March 2016</p>

	<ul style="list-style-type: none"> - Several culverts & bridges have already been documented within the study area from a previous study with the Big Sur Land Trust, which will be included into the map. 			
Task 1: Existing Connectivity Analysis.	<p>3. Analyze and map road kill and collision data to determine natural wildlife crossings, and frequency and severity of automobile collisions with wildlife.</p> <ul style="list-style-type: none"> -Roadkill and collision data will be obtained from Caltrans District 5 collaborators and local CHP databases. -Roadkill surveys will be routinely conducted in the field every two weeks, when checking camera stations and the data will be entered into a master database along with mapping it out. -Preexisting data collected through the Big Sur Land Trust will also be contributed to the roadkill database and map. -Data will be analyzed using a Hot Spot analysis tool within ArcMap to identify location in which animals are routinely trying to cross the highway and are hit. - A Safety-index calculation can also be included as a cost-benefit analysis. 	149 hrs	1.3 Maps of wildlife collisions categorized by severity.	Dec 2015- Dec 2016

<p>Task 1: Existing Connectivity Analysis.</p>	<p>4. Identify frequency of use for existing crossings, and identify what animals are using existing crossings.</p> <ul style="list-style-type: none"> -Digital infrared camera stations will be set up at existing crossing structures to identify species use and how many animals are traveling through the structure. - Cameras will be checked every two weeks and data updates will be provided each month. -Data entry from the camera stations will also include individual animals when possible, animals traveling with juveniles, and relevant ecological information. -Wildlife track data will also be collected by certified wildlife trackers when checking the camera stations. -Preexisting camera data from the Big Sur Land Trust data will be contributed to the study and integrated into the database. 	<p>334 hours</p>	<p>1.2 Species specific crossing data for existing crossings.</p>	<p>Dec 2015- Dec 2016</p>
<p>Task 2: Potential Connectivity Enhancements.</p>	<p>1. Determine potential improvements for existing structures to be used as wildlife crossings, such as directional fencing, culvert improvements, and habitat maintenance near crossings.</p>	<p>175 hours</p>	<p>2.1 Recommendations for potential wildlife crossings features.</p>	<p>September 2016- February 2017</p>

	<p>-Based on the data findings from the study, recommendations will be made on the types of directional fencing that would be beneficial to install at crossing structures that have documented use by wildlife. Fencing designs, graphics, and schematics will be included in the report.</p> <p>-Hot spot analyses using road kill data will be used to determine where to install directional fencing to existing crossing structures that animals have been documented to use to cross under the highway.</p> <p>- A conceptual design which will include feasible culvert and bridge improvements such as enhancements in size or needed maintenance, retrofit designs, graphics, and schematics provided by Caltrans will be included in the report.</p> <p>- Culvert improvements such as retrofitting or stream alignments will be included as a direct line of sight through culverts is most often necessary for animals to choose travel through them. Caltrans schematics of the types culvert improvements that can be made along with a chart of optimum culvert sizes by species considerations and use will be included.</p> <p>-Maintenance plans in coordination with Caltrans will be put together for keeping</p>		<p>2.3 Administrative draft wildlife connectivity report with supporting graphics for improved wildlife crossings.</p> <p>2.4 Draft wildlife connectivity report with supporting graphics for improved wildlife crossings.</p> <p>2.5 Final wildlife connectivity report with supporting graphics for improved wildlife crossings.</p>	
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	culvert clear of debris. For example, regular mowing in front of culverts has also been found to be highly effective to increase use by wildlife.			
Task 2: Determine viability of new wildlife crossings along the corridor, and provide conceptual plans for potential connectors.	<p>1. Determine viability of new wildlife crossings along the corridor, and provide conceptual plans for potential connectors.</p> <p>-Data from the study will be used to determine if a new crossing structure is needed within the study area. For example, locations of how spot locations in which animals re consistently trying to cross the road at and are being hit.</p> <p>- A table of costs for each type of crossing structure improvement will be included along with a Safety-index calculation to determine a cost-benefit analysis for doing the improvements in increasing the ability for wildlife to cross safely under the roads and avoided vehicle collisions.</p> <p>- A summary, pictures, and chart of the types of road infrastructures that animals will use as wildlife crossing structures by species specific consideration will also be provided.</p>	160 hours	<p>2.2 Conceptual designs for new crossings.</p> <p>2.5 Final wildlife connectivity report with supporting graphics for improved wildlife crossings.</p> <p>2.6 Executive Summary of findings.</p>	September 2016-February 2017

Products & Deliverables from Scope of Work will include:

Deliverables 1:

- 1.1 Maps of existing habitats and crossings.
- 1.2 Species specific crossing data for existing crossings.
- 1.3 Maps of wildlife collisions categorized by severity.

Deliverables 2:

- 2.1 Recommendations for potential wildlife crossings features.
- 2.2 Conceptual designs for new crossings.
- 2.3 Administrative draft wildlife connectivity report with supporting graphics for improved wildlife crossings.
- 2.4 Draft wildlife connectivity report with supporting graphics for improved wildlife crossings.
- 2.5 Final wildlife connectivity report with supporting graphics for improved wildlife crossings.
- 2.6 Executive Summary of findings.
- 2.7 Power point Presentation of Final Report & Data Collection



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Michael Zeller, Senior Transportation Planner
Meeting Date: December 2, 2015
Subject: Fort Ord Reuse Authority Fee Reallocation Update

RECOMMENDED ACTION:

1. **AUTHORIZE** the Executive Director to execute an agreement not to exceed \$74,998 with Kimley-Horn to produce the Fort Ord Reuse Authority Fee Reallocation Update, pending Agency counsel approval;
2. **AUTHORIZE** the use of local funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the agreement if such changes do not increase the Agency’s net cost, subject to approval by Agency counsel.

SUMMARY:

The Fort Ord Reuse Authority has requested a coordinated work effort with the Transportation Agency to review, analyze, and adjust the transportation obligations defined in the Base Reuse Plan as part of a 2016 Fee Reallocation Study Update. TAMC and FORA staff recommend Kimley-Horn to conduct the study after a competitive bidding process.

FINANCIAL IMPACT:

The FORA Fee Reallocation Study Update is budgeted at \$127,000, of which \$52,000 will pay for TAMC staff time to manage the project and \$74,998 will pay for consultant costs. The Board-approved cooperative agreement obligates FORA to reimburse the Agency for all expenses.

DISCUSSION:

The 2014 FORA Capital Improvement Program Review – Phase III report acknowledges the need to revisit the 2005 FORA Fee Reallocation Study to assess the validity of the transportation obligations required by the Fort Ord Base Reuse Plan. The reasons for the review and reassessment of FORA’s obligations are as follows:

1. The current FORA transportation cost estimates included in the Capital Improvement Program were developed as part of the 2005 FORA Fee Reallocation Study, prepared by the Transportation Agency for Monterey County, and have not been updated since that time. The Capital Improvement Program Review – Phase III report recommends that

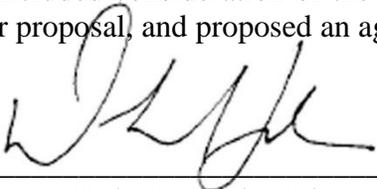
- updates of the Capital Improvement Program should consider refined transportation cost estimates coordinated with the update of the 2005 FORA Fee Reallocation Study.
2. FORA transportation obligations as defined under the 2005 FORA Fee Reallocation Study may be no longer consistent with priority transportation projects as defined within TAMC’s current Regional Transportation Plan.
 3. With the planned sunset of the Fort Ord Reuse Authority in 2020, a process needs to be established to transfer the post-FORA Capital Improvement Program obligations to other jurisdictions or agencies. An update to the 2005 FORA Fee Reallocation Study provides an opportunity to identify the extent of post-FORA Capital Improvement Program obligations and provide policy options to the relevant agencies to manage the collection of fees to retire the obligations.
 4. Current specific planning by the land use jurisdictions making up the former Fort Ord property may prompt modifications to the on-site transportation network, including shifted roadway locations and geometric alignment shifts. The cumulative impacts of these modifications need to be analyzed to assure that the required capacity of the on-site network can support development proposed in the FORA Base Reuse Plan.

These issues have prompted FORA to request a coordinated work effort with the Transportation Agency for the purposes of reviewing, analyzing, and adjusting the fiscal and physical transportation network obligations defined in the Base Reuse Plan as appropriate. As part of this combined effort, the Transportation Agency has agreed to assume project management of the FORA Fee Reallocation Update and released a Request for Proposals to select a vendor to conduct the technical modeling and engineering work. Under the agreement adopted by both agencies, FORA has agreed to reimburse TAMC up to \$127,000 for the cost of the work, split between staff time to manage the project (\$52,000), and the consultant costs (set at a not-to-exceed amount of \$75,000).

Following a competitive qualifications-based procurement process in coordination with the Request for Proposals approved by the Board at the June 2015 meeting, staff received two proposals from teams led by the following firms (in alphabetical order):

- Kimley-Horn
- Wood Rodgers

A review committee comprised of representatives from TAMC and FORA scored the proposals and ranked each of the teams based on the criteria in the Request for Proposals. The recommendation from the review committee is for Kimley-Horn to be awarded the contract. Kimley-Horn’s proposal demonstrated that they possess relevant project experience and technical skills, understand comprehensively the latest version of the AMBAG model, included consideration of the socio-political environment and post-FORA obligations in their proposal, and proposed an aggressive schedule to complete the project.

Approved by: 
Debra L. Hale, Executive Director

Date signed: November 18, 2015

Consent Agenda

Counsel Approval: Pending
Admin/Finance Approval: Yes

Attachment: FORA Fee Reallocation Study Update Scope of Work



EXHIBIT A SCOPE OF WORK

Purpose:

The 2014 FORA Capital Improvement Program (CIP) Review – Phase III report acknowledges the need to revisit the 2005 FORA Fee Reallocation Study to assess the validity of FORA-listed transportation obligations required by the Fort Ord Base Reuse Plan (BRP). The reasons for the review and reassessment of FORA’s obligations as determined in the 2005 FORA Fee Reallocation Study are as follows:

1. The current FORA transportation cost estimates included in the CIP were developed as part of the 2005 FORA Fee Reallocation Study, prepared by the Transportation Agency for Monterey County, and have not been updated since that time. Given substantial uncertainty regarding FORA construction and transportation system funding obligations, and given reductions in fees that have occurred since the 2005 study, the CIP Review – Phase III report recommends that future updates of the CIP should consider refined transportation cost estimates coordinated with the update of the 2005 FORA Fee Reallocation Study.
2. FORA transportation obligations as defined under the 2005 FORA Fee Reallocation Study may no longer be consistent with priority transportation projects as defined within Transportation Agency for Monterey County’s (TAMC’s) current Regional Transportation Plan (RTP).
3. With the planned sunset of the Fort Ord Reuse Authority in 2020, a process needs to be established to transfer the post-FORA CIP obligations to other jurisdictions or agencies. An update to the 2005 FORA Fee Reallocation Study provides an opportunity to identify the extent of post-FORA CIP obligations and provide policy options to the relevant agencies to manage the collection of fees to retire the obligations.
4. Current specific planning by the land use jurisdictions making up the former Fort Ord property may prompt modifications to the “on-site” transportation network, including shifted roadway locations and geometric alignment shifts. These modifications have the potential to affect the capacity of the “on-site” roadway network as proposed in the BRP. The cumulative impacts of these modifications need to be analyzed to assure that the required capacity of the “on-site” network can support development proposed in the BRP.

These issues have prompted FORA to request a coordinated work effort with TAMC for the purposes of reviewing, analyzing, and adjusting the fiscal and physical transportation network obligations defined in the BRP as appropriate. The following tasks outline the coordinated work program to be undertaken for completing this analysis.

Tasks:**TASK A: Travel Forecast Model and Fee Reallocation Based on Nexus**

Kimley-Horn will conduct the travel forecast model analysis and develop a proposed fee reallocation based on an analysis of the projected deficiencies on the current and proposed revisions to the FORA Capital Improvement Program, in light of any changes to the land use assumptions in the FORA area. Major land use changes that have occurred in the BRP area include the following:

- The Downs
- VA hospital
- Other Dunes projects
- CSUMB Master Plan
- Gateway
- East Garrison

Kimley-Horn will also prepare the fee reallocation based on the deficiency analysis according to the nexus between proposed growth and the impacts of the growth on the designated regional, off-site and on-site transportation network. This effort will use the most recent version available of the Association of Monterey Bay Area Governments (AMBAG) regional travel demand model. Kimley-Horn already has and is familiar with the most recent AMBAG travel demand model and updating the land uses will be overlapped with the EIR analysis for Eastside Parkway. This way, the two models will be consistent and provide for consistency in analysis. An outline of specific subtasks is provided below:

A.1. Review/Modify Land Use Assumptions in FORA area

Kimley-Horn will collect and compare EIR's and Specific Plans for the various most recent proposed development projects included/not included in the 2014 update of the AMBAG travel demand model, and the 2005 FORA Fee Reallocation Study. The land use development drives the traffic. It is extremely important that these projects be defined accurately and appropriate reductions taken for incentives to reduce traffic, which would in turn reduce FORA fees. The following subtasks will be carried out:

- a) Reflect changes due to proposed or adopted projects within found to be consistent with the Fort Ord Base Reuse Plan, including but not limited to: East Garrison Project, Promontory Project, Seaside Main Gate, Project, Monterey Downs, Monterey Peninsula College training facility, the VA Hospital, CSUMB Master Plan, the Veterans' Cemetery, and UC MBEST east campus, and other projects as agreed to by the stakeholder group.
- b) CSUMB is currently updating their Master Plan. Their location to FORA and the on-site road network is key towards Gigling Road, General Jim Moore Boulevard, Inter-Garrison Road, 8th Street and Eastside Parkway. Kimley-Horn will update the fee study with the with current university land use plans.
- c) Make changes due to specific development plans.

- d) Alter traffic analysis zones structure to better represent projected future land use development.
- e) Reconcile anticipated/projected growth with new AMBAG forecast.

Deliverables: Memorandum summarizing land use and population changes to regional travel forecast model and map of revised traffic analysis zones.

A.2. Re-Validate Model

An update to the land use data and reassignment of trips will require a revalidation of the model based on Caltrans model validation requirements. This validation is required to limit the extent to which the Nexus and accuracy of data could be challenged by opponents of the 2015/16 Fee program. We following validation criteria established in the Caltrans Travel Forecasting Guidelines, 1992. This includes perform link-level validation per functional classification with the following percent error targets:

- Freeways <7%
- Principal Arterials <10%
- Minor Arterials <15%
- Collectors <25%
- Frontage Roads <25%

Model-wide validation criteria will be used for the following statistical targets:

- The correlation coefficient estimates the correlation between the actual ground counts and the estimated traffic volume; target: Correlation Coefficient > 0.88
- Using screen lines defined to capture the travel demand from one area to another that compares the counts to individual link volumes and total screen line volume; target: 75% of freeway and principal arterials and all screen lines meet the maximum desirable deviation.

In addition to the above static validation tests, we also do dynamic sensitivity testing to see how the model responds to changes in the roadway network or land use for example.

The following subtasks will be conducted:

- a) Run and modify model as necessary to stay within accepted Caltrans error levels. Hours for required model modifications are limited to those included in the cost estimate.
- b) Evaluate model performance.
- c) Report on validation performance for Monterey County.
 - i. By functional class.
 - ii. By volume group.
 - iii. By screen line.
 - iv. By county.
- d) Prepare a model validation report consistent with Caltrans requirements.

Deliverables: Memorandum summarizing results of validation effort, including chart showing % differences between projected and actual traffic volumes.

A.3. Review/Modify Future Network Assumptions

The priority list of road network projects will be updated per the RTP and the 2005 FORA Fee Reallocation Study. New project area maps will be prepared and indicated graphically, indicating regional, off site and on-site road network projects. Subtasks will include:

- a) Reconcile on-site, off-site, regional, and transit project list with current Regional Transportation Plan and other planning documents in coordination with stakeholder group project team.
- b) TAMC, in coordination with the stakeholder group, will provide updated project cost information and no further cost estimates of CIP projects are included in the scope.
- c) Evaluate on-site road network, and revise during task A4.
- d) In coordination with project team and stakeholder group, create three transportation networks for travel forecast analysis:
 - i. No build – Existing plus committed network.
 - ii. Build Current CIP – Uses projects from previous analysis.
 - iii. Build Alternative CIP – Modify/substitute projects based on tasks A3 (a) and A3 (b) and project funding analysis to be performed by TAMC.

Deliverables: Documentation and three project lists to be presented to project team and stakeholder group.

A.4. Deficiency Analysis

From the model results tables will be prepared to illustrate the Nexus and deficiency analysis. Performance measures for determining deficiencies which should be consistent with current policies and guidelines from the stakeholder agencies to prevent holes in the validity of the analysis. The MOE's will most probably be very consistent with the previous 2005 FORA Fee Reallocation Study but may be adjusted to reflect the 2010 HCM methodologies. To establish the performance measures and develop the deficiency standards, the following subtasks will be required.

- a) FORA stakeholder group agree on performance measures.
- b) Review capacity/LOS (Level of Service)/and other methodologies for performance measures.
- c) Conduct model runs.
 - a. No-build case.
 - b. Build of current CIP.
 - c. Alternative scenario.
- d) Identify network deficiencies attributed to growth.
- e) Summarize results.

Deliverables: Memorandum proposing performance measures and deficiency standards. Summary of model results for each scenario and presentation of analysis of deficiencies attributable to growth on the designated network.

A.5. Fee reallocation

Once the land use data and the road network data are updated in the model, the select link analysis is run to determine the fair share proportions for the fee allocation. The following subtasks will be conducted to determine the fee reallocation based on the 2015/2016 model.

- a) Perform select link analysis for projects of interest for each of the following:
 - i. Peak hour, future land use, future network.
 - ii. Peak hour, with current land use, future network.
- b) Summarize results of select link analysis.
- c) Calculate % of fee attributable to each project.
- d) Revise proposed reallocation of fee to projects according to project team, stakeholder group comments.
- e) Conduct second iteration of travel forecast analysis based on revision of project list due to project team and stakeholder group comments on draft fee proposal

Deliverables: Summary of select link analysis. Prepare two versions of the contribution of fee towards list of regional, on-site, off-site, and transit projects.

A.6. Post 2020 Fee Administration (Optional Task)

FORA is planned to sunset in 2020. Because the underlying structure of the fee is a Community Facilities District (CFD), and because the fee is currently collected by the member municipalities on behalf of FORA, it should be viable to transfer the fee program to the individual municipalities according to geography. It may require the formation of a joint powers authority or a division of the CFD according to municipal boundaries. Kimley-Horn will establish a white paper on the steps and actions that would be required to transfer the FORA fee to the individual agencies on another entity that may be comprised of the individual agencies. Included in this will be an evaluation of the potential effect on timing and funding, if any, and any other policy or strategy considerations.

Kimley-Horn will not perform any work or submit any invoices under task A.6 without written authorization from TAMC that this optional task is being exercised and that such work may proceed.

TASK B: Project Funding Analysis

B.1. Update Projects Cost Information

In coordination with stakeholder group and Project team, update cost information on described transportation projects.

Deliverables: A final document of the planning-level cost estimates for each of the Identified projects as an Adobe PDF with the supporting Microsoft Word and Excel files.

TASK C: Project Management & Meetings

C.1. Project Management & Meetings

Kimley-Horn will attend monthly conference calls and/or meetings to track progress. Meeting will be held with the stakeholder group, during which time input data and deliverables will be presented. A detail meeting schedule is attached in the schedule. The scope also includes the attendance and preparation of presentation materials for the FORA Board and TAMC Board for adoption of the 2015/15 FORA Reallocation Fee Study.

Deliverables: Meeting Agendas and Minutes and meeting materials.

After participating in a kick-off meeting with TAMC and FORA staff, but prior to initiation of work on Tasks A and B, Kimley-Horn will provide a detailed project schedule with identified tasks and milestones.

Deliverables: Project schedule.



Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: December 2, 2015
Subject: Coast Corridor Final Program Environmental Impact Statement (EIS)/
 Environmental Impact Report (EIR)/ Record of Decision (ROD)

RECOMMENDED ACTION

RECEIVE Final Program Environmental Impact Statement (EIS)/ Environmental Impact Report (EIR) and Record of Decision (ROD) on the Coast Corridor rail project.

SUMMARY

The Coast Corridor Final Program EIS/EIR and ROD examines the potential environmental impacts of rail line improvement alternatives located between Salinas and San Luis Obispo (the “Coast Corridor”) being considered to support the proposed Coast Daylight train project.

FINANCIAL IMPACT

Staff time on this project is funded partly through State Transportation Improvement Program funding allocated to this purpose and also with State and Agency planning funds.

DISCUSSION

The Federal Railroad Administration (FRA) has published a Final Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and Record of Decision (ROD) evaluating potential service upgrades and rail corridor improvements on the Salinas to San Luis Obispo portion of the Coast Corridor, under the ownership of the Union Pacific Railroad (UPRR). FRA is the lead agency pursuant to the National Environmental Policy Act (NEPA). The San Luis Obispo Council of Governments (SLOCOG) is the lead agency pursuant to the California Environmental Quality Act (CEQA). TAMC is a responsible agency and coordinated closely on the development of this document.

The Coast Daylight project is a proposed passenger rail service that would ultimately operate one daily round trip between San Francisco and Los Angeles along the coast. The Build Alternative reviewed in this Final Program EIS/EIR consists of a program of potential near, medium, and long-term physical system improvements that have been contemplated in various planning documents, including some nearly 20 years old, to support this rail service.

A Program EIS/EIR describes why the project is being proposed, the existing environment that could be affected by the project, potential impacts, and the avoidance, minimization, and/or mitigation strategies. A Program EIS/EIR is prepared on a series of actions that can be characterized as one large project. A Program EIS/EIR generally establishes a framework for "tiered" or project-level environmental documents that are prepared in accordance with the overall program.

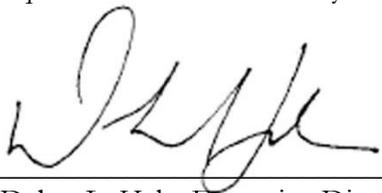
The Program EIS/EIR enables public agencies to evaluate the broad environmental effects of the proposed rail improvements, evaluate the improvements against the No Build Alternative, and provide valuable information to decision-makers about which, if any, elements of the Build Alternative should be carried forward for further design and project-level environmental review that may be required under NEPA and/or CEQA.

This programmatic review identifies that the Build Alternative has the potential to adversely affect various environmental resources, including, but not limited to, biological resources, farmlands, cultural resources, hydrologic resources, localized traffic near stations, land use and community impacts, visual impacts, noise level increase, hazardous material sites, and air quality pollutant emissions during construction. However, this programmatic document also includes detailed avoidance, minimization, and mitigation strategies intended to be applied as one or more components of the Build Alternative move forward for design and potential implementation. To the extent these strategies can be translated into project-level mitigation, many adverse effects can be avoided entirely or substantially reduced.

The Draft Program EIS/EIR was circulated for public comments for a period of 55 days, concluding on January 7, 2015. A total of four public hearings were held regarding the document: the December 3, 2014 TAMC Board meeting and Soledad City Council meeting, the December 9, 2014 King City meeting, and the January 7, 2015 SLOCOG Board meeting in Atascadero.

Attachment 1 is the Record of Decision. Section 5.2.3.1 (page 12) describes the changes requested by the City of King. **Attachment 2** is the Executive Summary of the Final Program EIR/EIS. The full document, by chapter, including its appendices, is available online at <https://library.slocog.org/PDFS/Rail/>.

As a responsible agency, if TAMC is asked to approve an action that implements this project in the future, any subsequent environmental analysis and findings should be based upon this Program EIS/EIR.

Approved by: 
Debra L. Hale, Executive Director

Date signed: November 13, 2015

Consent Agenda

Agency Counsel Review: Yes
Admin/Finance Approval: N/A

Attachments:

1. Record of Decision
2. Executive Summary of the Final Program EIR/EIS

**U.S. Department of Transportation
Federal Railroad Administration**

**RECORD OF DECISION
COAST CORRIDOR IMPROVEMENTS PROGRAM**

1.0 SUMMARY

This Record of Decision (ROD) records the decision of the Federal Railroad Administration (FRA), an operating administration of the U.S. Department of Transportation (DOT), with regard to the Coast Corridor Improvements Program (the project) proposed by the San Luis Obispo Council of Governments (SLOCOG), the California Department of Transportation Division of Rail (Caltrans DOR), and the Transportation Agency of Monterey County (TAMC), at the initial programmatic phase of environmental review. The state agencies propose to implement physical and service improvements that would extend over the existing 130 miles of railroad between Salinas and San Luis Obispo, California, in order to enhance safety and develop a faster and more reliable passenger and freight rail system that provides added capacity between Los Angeles and San Francisco.

FRA is the federal lead agency for the environmental review under the National Environmental Policy Act (NEPA) and SLOCOG is the state lead agency for the California Environmental Quality Act (CEQA) (together, Lead Agencies). FRA and the state agencies used a tiered environmental process for this project. With a tiered approach, the program-level or Tier 1 NEPA document evaluates impacts of a broad scale project at the appropriate level of detail which may focus on more qualitative than quantitative impacts on specific resources. Following completion of the program-level NEPA document and the associated decision document, project-level or Tier 2 NEPA documents are developed to evaluate the site-specific environmental impacts of project components.

In making this program-level decision, FRA considered the information and analysis contained in the Draft and Final Program Environmental Impact Statement/Environmental Impact Report (hereinafter Program EIS/EIR). FRA also considered comments from the public and agencies received during the scoping process and the public comment period for the Draft Program EIS/EIR.

This ROD has been prepared in accordance with the Council on Environmental Quality's (CEQ) regulations implementing NEPA (40 CFR § 1505.2) and FRA Environmental Procedures (64 Fed. Reg. 28545, May 26, 1999). Specifically, this ROD:

- Describes FRA's role in the Coast Corridor Improvements Program and the NEPA tiering process for the project.
- States FRA's decision on the proposed Coast Corridor Improvements Program and describes the factors considered by FRA in making this decision.
- Provides background on the NEPA process, including a summary of public involvement and agency coordination.

- States and reaffirms the project's Purpose and Need.
- Identifies the alternatives considered by FRA, including the environmentally preferable alternative.
- Identifies the Selected Alternative for the project.
- Summarizes environmental benefits and adverse impacts of the Selected Alternative.
- Discusses measures to avoid and minimize environmental harm, and the future evaluation for project-level studies.
- Describes compliance with other federal regulations.
- Describes some initial next steps in the tiered environmental review process.

This ROD is also being issued with the Final EIS consistent with Section 1319(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21).

2.0 DECISION

The Coast Corridor Program EIS/EIR is the first programmatic phase of a tiered environmental review process. In making this decision on the proposed Coast Corridor Improvement Program, FRA has worked jointly with SLOCOG and the other state agencies to develop the analyses included in the Program EIS/EIR.

Based on the analysis in the Programmatic EIS/EIR and in consideration of public comments, FRA selects the Preferred Alternative for further evaluation and consideration in future project-level environmental reviews to be prepared subsequent to the Program EIS/EIR.

As described further in **Section 5.2.3**, the Preferred Alternative modifies the Build Alternative to reduce the potential environmental impacts of the Project and in response to public comments received on the Draft Program EIS/EIR. The purpose of and need for the Coast Corridor Improvements Program is to enhance safety and develop a faster and more reliable passenger and freight rail system that provides added capacity in response to increased travel demand between San Francisco and Los Angeles and the intermediate cities along the US 101 corridor.

The evaluation in the Program EIS/EIR also indicates that taking no action under the No Build Alternative would not increase the travel capacity, safety and reliability as population continues to grow, and would fail to meet the purpose and objectives of the program which can be met by the Preferred Alternative. The Preferred Alternative would result in safety and transportation capacity improvements that would not be accomplished under the No Build Alternative. In addition to better meeting the purpose and need, the Preferred Alternative would also provide environmental benefits in the form of improved travel conditions, including mobility, safety, reliability, travel times, and connectivity and accessibility; and reduced air pollutant emissions along the existing rail corridor.

The Lead Agencies prepared the Program EIS/EIR to allow the federal and state lead agencies to consider a future program of improvements to the Coast Corridor between Salinas and San Luis Obispo and to provide information to decide between the No Build and the Build Alternatives. Subsequent tiers of project-level environmental review will evaluate the potential environmental impacts of site-specific components of the Preferred Alternative before they are

advanced for construction. Project-level reviews will also identify specific mitigation measures to address those impacts. These reviews will assess the site characteristics, size, nature, and timing of specific components of the Preferred Alternative to determine if the impacts are significant and if those impacts can be avoided or mitigated.

The Program EIS/EIR identifies design practices and mitigation strategies, which are an array of actions that can be applied at the project level to avoid, minimize, or mitigate the types of environmental impacts anticipated as a result of implementation of the Coast Corridor Improvements Program. To minimize potential future environmental harm from implementation of Coast Corridor improvements, FRA adopts the design practices and mitigation strategies identified in this ROD.

3.0 PROJECT INTRODUCTION

The project corridor is comprised primarily of a portion of the existing Coast Corridor railroad right-of-way (ROW) between the existing Amtrak stations in Salinas and San Luis Obispo. The project corridor is about 130 miles in length and is located within Monterey and San Luis Obispo counties. Portions of the corridor traverse several incorporated cities, including Salinas, Soledad, Greenfield, King City, Paso Robles, Atascadero, and San Luis Obispo.

The Coast Corridor serves as a transportation link between Los Angeles and the San Francisco Bay Area. **Figure 1** shows the entire length of the 470-mile-long Coast Corridor rail line.

The Coast Corridor is divided into three segments:

- *Northern Segment* - 77 miles from San Francisco to Gilroy, also known as the Caltrain Corridor
- *Middle Segment* - 171 miles from Gilroy to San Luis Obispo - inclusive of the entirety of the project area considered in this document (Salinas - San Luis Obispo)
- *Southern Segment* - 222 miles from San Luis Obispo to Los Angeles. Corresponds to the northern half of the Pacific Surfliner Corridor, also known as the LOSSAN Corridor¹

The Coast Corridor is also served by air and highway systems. In terms of seat capacity, the second most heavily traveled air route in the US connects Los Angeles International Airport and San Francisco International Airport. Additional heavily traveled air routes spanning the corridor serve the Oakland, San José, Burbank and Long Beach airports.²

While travel between the ends of the Coast Corridor today is facilitated predominantly by air and automobile, rail plays an increasingly important role in corridor mobility. Current passenger rail services in the corridor include:

- *Pacific Surfliner* intercity service between San Luis Obispo and San Diego, operated by Amtrak and funded by Caltrans

¹ The LOSSAN Corridor is a 351 mile long intercity and commuter rail corridor between San Luis Obispo and San Diego. As of fall 2015, a programmatic EIS/EIR is underway for potential improvements to the LOSSAN North corridor - the segment of the LOSSAN Corridor between Los Angeles and San Luis Obispo Counties.

² Additional smaller airports exist along the Corridor; those listed are the 4 next largest regional airports.

- *Coast Starlight* long distance service between Seattle and Los Angeles, operated and funded by Amtrak
- *Capitol Corridor* intercity service between Placer and Santa Clara Counties, for which a planned service extension to Salinas (by 2019) has completed environmental review and as of Spring 2015 is in design/engineering work³
- *Metrolink Ventura County Line* commuter rail service, sharing the same route as Pacific Surfliner trains between Los Angeles Union Station and Oxnard, with additional service to East Ventura Station in Ventura
- *Caltrain* commuter rail service between San Francisco and Gilroy

By 2029, the California High-Speed Rail (CA HSR) system is expected to run from San Francisco to the Los Angeles basin in under three hours, at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. An Initial Operation Section (IOS) between Merced and the San Fernando Valley (Burbank) is projected to open as soon as 2022. While the bulk of the CA HSR alignment will traverse the San Joaquin Valley, the Coast Corridor will provide several connection points to the proposed high speed rail system. None of these potential Coast Corridor/CA HSR connection points are in the Salinas to San Luis Obispo corridor that is the subject of this Program EIS/EIR. To the north, the closest major connection points would be Diridon Station in San José and the Gilroy Caltrain Station. To the south, the closest connection points would be Burbank Airport and Los Angeles Union Station.

The Union Pacific Railroad (UPRR) operates freight rail services along the Coast Corridor. Currently, the Coast Corridor carries low levels of freight traffic and is primarily considered a “secondary” or “relief” line to the much busier Central Valley line to the east. The Coast Corridor does not see any containerized traffic, but does carry bulk commodities such as fertilizer, lumber, aggregate, fuel, and coal.

Several planning and feasibility studies have identified and proposed program of improvements for the Coast Corridor. Amtrak completed the *California Passenger Rail System: 20-Year Improvement Plan Technical Report (Amtrak 20-Year Plan)* in March 2001. Caltrans DOR coordinated with Amtrak, FRA, and other transportation agencies to complete the *Coast Corridor Service Development Plan (SDP)* in May 2013. UPRR has recommended a series of improvements it asserts are necessary to allow for increased passenger use of the Coast Corridor. The Preferred Alternative, further described below, was intentionally drawn broadly to encompass all the physical improvements contemplated by these plans and studies.

³ The Transportation Agency for Monterey County (TAMC) certified an EIR for the Salinas Rail Extension project in 2006 and subsequently adopted a CEQA Addendum for the proposed extension of commuter rail service from San Jose to Salinas. These environmental documents identify proposed physical improvements associated with the planned rail extension. Such improvements would occur between San Jose and Salinas. At present, no NEPA documentation has been completed for this project, but would be required if federal funding were proposed to implement any of the proposed improvements.

4.0 NEPA PROCESS

Pursuant to NEPA, the Lead Agencies conducted a comprehensive public and agency involvement effort as part of the Program EIS/EIR process. FRA initiated scoping by publishing a Notice of Intent (NOI) to prepare a Program EIS/EIR in the Federal Register on August 17, 2012. Public scoping meetings were held on August 28 and 29, 2012. During the scoping process, stakeholder briefings were also held in August, October, and November 2012.

During the preparation of the Draft Program EIS/EIR, the Lead Agencies conducted agency and tribal outreach in July and August 2013. The Lead Agencies published the Draft Program EIS/EIR on November 14, 2014. The Draft Program EIS/EIR presented the purpose and need for the project, the range of alternatives and the alternatives considered and eliminated, the existing environmental setting, potential adverse and beneficial effects from project implementation, and potential strategies to avoid, minimize or mitigation potential adverse environmental effects, and area of future study. Draft Program EIS/EIR public hearings were held on December 3, 2014 in Salinas and Soledad; December 9, 2014 in King City; and on January 7, 2015 in Atascadero.

4.1 PURPOSE AND NEED FOR THE PROPOSED ACTION

The purpose of the proposed rail improvements to the Coast Corridor is to enhance safety and develop a faster and more reliable passenger and freight rail system that provides added passenger rail capacity in response to increased travel demand between Los Angeles and San Francisco and the intermediate cities along the US 101 corridor. The existing capacity of the Corridor's transportation system is insufficient to meet existing and future demand, and the current and projected future system congestion will continue to result in reduced reliability, slower travel speeds, increased travel times, and deteriorated air quality. In addition to providing new direct passenger rail service, another purpose of the proposed rail improvements is to foster improved rail connectivity to the proposed CA HSR system.

The greater Coast Corridor region from San Francisco to Los Angeles faces significant mobility challenges today. These challenges apply to the portion of the Coast Corridor between Salinas and San Luis Obispo and are likely to continue in the future as continued growth in population, employment, and tourism activity is expected to generate increased travel demand. By 2040, statewide population is expected to grow substantially, further straining the existing transportation network. An effective rail system is necessary to meet the future mobility needs of residents, businesses, and visitors.

The additional capacity for increased intercity passenger rail service would also allow flexibility for passengers who may prefer other means of transportation over automobiles. Such an increase in service would provide additional transportation system capacity that could relieve some of the projected near- and long-term demand on the highway system, potentially slowing the need to further expand highways and airports in this portion of the corridor, or reduce the scale of those expansions, including their associated cost and impacts on communities and the environment. Reducing vehicle miles traveled (VMT) would have substantial benefits in reducing air pollutant emission and improving air quality in the region. Increasing rail travel capacity could reduce VMT and air pollutant emissions by shifting automobile travel to a more environmentally efficient mode.

An investment in rail improvements to the Coast Corridor would complement and support other transportation systems that currently or are planned to interface with the rail service and the future CA HSR system. Like the Coast Corridor, the Pacific Surfliner Corridor and Capitol Corridor experience similar challenges regarding travel demand growth, congestion, and capacity constraints. Because many trips span the service of all these corridors, improvements and upgrades on one corridor would indirectly impact other corridors. The Coast Corridor would offer multiple connections to the future CA HSR system (north and south of the Salinas - San Luis Obispo segment studied here), offering a feeder service to passengers originating in counties without proposed high-speed rail stations (such as Santa Cruz, Monterey, San Luis Obispo, Santa Barbara and Ventura). New communities would gain access to rail services with the construction of new stations that are not currently served. In all, many communities between San Francisco and Los Angeles would see improved transportation access.

Investment in corridor rail service has not kept pace with population and travel demand growth. Particularly within the Salinas to San Luis Obispo portion of the corridor, many tracks, signals, and bridges have not been upgraded or improved in decades – and in some cases are over 100 years old. Aging infrastructure in need of maintenance or replacement can result in a decrease in operating safety and can impede trains from operating at top speeds. Aging infrastructure if not properly maintained can, therefore, translate to longer travel times and decrease the attractiveness of rail as a transportation option.

5.0 ALTERNATIVES CONSIDERED

5.1 ALTERNATIVES CONSIDERED BUT DISMISSED FROM FURTHER ANALYSIS

The list of proposed physical components comprising the action alternatives originated from several previous planning efforts discussed above. These earlier efforts, including the Amtrak 20-Year Plan and the SDP, took into account factors of overall feasibility and constructability, but were intended to yield a comprehensive list of near, medium, and long-term improvements to rail service along the Coast Corridor. These earlier studies dismissed alternative modes of transportation along the Coast Corridor, such as express buses or increased air travel. Such alternative modes would be inconsistent with the purpose and need for the proposed action (improving intercity rail through the Salinas to San Luis Obispo area, ultimately providing improved passenger rail service between San Francisco and Los Angeles) and were therefore not considered in the Program EIS/EIR. These earlier planning efforts also suggested maintaining conventional rail systems and discounted major changes in locomotive technology, such as electrification or conversion of the Coast Corridor to a high-speed rail corridor. Earlier efforts also screened out the potential inclusion of additional passenger rail stations beyond those proposed for Soledad and King City. Soledad and King City are the two largest cities in population along the corridor not currently served by passenger rail. The SDP summarized that adequate population levels, complementary surrounding land uses, and links to other transportation modes are all necessary features for any proposed station to function properly. Communities along the corridor not meeting these criteria would not be considered for new passenger stations.

5.2 ALTERNATIVES CONSIDERED IN PROGRAM EIS/EIR

5.2.1 No Build Alternative

The No Build Alternative represents the continuation of existing passenger and freight rail operations upon the existing physical components of the railroad system. Existing passenger operations consist of one daily roundtrip of the Coast Starlight passenger train through the Salinas to San Luis Obispo area. Existing freight operations consist of 2 daily long-haul trains (80 cars or more) traveling all or the vast majority of the distance between Salinas and San Luis Obispo to points beyond. Local trains are assumed to travel 50 miles or less of the distance between Salinas and San Luis Obispo with origins or destinations within the corridor. The SDP estimates that an average of 2 long-haul freight trains traverse the corridor daily (year 2012) and estimates this number to increase to 4 daily trains by 2020. The SDP does not estimate the number of local trains.

The No Build Alternative also includes rail improvement projects anticipated to take place between Salinas and San Luis Obispo with or without the project. Only two rail improvements projects are slated for the Salinas to San Luis Obispo corridor.

1. TAMC is proposing a series of rail capital improvements, including station, platform, rail yard, and parking improvements between San José and Salinas so that commuter rail service can be extended to Salinas. TAMC has also designated funding for the operating costs of this commuter rail extension.
2. The No Build Alternative also assumes the future installation of a PTC System along the Coast Corridor in compliance with requirements of the Rail Safety Improvement Act of 2008.

5.2.2 Build Alternative

The Build Alternative is comprised of a program of potential physical components, signal upgrades, equipment purchases, and operational changes intended to meet the identified purpose and need.

The existing Coast Corridor is characterized by single-track operations, short sidings (or no sidings), manually-thrown switches, and an inefficient (automatic block system or ABS) signaling system, each of which individually and all of which collectively result in lower travel speeds and substandard operating conditions.

Various components of the Build Alternative are intended to remedy these conditions and otherwise better enable both existing and proposed future passenger and freight rail services to utilize the corridor.

Table 1 identifies the several corridor-wide proposed components. **Table 2** lists specific improvements by location. Both corridor-wide and specific area components are further described below.

Table 1 Summary of Build Alternative Proposed Components -
Corridor-Wide

Location	Component Type
Corridor-Wide	Extend Centralized Traffic Control (CTC) from Salinas to Soledad; install island CTC from San Lucas to Bradley
Corridor-Wide	Grade crossing safety and mobility enhancements
Corridor-Wide	Tie replacement, installation of continuous welded rail (CWR), ballasting, track surfacing, track structure realignment, rehab existing Salinas and Soledad sidings; replace turnouts.
Corridor-Wide	Rolling stock purchases

Source: Caltrans Division of Rail, 2013b

Table 2 Summary of Build Alternative Proposed Components - Site Specific

Mile Post (MP)	Location	Component Type	Approximate Length/Acreage of Proposed Component ⁴
Monterey County			
114.9	Existing Salinas siding	New powered switch	NA
121 - 123.4	Spence	New siding	1.89 miles; 19.3 acres
130	Existing Gonzales siding	New powered switch	NA
140	Existing Soledad siding	New powered switch	NA
140	Soledad	New station	1.9 acres
143.9 -151.3	Harlem to Metz	Curve/track realignment	3.43 miles; 41.6 acres
147 – 149	Chalone Creek	New siding	1.89 miles 14.9 acres
154.3 - 154.7	Coburn	Curve/track realignment	2.27 miles; 27.5 acres
160	Existing King City siding	Siding extension	2.41 miles; 25.1 acres
160.3	King City	New station	3.4 acres
160.3	Existing King City siding	New powered switch	NA
165	South of King City	Curve/track realignment	1.06 miles; 12.8 acres
167.2 -190.74	San Lucas	New siding	1.89 miles; 22.9 acres
172	South of San Lucas	Curve/track realignment	2.07 miles; 25.1 acres
177 -179	Existing San Ardo siding	New powered switch	NA
181.5 – 191	Getty to Bradley	Curve/track realignment	1.50 miles; 18.2 acres
190 -192	Existing Bradley siding	Siding extension	2.68 miles; 50.2 acres
190 -192	Bradley	New powered switch	NA

⁴ Reported acreages and lengths of proposed siding extensions take a conservative approach and likely overstate actual values. No specific siding extension plans have been developed to date. All existing sidings could potentially be extended to 10,000 feet by adding track at either their north or south ends. For a more conservative basis of analysis, siding extension areas developed for this EIS/EIR contemplate extensions on both north and south ends. For example, an existing 5,000 foot long siding could be extended to 10,000 feet with a 5,000 foot addition on either end. The siding extensions examined here include both extensions. Therefore, generally speaking, likely siding extension lengths and acreages could be computed by dividing in half the numbers reported in the table above.

Mile Post (MP)	Location	Component Type	Approximate Length/Acreage of Proposed Component ⁴
San Luis Obispo County			
200 – 207	McKay to Wellsona	Curve/track realignment	2.06 miles; 24.9 acres
200 -203	Existing McKay Siding	New powered switch	NA
205 - 207.6	Wellsona	New siding	1.89 miles; 22.8 acres
	Wellsona to Paso		0.43 miles; 5.2 acres
208.3 - 216.7	Robles	Curve/track realignment	
217 - 218.59	Templeton	Siding extensions	2.78 miles; 46.8 acres
218-223	Templeton to Henry	Curve/track realignment	0.47 miles; 5.7 acres
	Henry to Santa		2.19 miles; 26.5 acres
229-232	Margarita	Curve/track realignment	
	Existing Santa		NA
226 - 228	Margarita siding	New powered switch	
233 - 235.62	Cuesta	New second mainline	1.89 miles; 25.8 acres

Source: Caltrans Division of Rail, 2013b

- Corridor-wide Track Upgrades:** Track improvements intended to improve performance are proposed along the entire rail alignment between Salinas and San Luis Obispo. Proposed corridor-wide track upgrades include replacement of existing rail with continuous welded rail (CWR), track structure realignment, track resurfacing, tie replacement, replacing or upgrading ballasting, rehabilitation of existing sidings, and replacement of existing turnouts. CWR reduces the number of joints and thus enables trains to move more quickly and with less friction and noise.
- Signal System Upgrades:** Rail signal systems communicate vital safety information to train conductors. Conductors rely on clear signals regarding maximum allowable speeds, when to slow down or stop, track obstructions, and the like. The existing signal scheme is a mix of older and newer systems.

The remainder of the corridor is under an ABS that uses train warrant control (TWC). This requires a dispatcher to communicate directly with each train crew before the train can obtain authority to proceed through “blocks.” At the end of each block, the train must wait for permission to go forward once again.

CTC is managed centrally, but uses remotely controlled signals and switches. CTC reduces the amount of time trains must spend waiting for dispatching instructions. Caltrans estimates that about 40 percent of all delays experienced in the Coast Corridor are the result of signaling issues.⁵

The Build Alternative proposed that CTC be introduced in two locations: 1) from Salinas to Soledad, via the extension of an existing CTC system to the north and 2) an “island” CTC between San Lucas and Bradley (both unincorporated communities in southern Monterey County).

- New powered switches:** Powered switches are mechanical devices within a railroad track that guide trains from one track to another - such as a siding, or a second mainline. Switching mechanisms include sensors placed on rails/ties and control boxes placed

⁵ Caltrans Division of Rail, 2013b, p. 9-7

immediately alongside the railroad within the railroad ROW. Powered switches are generally considered an upgrade over manually thrown switches insofar as they facilitate the speed of transition from one track to another.

- **Siding extensions/new siding:** A siding is a short section of track adjacent to a main track used for passing and dwelling purposes in single track systems. At present, the sidings in the Salinas to San Luis Obispo portion of the corridor are generally one mile in length or shorter. Freight trains often exceed one mile in length and sometimes cannot be accommodated in the existing sidings. The proposed siding extensions are generally located within the existing railroad ROW and would lengthen existing sidings so that each would be at least 10,000 feet in length.

Sidings could potentially be extended on either their northern or southern ends. For the purposes of the Program EIS/EIR, extensions to existing sidings were contemplated on both their northern and southern ends. The extension lengths are such that either the northern or southern extension area would provide sufficient space to increase the siding to the requisite 10,000 feet in length.

In addition to several siding extensions, the Build Alternative also includes entirely new sidings at Chalone Creek near Soledad (MP 147 to MP 149), San Lucas (MP 167.2 to MP 190.4), and Wellsona (MP 205 to MP 207.6).

- **New second mainline:** A second main track is contemplated from South Santa Margarita toward the Cuesta Grade (MP 233 to MP 235), terminating just north of the first tunnel between Cuesta Grade and San Luis Obispo. At present, average train speeds through this portion are some of the slowest for the entire alignment - ranging between 25 and 35 mph. Slow speeds here are to the result of track curvature and deficient train control systems. Moreover, this area is where northbound and southbound Coast Starlight passenger trains typically meet and must pass each other (as one train dwells in a siding). Accordingly, a second mainline here would significantly expand mobility. For the purposes of the Program EIS/EIR, it is assumed that the second mainline would consist of a standard track running within a 60 foot new ROW immediately adjacent to the existing rail alignment.
- **Curve or other track realignments:** The existing Coast Corridor alignment includes some sharp curves that require trains to slow down to reduce the risk of derailment. The Build Alternative contemplated several curve realignments intended to reduce track curvature. If constructed, curve realignments would allow for increased speeds, enhanced safety, and reduced trip times. Such realignments typically result in less wear and tear to tracks, reducing the frequency of repair or maintenance.

Most of the curve realignments were initially identified as part of the Amtrak 20-Year Plan, which also contemplated raising top speeds through this segment of the Coast Corridor to 135 miles per hour. (Subsequently, the 2013 SDP assumed that improvements and maintenance was needed to maintain the Coast Corridor as an FRA Class IV railroad, which allows top speeds of no more than 80 mph for passenger service). The Amtrak 20-Year Plan identified milepost-to-milepost starts and stops of curve realignment areas. For the purposes of the Program EIS/EIR, highly generalized and spatially generous curve realignment areas were identified to enable a better understanding of the type and magnitude of any environmental effects that may result from their construction.

Curve realignments would in effect relocate the entire railroad ROW some distance from the existing ROW. The average width of the railroad ROW is about 60 feet. For the purposes of this evaluation, a curve realignment area width of 100 feet has been assumed along with surrounding buffer areas of 200 feet on each side. Given the relative narrowness of the existing ROW, every curve realignment considered would require the acquisition of land not currently in the railroad ROW or in transportation use. In many cases, a single named curve realignment consisted of multiple, discontinuous sections of realigned track but were collectively considered part of the same curve realignment.⁶

- **Passenger Stations:** The Build Alternative contemplates two new passenger stations in Soledad and King City. The existing Coast Corridor alignment passes through the downtowns of each city. Currently, Coast Starlight passenger trains travel through the downtown areas of each city but do not stop. The proposed Coast Daylight train service may include stops in one or both of these cities. In anticipation of the possible future Coast Daylight service, both Soledad and King City have set forth conceptual station area plans as elements of larger plans related to the revitalization of their downtown areas.⁷
- **Grade Crossing and Mobility Improvements:** There are numerous existing at-grade railroad crossings of public, paved roads between Salinas and San Luis Obispo, plus several dozen additional crossings of private dirt roads/driveways. Safety provisions at existing crossings of public, paved roads range from passive warning devices (static wood/metal signage) to more active warning devices (e.g., flashing lights and gates). The Build Alternative would install as-yet undefined signal, signage, and other related improvements at as-yet unspecified existing at-grade crossings (potentially public and private).
- **Coast Daylight Service and new rolling stock:** The SDP proposed the reinstatement of *Coast Daylight* passenger rail service, which was discontinued in 1971. The SDP proposed initial service of 1 daily southbound and 1 daily northbound train between San Francisco and Los Angeles, requiring 2 full trainsets for 2020 service and 2 additional trainsets for 2040 service. Preliminary proposed schedules would have trains leaving San Francisco and Los Angeles in the early morning (approximately 7 a.m.), and arriving at their respective destinations between 6:30 p.m. and 7 p.m. Future expanded service would see the addition of one additional daily southbound and northbound departure. This expanded service would be overnight, leaving San Francisco or Los Angeles in the early evening and arriving at the respective destination early the following morning.

Coast Daylight trains would stop at existing Amtrak stations in the Coast Corridor and potentially also at proposed new stations identified in the Build Alternative (Soledad and King City). The proposed Coast Daylight service would require the acquisition of locomotives and passenger railcars.

⁶ As discussed below, the Preferred Alternative does not include four curve realignments that were identified as part of the Build Alternative.

⁷ As discussed below, the Preferred Alternative includes a modified site for the City of King station area, based on plans provided to FRA and SLOCOG subsequent to publication of the Draft EIS/EIR.

5.2.3 Preferred Program Alternative - Modified Build Alternative

Based upon the analysis conducted in the Draft Program EIS/EIR and public comments received, FRA, SLOCOG, TAMC, and Caltrans DOR have identified the Build Alternative (with modifications) as the Preferred Alternative for potential future implementation on the Coast Corridor between Salinas and San Luis Obispo.

The Preferred Alternative modifies the Build Alternative as follows:

- Modifications requested by the City of King to siding extension and station area
- Exclusion of four curve realignments in San Luis Obispo County
- Inclusion of “island” Centralized Traffic Control (CTC) between McKay and Santa Margarita

5.2.3.1 Changes Requested by City of King

The City of King provided extensive written comments on the Draft Program EIS/EIR, advising that the City had updated its draft plans for the City of King siding extension and passenger station. These updates were not known to FRA, SLOCOG, Caltrans DOR, or TAMC until the City of King provided its comments on the Draft Program EIS/EIR.

Siding Extension

Draft Program EIS/EIR Analysis: Precise plans for new sidings or siding were not available prior to publication of the Draft Program EIS/EIR. Accordingly, the analysis in the Draft Program EIS/EIR made reasonable assumptions regarding the extension of the existing sidings. It was assumed that the sidings extensions would result in sidings of about 10,000 feet in length (generally, enough to accommodate a typical freight train) and that this length could potentially be achieved by adding all additional track to either the northern or southern end of each siding. As a result, the Draft Program EIS/EIR examined a larger total area for the sidings than would have been necessary to achieve the desired 10,000 foot length.

The existing City of King siding extends from mile post (MP) 159.19 to MP 160.64 and is about 1.45 miles in length (7,650 feet). The Draft Program EIS/EIR analyzed two siding extensions (between MP 158.5 and 159.19 to the north and MP 160.64 and 161.19 to the south). Either the northern or southern extension would have been sufficient to provide a minimum 10,000 foot-long siding.

Revised Draft Plans from City of King: Since publication of the Draft Program EIS/EIR and as noted in the City’s comments, the City of King engaged a railroad engineer (RailPros) to consider modifications to rail facilities in the area. The RailPros study (prepared for and endorsed by the City of King in its comment letter) proposed that the siding extension be greater than 10,000 feet in length and that the extension would most feasibly be achieved by extending the siding on the north side exclusively. The RailPros study considered extending the siding from MP 156.38 to 159.19, resulting in a siding 2.81 miles or about 14,800 feet in length.

Passenger Station

Draft Program EIS/EIR: The analysis in the Draft Program EIS/EIR used conceptual plans from adopted City documents that proposed a station site near the intersection of First Street and Broadway. Operating details were assumed to include a station building, parking, and bus pull out areas.

Revised Draft Plans from City of King: However, as noted in the City's comments, the RailPros plan shows a slightly smaller passenger station in generally the same part of downtown, with similar features, and an area set aside for military personnel transfers. The RailPros plan also calls for the relocation of an existing at-grade crossing (at Pearl Street) to move about one block northwest towards Broadway Street.⁸

Analysis

Using the analysis included in this Final Program EIS/EIR, FRA has considered the City's revised draft siding extension and station area plans.

After review, FRA, SLOCOG, TAMC, and Caltrans DOR concur that the City's proposed revision to the siding extension would avoid or reduce the intensity of several potential environmental effects of the previously identified siding extension discussed in the Draft Program EIS/EIR. The revised siding extension would avoid the need for a new creek crossing and would also avoid including any portion of the siding extension within a 100-year flood plain. The revised siding would also be located outside of populated areas, so would have reduced potential for any community effects compared to the previously identified siding extension. Because the City's proposed modification to the siding extension is reasonable and is likely to reduce the impacts of the project, FRA, SLOCOG, TAMC, and Caltrans DOR agree that it should be included and analyzed in the Final Program EIS/EIR.

5.2.4 Exclusion of Curve Realignments in San Luis Obispo County

During the public hearing on the Coast Corridor Draft Program EIS/EIR at SLOCOG's board meeting on January 7, 2015, many of the comments from members of the public focused on several of the curve realignments proposed for various locations in San Luis Obispo County. Commenters stated that the curve realignments had the potential to result in property acquisitions, split of parcels, and have other adverse environmental and socioeconomic effects.

In response to public comments, the SLOCOG Board adopted a motion requesting SLOCOG staff drop from further consideration the following curve realignments in San Luis Obispo County:

1. McKay/Wellsona
2. Wellsona/Paso Robles
3. Templeton/Henry
4. Henry/Santa Margarita

Excluding these curve realignments would not substantially compromise future on-time performance of passenger and freight trains and would reduce the potential impacts identified by the public. As documented in the SDP, an acceptably high rate of on-time performance in near and long-term horizon years was shown to be achievable with the inclusion of island CTC between McKay and Santa Margarita, which corresponds roughly to the same area in which the excluded curve realignments were contemplated.

⁸ Such a relocation would be subject to an approval by the California Public Utilities Commission.

Excluding the curve realignments would also eliminate or substantially reduce several potential adverse environmental effects, including:

- **Land Use:** Without these curve realignments, the Preferred Alternative would require fewer property acquisitions than the Build Alternative.
- **Agricultural Lands:** Without the curve realignments, the Preferred Alternative would require substantially less conversion of agricultural lands than the Build Alternative.
- **Air Quality:** By foregoing the construction of these curve realignments, construction-related emissions (fugitive dust, diesel equipment) for would be lower in the Preferred Alternative than in the Build Alternative.
- **Noise and Vibration:** By foregoing the construction of these curve realignments, the Preferred Alternative would generally retain the existing railroad alignment through San Luis Obispo County. In the Build Alternative, the curve realignments would have altered the railroad alignment relative to the location of sensitive receptors.

5.2.5 Inclusion of “Island” CTC between McKay and Santa Margarita

In the Draft Program EIS/EIR, Build Alternative components were carried forward from the SDP. As noted above, the Build Alternative specified the extension of CTC from Salinas to Soledad, as well as installation of an “island” of CTC from San Lucas to Bradley in southern Monterey County. Analysis in the SDP contemplated an additional “island” of CTC between McKay and Santa Margarita (between MP 202.3 and MP 229.6). The SDP noted that this 27-mile section of the corridor currently uses track warrant control (TWC), a non-automated signaling system. The four sidings in this section of the corridor using TWC were presumed to contribute substantially to delays that impair overall on time performance of both passenger and freight trains.

However, this particular island CTC was not explicitly referenced in the SDP’s list of Build Alternative components. Notwithstanding, SLOCOG and Caltrans DOR have clarified that it was each agency’s intent that this island CTC area be included in the Build Alternative. However, since the Draft Program EIS/EIR did not specifically include this improvement, this Final Program EIS/EIR formally incorporates the island CTC as part of the Preferred Alternative.

Analysis

The Draft Program EIS/EIR noted that CTC equipment would largely be on trains but that physical equipment on the ground would include signals at to-be-determined locations and underground wiring to train switches. Signals would be structures of about 10-12 feet in height located at periodic intervals. Such equipment would be located within the railroad right-of-way, such that signals would be visible by train conductors.

In contemplating potential program-level effects related to CTC at other locations along the corridor, the Draft Program EIS/EIR did not identify any specific substantial adverse environmental effects. It was assumed signaling equipment for CTC would be entirely within the existing railroad right-of-way, so no land outside the railroad right-of-way would be necessary for its installation. The Draft Program EIS/EIR assumed construction-related impacts along the entire corridor, associated with track and signal upgrades generally. Moreover, given that the existing railroad corridor has long been in transportation use as a railroad, the addition of CTC related signaling equipment was not found to cause any substantial adverse visual effects

between Salinas and Soledad and also between San Lucas and Bradley. Accordingly, FRA finds that island CTC between McKay and Santa Margarita would similarly not result in any substantial adverse visual effects. Therefore, no further analysis is necessary and no supplemental or recirculated environmental documentation would be required.

5.3 SELECTED ALTERNATIVE

The Selected Alternative is the alternative that FRA finds would most closely align with FRA's statutory mission and responsibilities, giving consideration to economic, environmental, technical and other relevant factors. FRA has selected the Preferred Alternative.

FRA rejected the No Build Alternative because it would not meet the project purpose and need, Coast Daylight service would not be re-established and rail, and highway congestion would not be reduced.

FRA selects the Preferred Alternative over the Build Alternative because the Preferred Alternative reduces potential environmental effects by incorporating project modifications suggested during the public comment process. Additionally, the Build Alternative would not offer project benefits that would be achieved by the Selected Alternative.

5.4 ENVIRONMENTALLY PREFERABLE ALTERNATIVE

CEQ regulations implementing NEPA require that a ROD specify the alternative or alternatives considered to be environmentally preferable. "Environmentally preferable" is defined as "the alternative that will promote the national environmental policy as expressed in the NEPA, Section 101." In most cases this means the alternative that causes the least damage to the biological and physical environment, but it can also mean the alternative that best protects, preserves, and enhances historic, cultural, and natural resources.

The Build and Selected Alternatives offer similar rail operation components that would result in similar levels of reduced regional VMT and reduced emissions of air pollutants. Both would also collectively enhance rail safety and improve overall rail service reliability through a program of corridor-wide track and signal components. Both would foster connectivity with the CA HSR system. The main difference between the Build and Selected Alternatives is that the Selected Alternative excludes four curve realignment areas in San Luis Obispo County. These curve realignments were not found to offer substantial speed or travel time improvements, but the curve realignments had the potential to result in several unique and substantial physical environmental effects. These curve realignments would have resulted in the need to potentially require acquisition of agricultural land, residential property, and potentially biologically sensitive land. Removal of these curve realignments reduces the overall potential of the Selected Alternative to result in significant environmental impacts. Therefore, the Selected Alternative is the environmentally preferable alternative.

Although the No Build Alternative would have no potential to result in any substantial construction period effects or acquisition/incorporation of any agricultural or biologically valuable land into the railroad corridor, it does not offer the same potential air quality and transportation benefits as the action alternatives.

6.0 SUMMARY OF POTENTIAL BENEFICIAL EFFECTS

The Selected Alternative would result in all of the same beneficial environmental effects identified in the Draft Program EIS/EIR for the Build Alternative. These include a decrease in regional vehicle miles traveled (VMT) particularly on the US 101 corridor, resulting in an associated decrease in the emissions of air pollutants and reduced regional transportation energy consumption. Improvements to the rail system were also projected to result in decreased train idling times, which in turn can reduce localized air pollutant emissions and energy consumption.

- **Coast Daylight Passenger Rail Service:** The Selected Alternative would provide an increase in intercity passenger rail service with the reinstatement of the Coast Daylight passenger rail service. This service would help to create an interconnected, multimodal solution allowing for better mobility throughout the Coast Corridor region, providing added capacity in response to increased travel demand between Los Angeles and San Francisco. With the reinstatement of Coast Daylight trains, rail ridership would be anticipated to increase, and would also allow flexibility for people who may prefer or require alternatives to automobile transportation. This an increase in service would provide additional transportation system capacity that could relieve some of the projected near- and long-term demand on the highway system, potentially slowing the need to further expand highways and airports in this portion of the corridor, or reduce the scale of those expansions, including their associated cost and impacts on communities and the environment. Rail improvements would complement the highway and local transit systems, creating an interconnected, multimodal solution, allowing for better mobility throughout the corridor. .
- **Enhanced Safety:** Many tracks, signals, and bridges within the corridor have not been upgraded or improved in decades – and in some cases are over 100 years old. Aging infrastructure – if not properly maintained – can translate to longer travel times and decrease the attractiveness of rail as a transportation option. Proposed components of the Selected Alternative would maintain/replace aging infrastructure which would provide the benefit of increased operating safety and allow trains to operate at faster speeds.
- **Economic Development:** Soledad and King City have developed passenger rail station plans as part of larger planning and revitalization efforts in each jurisdiction. Passenger stations in these cities would complement and support local planning and revitalization plans through the provision of passenger rail service and complementary station area development. While new passenger rail stations have some potential to introduce new employment and growth opportunities, both Soledad and King City planning efforts are explicitly intended to foster such growth.
- **Air quality/GHG:** The Selected Alternative presents some small potential reductions in emissions of air pollutants and greenhouse gases (GHG). These reductions would be achieved through implementation of Coast Daylight rail service and its related potential to attract passengers from other travel modes (especially automobile and airplane). The SDP projects that the Coast Daylight service would generate about 100,000 annual person trips by the year 2020. This averages to about 300 trips per day and translates in projected reduction about 11,000 daily VMT for the Central Coast/Monterey Bay region as a whole. The projected expansion of Coast Daylight service by the year 2040 would further reduce VMT in the Central Coast/Monterey Bay region by an additional 15,000

daily miles (26,000 daily miles total). These VMT reductions comprise relatively small amounts of total regional VMT and are, thus, expected to translate to small reductions in criteria pollutants - well below 1 percent of each of the criteria pollutants generated in the Central Coast/Monterey Bay region.⁹

Upgrading existing tracks (including replacing wooden rail ties with steel ties) would reduce friction and vibration. Improved stabilization would also require less frequent maintenance of the railway infrastructure. Less frequent maintenance would reduce emissions associated with maintenance vehicle trips and idling, as well as maintenance equipment use. The increase in efficiency associated with track upgrades would reduce the severity of localized carbon monoxide and particulate matter emissions, as well as other pollutants. New powered switches and CTC signals would improve the efficiency of train travel and result in better control of the railroad tracks. These features could be expected to reduce the amount of time trains spend waiting for dispatching instructions, improve train safety, and improve the overall reliability of service. Additionally, the proposed realignments would improve train operations by reducing inefficiencies in slowing down to approach a curve, thereby incrementally reducing air pollutant emissions associated with getting back up to speed.

Energy: The projected expansion of Coast Daylight service has potential to attract passengers from other travel modes. Accordingly, it is expected that a portion of these passengers would be using the rail service in place of vehicle, bus, or air travel, thus reducing transportation-related energy consumption. These VMT reductions comprise relatively small amounts of total regional VMT and are, thus, expected to translate to small reductions in energy consumption. Additionally, travel by rail is the most energy efficient mode of long-distance, intercity transportation. However, an empty train would not reduce energy consumption. Overall, the displacement of automobile VMT to increased ridership on the railway would result in reduced transportation-related energy consumption.

7.0 SUMMARY OF POTENTIAL ADVERSE EFFECTS

The Selected Alternative would result in similar or reduced levels of substantial adverse environmental effects relative to what was described as the Build Alternative in the Program EIS/EIR. Installation of the components comprising the Selected Alternative would result in construction-related effects, such as noise, vibration, the localized emission of air pollutants, one-time energy consumption effects, and potential temporary disruptions to both rail and automobile traffic. Certain components requiring the acquisition of land outside the railroad right of way would, if constructed, result in the conversion of agricultural lands as well as other lands known to include sensitive biological habitats. Construction activities could also expose soils and/or groundwater that are contaminated with hazardous materials. Construction could also potentially affect the eligibility of known and unknown archaeological sites and other cultural resources.

⁹ Caltrans Division of Rail, 2013b, pp. 13-4 – 13-7

Operational effects would include increased localized noise and vibration from additional daily trains, as well as increased levels of roadway traffic in the vicinity of existing and proposed station areas.

- **Traffic and Travel:** The Selected Alternative contemplates two new passenger stations in King City and Soledad. Buildout of the station areas (which includes the opening of the stations themselves, increased passenger rail activity, and buildout of surrounding planned land uses) would result in increased traffic on local streets.
- **Land Use and Planning, Communities and Neighborhoods, Property and Environmental Justice:** Curve realignments and siding extensions that require substantial land conversion/acquisition outside of the railroad ROW would commit the land uses and natural resources for an expanded and realigned railway in some areas. Future implementation of components outside the existing ROW and in populated areas would have the largest impact on existing land uses and communities. Some of the physical components would convert land uses to be incompatible with the general plan. The proposed design and engineering aspects of each component are conceptual at this time and if carried forward in the future, could be refined to avoid some or all potential impacts on existing land uses and communities.
- **Agricultural and Forest Resources:** Components requiring land outside of the existing railroad ROW, such as curve realignments, new sidings, and siding extensions associated with the Selected Alternative would convert Prime Farmland and other protected types of farmland to nonagricultural uses.

If the proposed second mainline is carried forward for construction and additional ROW is needed, some or all of the additional ROW (up to 12 acres in all) could include forest land within the Los Padres National Forest, resulting in the conversion of forested land to a non-forest use.

The evaluation in this document is based on a review of conceptual plans for proposed project components. Design refinements may result in reduced potential impacts to both agricultural and forest land resources.

- **Biological and Wetland Resources:** Proposed curve realignments, new sidings, and siding extensions have the potential to entail the use of lands outside the existing railroad ROW that are critical habitat areas for several protected species (including California red-legged frog and vernal pool fairy shrimp), habitat of special-status species, sensitive vegetation communities, and wetlands. The evaluation in this document is based on a review of highly conceptual plans for proposed rail components the project components. Design refinements may be able to avoid some or all of the aforementioned potential effects.
- **Hydrology and Water Quality:** Proposed new sidings and siding extensions, curve realignments, and the second mainline have the potential to intersect surface waters, potentially resulting in hydrological and/or water quality effects. Design refinements of the conceptual plans components used in this evaluation could potentially avoid some or all of these hydrology and/or water quality impacts.
- **Cumulative Impacts:** The Selected Alternative, in combination with related transportation and land development projects, could contribute to cumulative impacts to land use, communities, property, and environmental justice. This would be due to conversion of agricultural land or established communities to transportation uses. The

conversion would permanently alter the affected areas and could contribute to agricultural conversion effects from other land development projects in the region. The Selected Alternative could also result in a cumulatively significant visual impact if one or more of the curve realignments is ultimately constructed and would convert substantial areas of residential or agricultural land to a transportation use. Project-level design refinements and funding availability will determine if any of the components would ultimately result in any cumulative impact.

8.0 SUMMARY OF AVOIDANCE, MINIMIZATION, AND MITIGATION STRATEGIES AND DESIGN PRACTICES

The combined ROD/Final Program EIS/EIR identifies program-level strategies to avoid, minimize, or mitigate for potential adverse effects resulting from the construction or operation of any of the individual Selected Alternative components. Because FRA is not approving any of the site-specific components for construction at this stage in the environmental review, FRA has not adopted any specific avoidance, minimization, or mitigation measures. However, any project-level measures would be informed by the measures presented in **Table 3**.

To minimize potential future harm from implementation of the Selected Alternative, future project-level environmental reviews will prescribe project-specific measures informed by the avoidance, minimization, and mitigation strategies and design practices identified herein, as well as any analysis conducted at the project level of detail.

Notwithstanding, all practicable strategies to avoid or minimize environmental harm from the selected alternative have been identified herein. It is acknowledged that some mitigation strategies may cause other adverse environmental impacts at the same time that they avoid or minimize impacts addressed in this Program EIS/EIR. Future project-level environmental reviews will determine appropriate site-specific mitigation measures.

9.0 COMPLIANCE WITH OTHER FEDERAL REGULATIONS

9.1 SECTION 4(F) AND 6(F)

To the extent any individual components of the Selected Alternative advance toward construction and involve a major action of a DOT administration, project-level evaluations and findings under Sections 4(f) [49 U.S.C. § 303(c)] and 6(f) [16 U.S.C. § 4601-8] will be prepared as part of project-level environmental reviews. The Program EIS/EIR identifies the potential for uses of these resources for the No Build Alternative, Build Alternative, and Preferred Alternative. There is no certainty of a Section 4(f) use as the state agencies may not choose to move forward with some/any of components of the Selected Alternative. Notwithstanding, the Program EIS/EIR outlines future steps to evaluate potential use of Section 4(f) resources. Future analysis would include, if necessary, analysis to identify all feasible and prudent alternatives to the use of a 4(f) resource.

The Program EIS/EIR analyzed the California State Parks Land and Water Conservation Fund grants list for Monterey and San Luis Obispo counties and did not identify any Section 6(f) resources that would be impacted by the Selected Alternative. Similar to Section 4(f), to the

extent any individual components of the Selected Alternative are advanced for project-level evaluations and findings under Section 6(f) would be prepared as part of project-level environmental reviews. Although not anticipated, if the project-level environmental analysis finds a conversion of a 6(f) resource, the Project component would engage in the required consultations and identify appropriate mitigation.

9.2 SECTION 404 OF THE CLEAN WATER ACT

As detailed plans for specific components have not yet been identified, no formal consultation with the United States Army Corps of Engineers (USACE) was been undertaken to consider potential effects to waters of the US and wetlands. Future project level environmental review may include consultation with USACE and potentially also the United States Environmental Protection Agency (EPA) regarding applications for permits under Section 404 of the Clean Water Act.

9.3 EXECUTIVE ORDER 11988

Prior to implementing physical components that would introduce new structures in the study area, such as curve realignments, further evaluation of potential 100-year flood risk areas would be conducted. The Program EIS/EIR determined that some components of the Selected Alternative would be located within a flood zone. To the extent any individual components of the Selected Alternative advance toward construction, project-level environmental review would evaluate whether the design would be located within a flood risk area. Construction of facilities within floodplains would be avoided where feasible, and floodplains temporarily impacted by construction activities would be restored as much as possible so they can function as before.

9.4 EXECUTIVE ORDER 11990

When federal lands are proposed for lease or sale to nonfederal parties, EO 11990 requires that the lease or conveyance contain restrictions to protect and enhance the wetlands on the property. The restrictions of this executive order apply to wetlands on military installations proposed for closure. In this capacity, EO 11990 can affect the sale of federal lands with wetlands. Compliance with Section 404 permit requirements may constitute compliance with EO 11990. The Program EIS/EIR identified wetland resources within or near proposed components of the Selected Alternative. Delineation of jurisdictional waters and wetlands would be conducted during project-level environmental review if any components of the Selected Alternative advance toward construction. The delineation determination would identify the extent of USACE and CDFW jurisdiction. Accordingly, consultation with these agencies to determine appropriate mitigation would occur.

9.5 EXECUTIVE ORDER NO. 12898

Executive Order No. 12898 requires all federal agencies to identify and address, as appropriate, any disproportionately high adverse human health and environmental effects of their programs, policies, and activities, on minority populations and low-income populations (environmental

justice communities) in the United States. Compliance with EO 12898 involves outreach to the potentially affected minority and/or low-income population to identify issues of importance that may not otherwise be considered. The Program EIS/EIR identified where environmental justice communities are located within or near proposed components of the Selected Alternative. To the extent any individual components of the Selected Alternative advance to construction and involve funding decision or other approval, project-level environmental review would evaluate impacts to environmental justice communities. The Program EIS/EIR outlines future steps to evaluate project-level impacts to environmental justice communities. Future analysis would include outreach to affected communities and identification of any necessary mitigation measures.

9.6 ENDANGERED SPECIES ACT

The Program EIS/EIR identified sensitive biological resources located within or near proposed components of the Selected Alternative. To the extent any individual components of the Selected Alternative advance toward construction, project-level environmental review would involve formal and/or informal consultation with the United States Fish and Wildlife Service (USFWS) if potential impacts to federally listed plant or wildlife species are anticipated. This may include the preparation of a biological assessment or assessments, and biological opinions for specific components moving forward into construction. The lead agency of a component will prepare one or more biological assessments to evaluate the impacts on protected species.

10.0 CONCLUSION

This Project is needed to serve both better serve existing users, as well as expected growth in population and resulting increases in regional intercity travel demand over the next 20 years and beyond. The existing rail corridor is constrained in terms of capacity and includes outdated infrastructure, collectively resulting in travel delays, safety, and reliability issues. These problems will increase as travel demand in the region continues to grow. The intercity highway system, commercial airports, and passenger rail serving the regional market are currently operating at or near capacity, and cannot be feasibly expanded without large public investments for maintenance and expansion to meet existing and projected travel demands.

The evaluation and findings indicate that the Selected Alternative would help meet projected needs for intercity travel in 2020 and 2040, while improving safety, reducing travel time, and improving regional air quality. The evaluation and findings of the Program EIS/EIR also indicate that taking no action under the No Build Alternative would not meet the future intercity travel needs nearly as well as the Selected Alternative, because the rail corridor will continue to be experience delays and reliability issues associated with existing infrastructure, which could in the long term discourage the traveling public from using the rail service. Moreover, the No Build Alternative would result in adverse environmental impacts, but would not offer any of the beneficial travel and environmental effects of the Selected Alternative.

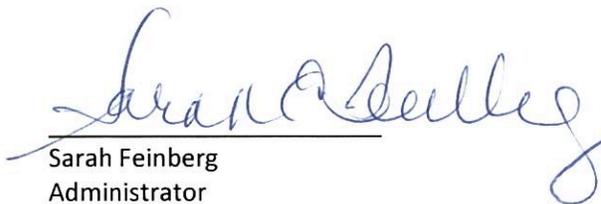
FRA, in accordance with CEQ regulations implementing NEPA and FRA's NEPA Procedures, find that the requirements for NEPA have been satisfied for the Program EIS/EIR for the Coast Corridor Improvements Program. FRA is issuing this ROD for the Coast Corridor Improvements Program based on the analysis included in the Draft Program EIS/EIR dated November 2014, the

Final Program EIS/EIR dated October 2015, and public and resource agency outreach. These documents represent the detailed analysis and findings required by NEPA on the following:

- Potential Environmental impacts of the project;
- Reasonable Alternatives to the project; and
- Irreversible and irretrievable commitments of resources on the environment that may be involved in the project should it be implemented.

On the basis of the evaluation of social, economic, and environmental impacts contained in the Draft and Final Program EIS/EIR, FRA determines that:

- Adequate opportunity was afforded for the presentation of views by all parties with a significant economic, social, or environmental interest, and fair consideration was given to the preservation and enhancement of the environment and to the interest of the communities in which the project is located.
- All reasonable steps were taken to minimize potential adverse environmental effects of the project, and where potential adverse environmental effects remain, they have been fully reported in the Draft and Final Program EIS/EIR and will be further evaluated during project-level environmental review.



Sarah Feinberg
Administrator
Federal Railroad Administration

11/10/2015
Date of Approval

Table 3 Avoidance, Minimization, and Mitigation Strategies

Environmental Impacts	Avoidance, Minimization, and Mitigation Strategies	Timing
Traffic and Travel		
Potential construction interference to traffic and travel (Increased traffic, delays and detours)	<p>MIN-TRA-1. During the construction of any railway components selected for design, disruption to existing rail operations would be minimized to the maximum extent feasible by scheduling construction at times to minimize interference. Appropriate construction and operational strategies would be developed for project-level reviews through coordination between FRA, Amtrak, UPRR, Caltrans DOR, and other interested agencies.</p> <p>MIN-TRA-2. Transportation System Management (TSM)/Signal Optimization (including retiming, re-phasing, and signal optimization) may would be implemented, as well as other measures including turn prohibitions, use of one-way streets, and traffic diversion to alternate routes, to reduce impacts to roadways and intercity travel.</p>	During construction
Potential operational effects	<p>MIN-TRA-3. Local spot widening of existing curved areas of the railroad would be implemented to allow for geometric improvements that would allow for increased rail speeds without significant right-of-way acquisition. Spot widening could would avoid or minimize some of the effects associated with full implementation of curve realignments.</p> <p>MM-TRA-4. Project-level environmental review would include consultation and coordination with public transit services in order to encourage the provision of adequate bus feeder routes to serve proposed station areas, which could would mitigate potential transit impacts.</p> <p>A-TRA-5. Further develop project design to avoid the need for a new at-grade crossing. The one identified new at-grade crossing is associated with potential track realignment (MP 172, Cattlemen Road). The primary strategy for avoiding the creation of the new at-grade crossing at Cattlemen Road would be to omit the MP 172 Track Realignment all together, or at least any portion that would result in the creation of a new at-grade crossing at Cattlemen Road. No specific layout for that track realignment has been defined to date.</p> <p>MIN-TRA-6. If the MP 172 Track Realignment is carried forward for further design and the design cannot feasibly avoid the creation of a new at-grade crossing, the development process would include a detailed Traffic Study, consultation, and approval from the CPUC, and implementation would be required to follow all pertinent federal, state, and local policies regarding new at-grade crossings.</p>	During project design

Environmental Impacts	Avoidance, Minimization, and Mitigation Strategies	Timing
	<p>MM-TRA-7. In the event that any of the Build Alternative or Preferred Alternative components are carried forward for funding, design, and construction, and the above measures cannot be successfully employed to avoid or minimize roadway traffic effects, major or minor intersection improvements would be employed to reduce any potential adverse traffic effects. This would likely require significant right-of-way acquisition to accommodate additional left-turn and/or through lanes. Adverse effects from such improvements would be assessed during future project-level review.</p>	
<i>Air Quality and Greenhouse Gases</i>		
<p>Potential effects associated with construction</p>	<p>MIN-AQ-1. Apply water suppression at least twice a day to all active construction areas to minimize dust.</p> <p>MIN-AQ-2. Tarp all trucks hauling soil, sand, and other loose materials or require that all trucks maintain at least two feet of freeboard.</p> <p>MIN-AQ-3. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.</p> <p>MIN-AQ-4. Use water sweepers to sweep all paved access roads, parking areas and staging areas at construction sites daily.</p> <p>MIN-AQ-5. Use water sweepers to sweep all streets daily if visible soil material is carried onto adjacent public streets.</p> <p>MIN-AQ-6. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).</p> <p>MIN-AQ-7. Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).</p> <p>MIN-AQ-8. Limit traffic speeds on unpaved roads to 15 miles per hour.</p> <p>MIN-AQ-9. Introduce appropriate erosion control measures to reduce silt runoff to public roadways.</p> <p>MIN-AQ-10. Replant vegetation as quickly as possible to minimize erosion in disturbed areas.</p> <p>MIN-AQ-11. Use alternative fuels for construction equipment when feasible.</p> <p>MIN-AQ-12. Minimize equipment idling time.</p> <p>MIN-AQ-13. Maintain properly tuned equipment.</p>	<p>During construction</p>

Environmental Impacts	Avoidance, Minimization, and Mitigation Strategies	Timing
<p>Potential effects associated with operation of the project components</p>	<p>MIN-AQ-14. Require filters for diesel particulate on locomotives.</p> <p>MIN-AQ-15. Require liquefied natural gas for engines.</p> <p>MIN-AQ-16. Reduce idling time to reduce DPM and other emissions.</p> <p>MIN-AQ-17. Where possible, install anti-idling devices on all locomotives. These devices automatically shut-off the main diesel internal combustion engine that is used for locomotive motive power after a set amount of time when specified parameters (e.g., engine water temperature, ambient temperature, battery charge, railcar brake pressure, etc.) are at acceptable levels. The device can automatically restart the engine when parameters are determined to no longer be at acceptable levels. These can reduce emissions at sidings and while trains dwell at stations.</p> <p>MIN-AQ-18. Retrofit head-end power sources (HEPs) in passenger locomotives with after-treatment technologies to reduce emissions.</p> <p>MIN-AQ-19. Use a combination of lean-NOx catalyst and diesel particulate filter.</p> <p>MIN-AQ-20. Design stations and associated ingress/egress to provide efficient vehicle movements, to reduce idling time and congestion.</p>	<p>Prior to, during, and post construction</p>
<p>Noise and Vibration</p>		
<p>Potential effects associated with construction noise and vibration</p>	<p>A-NO-1. Avoid nighttime construction in residential neighborhoods.</p> <p>MIN-NO-2. Use specially quieted equipment with enclosed engines and/or high-performance mufflers.</p> <p>MIN-NO-3. Locate stationary construction equipment as far as possible from noise-sensitive sites.</p> <p>MIN-NO-4. Construct noise barriers, such as temporary walls or piles of excavated material, between noisy activities and noise-sensitive receivers.</p> <p>MIN-NO-5. Re-route construction-related truck traffic along roadways that will cause the least disturbance to residents.</p> <p>MIN-NO-6. Where construction of components requires deep foundations, avoid impact pile driving near noise-sensitive areas, where possible. Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives where the geological conditions permit their use. If impact pile drivers must be used, their use will be limited to the periods between 8:00 AM and 5:00 PM on weekdays.</p>	<p>During construction</p>

Environmental Impacts	Avoidance, Minimization, and Mitigation Strategies	Timing
<p>Potential effects associated with increased operational noise and vibration</p>	<p>MIN-NO-7. Avoidance, minimization, and mitigation strategies for operational noise and vibration impacts would generally be applied to the trains and the path between the train and the receiver or property.</p> <ul style="list-style-type: none"> ▪ Noise barriers are a common approach to reducing noise impacts from surface transportation sources. Noise walls constructed near the railroad ROW would shield sensitive receptors from train noise as well. Building sound insulation would also be an effective mitigation strategy. ▪ Noise impacts from surface transportation sources. Noise walls constructed near the railroad ROW would shield sensitive receptors from train noise as well. Building sound insulation would also be an effective mitigation strategy. ▪ Sound insulation to improve the outdoor-to-indoor noise reduction has been widely applied around airports and has seen limited application for rail projects. Although this approach has no effect on noise in exterior areas, it may be the best choice for sites where noise barriers are not feasible or desirable, and for buildings where indoor sensitivity is of most concern. Substantial improvements in building sound insulation (on the order of 5 to 10 dBA) can often be achieved by adding an extra layer of glazing to the windows, by sealing any holes in exterior surfaces that act as sound leaks, and by providing forced ventilation and air-conditioning so that windows do not need to be opened. ▪ Localities wishing to reduce train horn noise may take the steps needed to establish a new quiet zone. This would cease the use of train horns at public highway-rail grade crossings. The locality would be required to mitigate the increased risk associated with the absence of a horn before receiving approval of the quiet zone. ▪ Vibration impacts would generally be reduced by vehicle wheel and track maintenance efforts. Additional track work and materials such as rail fasteners with soft and resilient elements would provide greater vibration isolation than standard fasteners. Ballast mats made of rubber-like material can be placed on asphalt or concrete base with the normal ballast, ties, and rail on top. The reduction in ground-borne vibration provided by a ballast mat is strongly dependent on the frequency content of the vibration and design and support of the mat. 	<p>During project design, during construction</p>

Environmental Impacts	Avoidance, Minimization, and Mitigation Strategies	Timing
Energy		
Potential increases in energy consumption associated with construction activities	<p>MIN-ENG-1. Develop and implement a construction energy conservation plan.</p> <p>MIN-ENG-2. Explore the opportunity to use newer, more energy efficient construction equipment and materials.</p> <p>MIN-ENG-3. Consider, as feasible, acquisition of energy-efficient rolling stock to provide new passenger service.</p> <p>MIN-ENG-4. Implement a program to encourage construction workers to carpool or use public transportation to get to and from active work sites.</p>	During construction
Potential increases in energy consumption associated with the operation	<p>MIN-ENG-5. As feasible, minimize grade changes in steep terrain areas to reduce the use of diesel fuel.</p> <p>MIN-ENG-6. Encourage the development of intermodal transit connections to reduce automobile VMT associated with the railway.</p>	During project design
Land Use and Planning		
Potential effects to the community resulting from property acquisition within the vicinity of environmental justice groups	<p>A-LU-1. As only schematic plans have been developed to date, the level of detailed design that would normally precede construction would avoid or minimize the potential for land use displacement and property acquisition, whether temporary and/or permanent, residential or non-residential.</p> <p>A-LU-2. Design strategies would be implemented to avoid or minimize the temporary or permanent acquisition of properties to the extent feasible.</p> <p>MM-LU-3. In addition, to the extent displacement of any residence or business occurs, relocation assistance procedures in accordance with the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970 would be implemented. MIN-LU-4. Efforts would be made during design to minimize any barriers to community and neighborhood interaction.</p> <p>MIN-LU-4. Efforts would be made during design to minimize any barriers to community and neighborhood interaction.</p> <p>MIN-LU-5. Consultation with local governments and planning agencies throughout the design effort would be conducted in order to maintain or enhance neighborhood integrity.</p>	During project design, during construction

Environmental Impacts	Avoidance, Minimization, and Mitigation Strategies	Timing
	<p>MIN-LU-6. If the MP 172 curve realignment is constructed and includes a new at-grade crossing at Cattlemen Road, potential strategies to reduce community effects could would include additional grade separation of rail lines and streets, new pedestrian crossings, new cross-connection points, improved visual quality of project facilities, and traffic management plans that maintain access during and after construction.</p> <p>MIN-LU-7. Temporary construction-period related impacts on neighborhoods and communities would be addressed through site-specific measures. Potential strategies to alleviate or minimize impact to community during construction may include, but would not be limited to, the following:</p> <ul style="list-style-type: none"> ■ Provide opportunities for community involvement early in future environmental studies; ■ Facilitate design workshops within affected neighborhoods to learn from the community which circulation elements (automobile, bicycle, pedestrian) in the impacted area are most critical so that those elements can be preserved; ■ Develop design standards for facilities, landscape, and public art associated with the project that reflect the character of adjacent affected neighborhoods; ■ Ensure that key connections (pedestrian/bicycle and vehicular crossings) across the rail corridor are maintained where necessary to maintain neighborhood integrity; ■ Complete a construction logistics analysis to determine approximate durations, impacts and localized mitigation measures to reduce disruption to communities, activities, traffic and circulation; ■ Develop traffic management plans that reduce barriers during construction; ■ Where feasible, maintain connectivity during construction; ■ Implement measures to maintain high level of visual quality in the neighborhood. Such measures can include visual buffers, trees and other landscaping, architectural design and public artwork; and ■ Implement procurement specifications and incentives for construction contractors designed to reduce the duration and disruption of construction. Potential requirements include restrictions on construction vehicle traffic and routes, haul routes, hours of permitted construction activity, and advance public notification of all closures or expected travel delays. 	

Environmental Impacts	Avoidance, Minimization, and Mitigation Strategies	Timing
	<p>A-LU-8. In selecting components of the Preferred Alternative to carry forward for design and potential construction and operation, examine whether the selected components are disproportionately located within environmental justice communities. Environmental justice effects could potentially be avoided if the components carried forward are not disproportionately located within environmental justice communities.</p> <p>MIN-LU-9. EO 12898 requires federal agencies to ensure effective public participation and access to information. Compliance with EO 12898 involves outreach to the potentially affected minority and/or low-income population to identify issues of importance that may not otherwise be considered. Outreach to affected communities would be conducted during the decision-making process and identification of any necessary mitigation measures.</p> <p>MIN-LU-10. DOT Order 5610.2 requires DOT agencies to establish opportunities for meaningful public involvement by members of minority populations during activities including identification of potential mitigation measures. Minority and low-income populations would be provided with access to information about health and environmental impacts, measures to avoid, minimize and/or to mitigate any disproportionately high and adverse effects and offsetting benefits and opportunities to enhance affected communities, neighborhoods, or individuals during an outreach program conducted as part of the decision-making process.</p> <p>MIN-LU-11. As indicated in the Environmental Consequences section above, many of the proposed curve realignments associated with the action alternatives involve multiple segments, some near and some distant from environmental justice communities. A potential avoidance/minimization strategy would be to omit portions of multiple segment curve realignments that include environmental justice communities or where such impacts would be deemed to be disproportionately concentrated.</p> <p>MIN-LU-12. Special attention would be given to any permanent impact categories that are commonly of concern for this type of project and to those that previously have been identified as being of concern. These include: Air quality, Noise and vibration, Public health, Visual resources/aesthetics, Parklands, Relocation</p>	

Environmental Impacts	Avoidance, Minimization, and Mitigation Strategies	Timing
Visual Resources		
<p>Effects from visual presence of construction equipment and with the permanent transformation of agricultural/residential land into railroad along the alignment</p>	<p>MIN-VIS-1. In locations where construction would take place overnight, appropriate light and glare screening measure would be used at construction staging areas, including the use of downward cast lighting.</p> <p>MIN-VIS-2. Where physical components pass through or along the edge of residential or heavily traveled roadways, landscape treatments such as trees and shrubs, would be installed and continuously maintained along the edge of the railroad ROW to provide partial screening of visual changes.</p> <p>MIN-VIS-3. While new sidings/siding extensions can have low visual impacts as noted above, use of sidings for long-term “parking” of train cars can have visual consequences. Mitigation strategies would include limits on the use of sidings for longer-term train car storage, with potential priority to areas of greater visual sensitivity.</p> <p>MIN-VIS-4. Night lighting at stations would be the minimum required for operations and safety. All lights would be hooded and directed to the area where the lighting is required to be on all the time, sensors and timers would be specified.</p> <p>MM-VIS-5. Natural land cover removed or disturbed to implement physical components would be replaced, as feasible.</p>	<p>During project design, during construction</p>
Agricultural and Forest Resources		
<p>Potential disruption of agricultural uses during construction and operation</p>	<p>A-AG-1. Careful design practices, such as constructing the second mainline to be completely within existing railroad ROW, would avoid potential impacts to agricultural and forest resources along the Corridor, as feasible. Other Preferred Alternative components would be designed to avoid or minimize farmland effects through similar design approaches.</p> <p>MM-AG-1. All Farmland impacts would be at least partially offset through purchase of conservation easements that would permanently maintain lands in agricultural use. These conservation easements would be acquired over agricultural lands of equal quality to those affected.</p> <p>With regard to Williamson Act contracts, specific conflicts with Williamson Act contracts would need to be identified prior to implementation of any Preferred Alternative component.</p>	<p>During project design, during construction</p>

Environmental Impacts	Avoidance, Minimization, and Mitigation Strategies	Timing
	<p>MIN-AG-2. When there is a need to acquire and convert land enrolled in a Williamson Act contract, the Department of Conservation would be notified and requirements of Government Code Section 51290-51295 and 51296.6 would be met.</p> <p>To the extent the second mainline would require either temporary or permanent use of land outside the existing railroad ROW that traverses the Los Padres National Forest, the Forest Service would be consulted to identify appropriate and feasible means to avoid, minimize, or compensate for any forest land impacts.</p> <p>MM-AG-3. To the extent forest land use could not be fully avoided, potentially feasible mitigation measures include land swaps, fee mitigation, or other similar measures that would compensate for loss of forest lands.</p>	
Public Utilities and Services		
<p>Potential effects to utilities from construction and operation</p>	<p>A-PS-1. Adapt rail components to accommodate existing utility facilities and transmission lines.</p> <p>A-PS-2. During project-level planning and design, refer to each utility owner/provider to best avoid potential impacts on existing and planned utilities through adjustments to design features.</p> <p>MIN-PS-3. Where avoidance is infeasible, utility transmission lines and facilities would be relocated or protected in place throughout all phases of construction and operation, and in compliance with the involved utility owners/providers.</p> <p>MIN-PS-4. Implement solar powered CTC in remote areas where utility connections would be difficult.</p>	<p>During project design, during construction</p>
Hazardous Materials and Waste		
<p>Potential effects associated with construction and operation</p>	<p>MIN-HAZ-1. Detailed investigation of soils for contamination as part of an environmental site assessment (ESA), and if appropriate a Phase II ESA, for each component prior to implementation would be conducted. Where conditions warrant a Phase II ESA, such ESAs shall include the following:</p> <ul style="list-style-type: none"> ▪ A work plan that includes the numbers and locations of proposed soil borings/monitoring wells, sampling intervals, drilling and sampling methods, analytical methods, sampling rationale, site geohydrology, field screening methods, quality control/quality assurance, and reporting methods. ▪ A site-specific Health and Safety Plan (HSP) signed by a Certified Industrial Hygienist. ▪ Necessary permits for encroachment, boring completion, and well installation. 	<p>During project design, during construction</p>

Environmental Impacts	Avoidance, Minimization, and Mitigation Strategies	Timing
	<ul style="list-style-type: none"> ▪ A traffic safety plan. ▪ Sampling program (fieldwork) in accordance with the work plan and HSP. Fieldwork shall be completed under the supervision of a geologist registered in the State of California, as appropriate. ▪ Hazardous materials testing through a certified laboratory. ▪ Documentation to include field procedures, boring logs/well diagrams, tables of analytical results, cross-sections, an evaluation of the levels and extent of contaminants found, and conclusions and recommendation regarding the environmental condition of the site and the need for further assessment. Recommendations may include additional assessment or handling of the contaminants found through the contaminated soil contingency plan. If the contaminated soil contingency plan is inadequate for the contamination found, a remedial action plan shall be developed. Contaminated groundwater shall generally be handled through the NPDES/dewatering process. ▪ Disposal process including transport by a state-certified hazardous material hauler to a state-certified disposal /recycling facility licensed to accept/treat the identified waste. <p>Where contaminated groundwater is encountered, the project sponsor shall obtain a NPDES permit prior to the issuance of a permit to construct. The NPDES permit shall specify site-specific testing and monitoring requirements and discharge limitations.</p> <p>Additionally, available agency files for moderate and high risk properties should be reviewed prior to demolition, grading, or construction. If the file review indicates a low likelihood of contaminants being present beneath or adjacent to a project feature (rail alignment, station, etc.), additional assessment/mitigation may not be recommended and the property could be reclassified as low risk.</p> <p>MIN-HAZ-2. Surveys for lead-based paint and asbestos containing materials would be required prior to demolition of any buildings or structures.</p> <p>MIN-HAZ-3. A Site Management Program/Contingency Plan would be required prior to construction to address known or potential hazardous material issues such as contaminated soil or groundwater, health and safety plan for construction workers and the public, and procedures to protect workers and the public if buried contaminants are encountered.</p> <p>MIN-HAZ-4. Construction contractors would dispose of all hazardous or solid wastes and debris encountered or generated during construction and demolition activities in accordance with all applicable Federal regulations.</p>	

Environmental Impacts	Avoidance, Minimization, and Mitigation Strategies	Timing
	<p>MM-HAZ-5. A Hazardous Materials Management Plan for all facilities that use, store, or dispose of hazardous materials should be prepared. Facilities emitting toxic air emissions shall submit inventories and plans to the appropriate air quality management district and be subject to permitting and monitoring regulations of the district. All necessary local, state and federal permits for the installation and operation of any above or below ground chemical or fuel storage tanks prior to installing such tanks would be obtained.</p>	
<i>Cultural and Paleontological Resources</i>		
<p>Potential effects to historic properties, cultural, archaeological and paleontological resources from construction and operation</p>	<p>MIN-CUL-1. Recordation: The lead agency(s) would ensure that cultural resources adversely affected by the Preferred Alternative are recorded and documented in a similar manner to a Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) to be coordinated with the SHPO.</p> <p>MIN-CUL-2. Design Guidelines: The lead agency would ensure that design guidelines are developed for appropriate and compatible construction with regard to aesthetics. Design guidelines would meet HABS and HAER standards and would be reviewed by SHPO and other agencies.</p> <p>MIN-CUL-3. Interpretive/Educational Materials: The lead agency may prepare interpretive and/or educational materials regarding affected historic properties or resources. The focus of this mitigation would be the historic themes of this resource.</p> <p>A-CUL-4. Relocation: Historic properties or resources that would be demolished because of the project should be relocated and rehabilitated. The lead agency would prepare a removal plan, including site plans for the new locations and placing them on new foundations.</p> <p>MIN-CUL-5. Monitoring: Project construction documents and new construction would be monitored to ensure they conform to the design guidelines. A professional would monitor construction to identify conditions that would conflict with the mitigation measures.</p> <p>MIN-CUL-6. Minor Repairs and Reconstruction: The lead agency would ensure that inadvertent damage to historic properties or resources would be repaired in accordance Secretary of the Interior’s Standards for Treatment of Historic Properties.</p> <p>MIN-CUL-7. Salvage: The lead agency would ensure that selected decorative or architectural elements of any adversely affected historic properties or resources should be reviewed for feasibility of salvage to</p>	<p>During project design, during construction, post construction</p>

Environmental Impacts	Avoidance, Minimization, and Mitigation Strategies	Timing
	<p>mitigate loss or destruction. Where possible, these elements would be retained and reused in construction. Where not possible, selected salvaged elements would be made available for educational purposes.</p> <p>MIN-CUL-8. Paleontological Resources: Mitigation measures for paleontological resources would be identified prior to implementing specific elements of the Preferred Alternative, such as education of workers, recovery of fossils found during reconnaissance, monitoring construction. Furthermore, mitigation strategies would include establishing protocols for recovering fossils during construction for identification, dating, interpreting, and preserving at appropriate facilities.</p>	
Geology and Soils		
<p>Potential adverse effects from ground shaking.</p>	<p>MIN-GEO-1. Infrastructure would be designed to withstand strong ground motion. Designs typically include additional ductility in the structure. The design needed to reduce ground shaking would be determined upon for structures during subsequent stages of development, when detailed design plans are created.</p> <p>MIN-GEO-2. Liquefaction potential would be reduced through site-specific methods such as soil densification or structural design.</p>	<p>During project design</p>
<p>Potential impacts associated with fault crossings.</p>	<p>MIN-GEO-3. Techniques to monitor track alignment as routine maintenance and the installation of ground motion warning systems would be used to reduce the effects of fault crossings.</p>	<p>During project design</p>
<p>Potential Impacts associated with natural and constructed slope failure.</p>	<p>A-GEO-4. Geotechnical studies during subsequent site-specific evaluation would assist in determining the potential for failure of natural and constructed slopes and identifying temporary and permanent slope reinforcement and protection measures where appropriate.</p>	<p>During project design</p>

Environmental Impacts	Avoidance, Minimization, and Mitigation Strategies	Timing
Potential hazards associated with shrink/swell, and corrosive soils.	<p>A-GEO-5. A site-specific subsurface evaluation would be performed by a qualified geologist to evaluate the extent of soils susceptible to shrink-swell present in the area of the physical component. Where expansive soil conditions are found and would be detrimental to physical component, measures recommended by the geologist would be implemented in project design.</p> <p>MIN-GEO-6. A subsurface evaluation would be performed prior to design and construction to evaluate the potential for corrosive soil and identify recommendations to minimize or avoid any potential effects related to the presence of such soils (including but not limited to corrosion of rails or ties).</p>	During project design
Impacts associated with the potential migration of hazardous gases.	<p>A-GEO-7. The use of safe and explosion-proof equipment during construction and testing for gases regularly.</p> <p>A-GEO-8. Active monitoring systems and alarms would be required in underground construction areas and facilities where subsurface gases are present.</p>	During project design
Potential proximity related impacts to mineral resources.	<p>A-GEO-9. Important mineral sites will be identified as early as possible during detailed project-level reviews and avoided where possible.</p>	During project design
<i>Hydrology and Water Resources</i>		
Potential construction and operation related impacts to surface waters	<p>A-HYD-1. Where feasible, project-level design would avoid adverse impacts to water resources. For example, siding extension impact areas were analyzed assuming one mile extension areas could occur entirely on one side or the other. In the event that one end of a siding extension would impact a surface water body, the siding extension would be designed on the opposite side and away from the water resource area.</p> <p>MIN-HYD-2. NPDES permits and Storm Water Pollution Prevention Plans (SWPPP) would be obtained prior to implementing components of the Preferred Alternative. NPDES permit requirements would be followed and BMPs would be implemented as mandated. These would include measures to provide permeable surfaces, where feasible, and to retain and treat stormwater onsite using catch basins and treatment wetlands. The SWPPP would include BMPs to minimize potential sediment transport due to construction activities, including obligatory erosion control techniques, stormwater management, and channel dewatering for all stream/river crossings. The SWPPP would also include measures to control the</p>	During project design, during construction

Environmental Impacts	Avoidance, Minimization, and Mitigation Strategies	Timing
	<p>overall amount and quality of stormwater runoff to regional systems. Potential BMPs may include the following:</p> <ul style="list-style-type: none"> ▪ Practices that minimize contact between construction materials, equipment, and maintenance supplies with stormwater; ▪ Practices that reduce soil erosion including watering for dust control, perimeter silt fences, placement of rice straw bales, sediment basins, and soil stabilization; and ▪ Practices that maintain water quality including filtration, detention, and retention systems, constructed wetland systems, biofiltration/bioretention systems, grass buffer strips, ponding areas, organic mulch layers, planting soil beds, sand beds, or vegetated systems (biofilters) such as vegetated swales and grass strips designed to convey and treat either shallow flow (swales) or sheerflow (filter strips) runoff. <p>MM-HYD-3. The project sponsor would obtain permits required under Sections 401 and 404 of the CWA and comply with mitigation measures required in the permits. Mitigation measures may include compensation for habitat loss involving habitat restoration, reconstruction onsite, or habitat replacement offsite, with the ultimate goal of ensuring minimal impact to surface water quality.</p> <p>MIN-HYD-4. If required, the project sponsor would comply with any permit conditions required under Section 10 of the Rivers and Harbors Act.</p> <p>MIN-HYD-5. If required, the project sponsor would secure a Lake or Streambed Alteration Agreement for any work that would take place along the banks of surface water bodies.</p> <p>MIN-HYD-6. The project sponsor would manage potential fuel or other spills and a spill prevention and emergency response plan would be developed and implemented.</p>	
<p>Potential construction and operation related impacts to floodplains</p>	<p>A-HYD-7. Prior to implementing physical components that would introduce new structures in the study area, such as curve realignments, further evaluation of potential 100-year flood risk areas would be conducted. Construction of facilities within floodplains would be avoided where feasible, and floodplains temporarily impacted by construction activities would be restored as much as possible so they can function as before.</p>	<p>During project design, during construction</p>

Environmental Impacts	Avoidance, Minimization, and Mitigation Strategies	Timing
<p>Potential construction and operation related impacts to groundwater</p>	<p>MIN-HYD-8. Where avoidance is infeasible, the footprint of facilities within the floodplain would be minimized to the extent possible. All opportunities for redesign or modification to minimize flooding risk and potential harm to or within the floodplain would be assessed. For instance, siding extensions can be designed to either extend from the north or south end of the existing siding, potentially avoiding a flood-prone area.</p> <p>A-HYD-9. Design facilities that are elevated and/or permeable so as to not affect recharge potential where construction is required in areas of potentially substantial groundwater discharge or recharge.</p> <p>MIN-HYD-10. Minimize development of facilities in areas that have substantial groundwater discharge or that would affect recharge.</p> <p>MM-HYD-11. Obtain waste discharge permits where required.</p> <p>MIN-HYD-12. Obtain a NPDES permit and implement permit requirements, as well as BMPs that would control the release of contaminants near areas of surface water or groundwater recharge.</p> <p>MIN-HYD-13. Consider use and retention of native materials with high infiltration potential at the ground surface in areas that are critical to infiltration for groundwater recharge.</p>	<p>During project design, during construction</p>
<p><i>Biological Resources and Wetlands</i></p>		
<p>Potential construction and operation related impacts to biological resources</p>	<p>MIN-BIO-1. Field surveys would be conducted to determine the extent and type of general and sensitive biological resources, including focused surveys following resource agency protocols for special- status species.</p> <p>MM-BIO-2. Biological Resources Management Plans (BRMP) would be prepared to specify the design and implementation of biological resources mitigation measures, including habitat replacement and revegetation, protection during construction, performance (growth) standards, maintenance criteria, and monitoring requirements. USFWS, CDFW, and USACE would review Draft BRMPs. The primary goal of a BRMP is to ensure the long- term perpetuation of the existing diversity of habitats in the study area and adjacent urban interface zones. BRMPs will contain the following:</p> <ul style="list-style-type: none"> ▪ Specific measures to ensure the protection of sensitive amphibian, mammal, bird, and plant species during construction activities. ▪ Identification and quantification of habitats that will be removed, as well as the locations where these habitats are to be restored or relocated. 	<p>During project design, during construction</p>

Environmental Impacts	Avoidance, Minimization, and Mitigation Strategies	Timing
	<ul style="list-style-type: none"> ▪ Procedures for vegetation analyses of adjacent protected habitats to estimate their relative composition; site preparation (clearing, grading, weed eradication, soil amendment, topsoil storage); irrigation, planting (container plantings, seeding); and maintenance (weed control, irrigation system checks, replanting). This information would be used to determine the requirements for revegetation areas. ▪ Proposed sources of plant materials and methods of propagation. ▪ Specific parameters for the determination of the amount of replacement habitat for temporary disturbance areas. ▪ Specification of parameters for maintenance and monitoring of re-established habitats, including weed control measures, frequency of field checks, and monitoring reports for temporary disturbance areas. ▪ Specification of performance standards for growth of re-established plant communities and cut-and-fill slopes. ▪ Remedial measures to be taken if performance standards are not met. ▪ Procedures and requirements to monitor all restoration/replacement efforts. ▪ Measures to preserve topsoil and control erosion control. ▪ Design of protective fencing around Environmentally Sensitive Areas (ESAs) and construction staging areas. ▪ Identification of location and quantities of gallinaceous guzzlers (catch basin/artificial watering structures, if needed); specification of monitoring of water levels in guzzlers. ▪ Location of trees that are designated as protected for wildlife habitat (roosting sites) and locations for planting of replacement trees. ▪ Identification of the purpose, type, frequency, and extent of chemical use for insect and disease control operations as part of vegetative maintenance within sensitive habitat areas. ▪ Specific monitoring programs for sensitive species during construction. ▪ Specific procedures to ensure the protection of sensitive species identified for preservation. These measures may include, but are not limited to, erosion and siltation control measures, protective 	

Environmental Impacts	Avoidance, Minimization, and Mitigation Strategies	Timing
	<p>fencing guidelines, dust control measures, grading techniques, construction area limits, and biological monitoring requirements.</p> <ul style="list-style-type: none"> ▪ Provisions for biological monitoring during construction activities that ensure the compliance and success of the proposed protective measures. The monitoring procedures would (1) identify specific locations of wildlife habitat and sensitive species to be monitored; (2) identify the frequency of monitoring, monitoring methodology (for each habitat and sensitive species to be monitored); (3) list required qualifications of biological monitor(s); and (4) identify reporting requirements. <p>MM-BIO-3. Mitigation techniques to protect plant and wildlife species would include, but would not be limited to on- and/or off-site revegetation/restoration of plant species, and purchase of credits from existing mitigation banks. Requirements for mitigation ratios would vary depending on the character of the impacted plant community and whether or not it provides notable habitat for sensitive plant or wildlife species. Regulatory agencies would be consulted to determine appropriate mitigation ratios. Relocation of plants, seed collection, plant propagation, out-planting to a suitable mitigation site, and participation in an existing HCP would be employed to mitigate for impacted plant species. Restoration of suitable breeding and foraging habitat, purchase of credits from an existing mitigation bank, and participation in an existing HCP would mitigate for impacted wildlife species.</p> <p>Whenever possible, on-site mitigation would be preferred to off-site. Off-site mitigation would be located within the same watershed or in close proximity to the impact area, where feasible.</p> <p>MIN-BIO-4. Minimization measures would include, but not be limited to, pre- construction focused surveys and construction monitoring. Prior to construction, focused surveys would be conducted for sensitive plant and wildlife species identified as occurring in the study area. Locations of sensitive plant/wildlife species observed would be mapped on construction drawings. Research would must be conducted on appropriate methods to use on a species-by-species basis (i.e., transplantation, germination from seed, greenhouse propagation), and construction could would be phased around the breeding season for sensitive wildlife species (See also BRMP information above.)</p> <p>MIN-BIO-5. Specific measures would be developed to minimize or avoid the propagation of weeds during construction and operation. Potential preventive measures during construction could include identification of areas with existing weed problems and measures to control traffic moving out of those areas (e.g., cleaning of construction vehicles, limitations on movement of fill). Mitigation for operational impacts would be developed similarly.</p>	

Environmental Impacts

Avoidance, Minimization, and Mitigation Strategies

Timing

MIN-BIO-6. Field studies would identify locally significant wildlife movement/migration corridors beyond those discussed in this programmatic document and provide data to assist in the design of bridges and wildlife crossings at crucial travel route points. Wildlife crossings would be designed to mimic natural corridors and must be sufficiently attractive to encourage wildlife use. Where feasible, overcrossings and undercrossings for wildlife would be appropriately vegetated to afford cover and other species requirements. Functional corridors would be established to provide connectivity to protected land zoned for uses that provide wildlife permeability. Corridors would be designed using the following procedure:

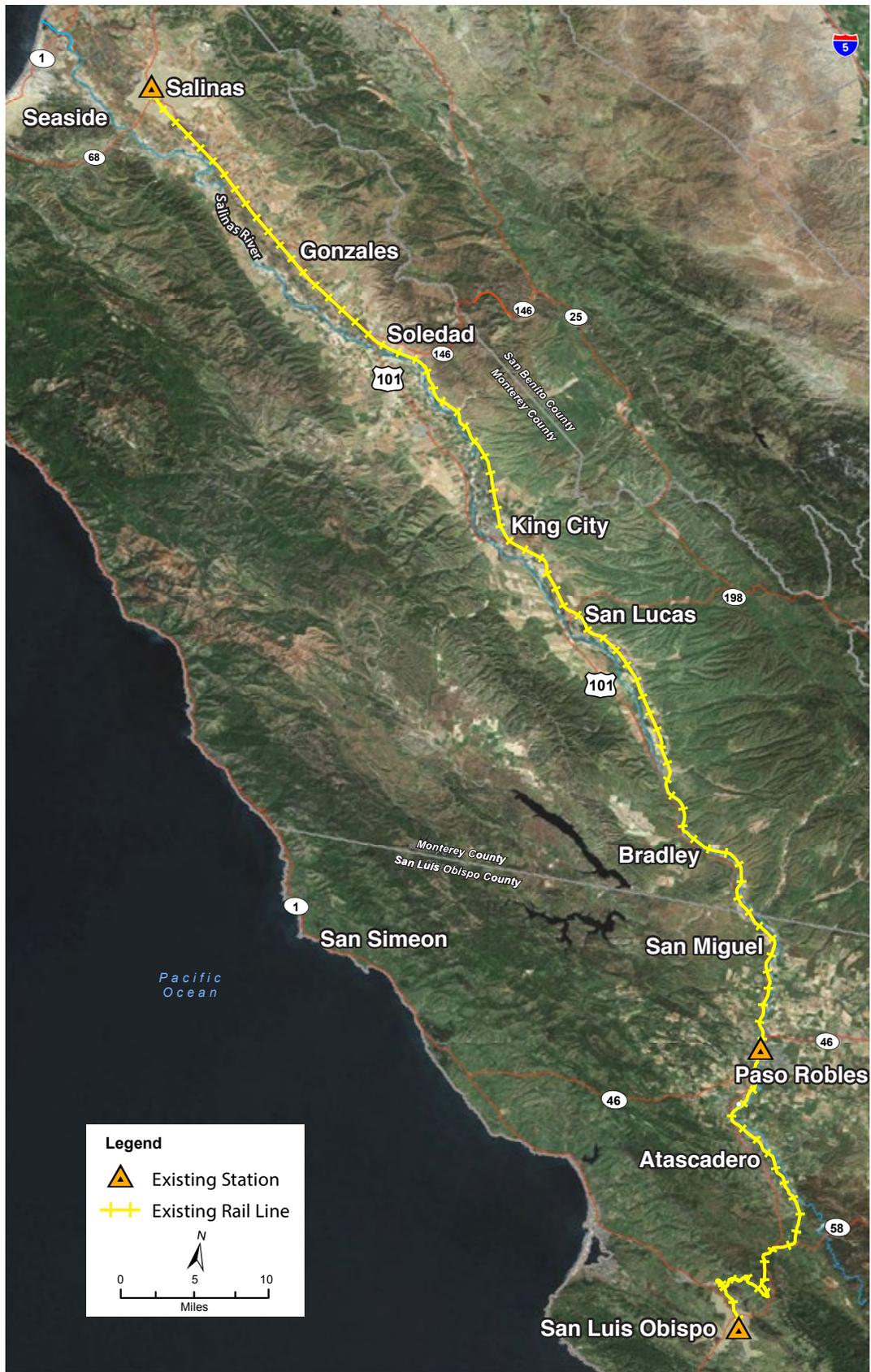
- Identify the habitat areas the corridor is designed to connect;
- Determine several species of interest from the species present in these areas;
- Evaluate the relevant needs of each selected species;
- For each potential corridor, evaluate how the area will accommodate movement according to the needs of each species of interest;
- Map the corridors;
- Design a monitoring program.

MM-BIO-7. Delineation of jurisdictional waters and wetlands would be conducted to determine the extent of USACE and CDFW jurisdiction, and consultation with these agencies to determine appropriate mitigation would occur.

- The amount of mitigation required would be assessed on an acreage basis, with ratios depending upon the nature and condition of the jurisdictional areas located within the impact areas. Whenever appropriate and feasible, on-site mitigation would be preferred. Off-site mitigation should be located within the same watershed or as close in proximity to the area of impact as possible. Mitigation options for unavoidable impacts to state and federal jurisdictional waters would include on- or off-site restoration, creation, or enhancement, mitigation banking, or in-lieu fee payments, as described below:
 - Restoration – Return degraded habitat to a pre-existing condition.
 - Creation – Conversion of a persistent non-wetland habitat into wetland (or other aquatic) habitat. The created habitat may be self-sustaining or dependent upon artificial irrigation.

Environmental Impacts	Avoidance, Minimization, and Mitigation Strategies	Timing
	<ul style="list-style-type: none"> ▪ Enhancement – Increase one or more functions of a replacement habitat through activities such as plantings or non-native vegetation eradication. ▪ Passive Revegetation – Allow a disturbed area to naturally revegetate without intervention or plantings. ▪ Mitigation Banking – Purchase of units of previously restored or enhanced wetland or waters habitat within a larger managed conservation area. These units are often known as “credits” and are typically sold by the acre. ▪ In-Lieu Fee Program – A monetary payment would be made to an entity approved by an agency that provides habitat conservation or restoration. For example, the Nature Conservancy may receive in-lieu fee payments for impacts in all watersheds. ▪ Current federal and state policy emphasizes a "no net loss" of wetlands habitats policy, which is usually achieved through restoration of areas subject to temporary impacts or creation of wetlands to offset permanent impacts. However, according to the January 27, 2003, Special Public Notice for Mitigation and Monitoring Guidelines, USACE favors the use of approved mitigation banks or in-lieu fee programs in the event that these programs would result in a net increase in regional or watershed benefit over on-site compensatory mitigation. Approved mitigation and in-lieu fee programs include measures designed to ensure the no net loss of wetlands policy is met. 	
<i>Growth Inducement</i>		
<p>Potential adverse impacts to growth and development along the alignment.</p>	<p>MIN-GR-1. New station development would be coordinated early in project-level reviews with local jurisdictions. This would ensure that land use plans and controls can be revised and implemented in conjunction with any new station development.</p>	<p>During project design</p>

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Project Location Map

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EXECUTIVE SUMMARY

This document is the Final Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Coast Corridor Improvements project. The Federal Railroad Administration (FRA), the San Luis Obispo Council of Governments (SLOCOG), the California Department of Transportation Division of Rail (Caltrans DOR), and the Transportation Agency for Monterey County (TAMC) identify the Preferred Alternative in this document.

The Preferred Alternative is a modification of the Build Alternative analyzed in the Draft Program EIR/EIS. The Final Program EIS/EIR includes an evaluation of the potential impacts of the No Build Alternative, the Build Alternative, and Preferred Alternative (herein referred to as the action alternatives), and identifies reasonable mitigation strategies.

This Final EIS/EIR also includes responses to substantive comments received on the Draft Program EIS/EIR and describes subsequent analysis that would occur as part of project-level environmental analysis. **Chapter 5.0, Comments and Coordination**, includes all comments on the Draft Program EIS/EIR and provides responses to each comment. Modifications to the Draft Program EIS/EIR, made in response to comments, are reflected in this Final Program EIS/EIR and are shown using “~~strike through~~” to designate deletions and “underline” to designate additions.

Minor corrections and editorial changes from the Draft Program EIS/EIR are also included in this Final EIS/EIR but are not shown in strikeout and underline.

OVERVIEW OF STUDY AREA

The project corridor is comprised primarily of the existing Coast Corridor railroad right-of-way (ROW) between the existing Amtrak stations in Salinas and San Luis Obispo. The project corridor is about 130 miles in length and is located within Monterey and San Luis Obispo counties. Portions of the corridor traverse several incorporated cities, including Salinas, Soledad, Greenfield, King City, Paso Robles, Atascadero, and San Luis Obispo.

The project corridor includes both the existing railroad ROW, as well as substantial “buffer” areas where possible physical components associated with the action alternatives may be located.

PURPOSE AND NEED

The project purpose is to increase the frequency, speed, and reliability of passenger rail while fostering greater passenger connectivity to the proposed California High-Speed Rail (CA HSR) System and enhancing safety with minimal disruption to existing and proposed freight rail operations. Implementation of the Build action alternatives would help to create an interconnected, multimodal solution allowing for better mobility throughout the Coast Corridor region, providing added capacity in response to increased travel demand between Los Angeles and San Francisco.

The Coast Corridor region is faced with transportation challenges associated with anticipated population growth, constrained travel options, aging rail infrastructure, safety issues, and a need for increased travel capacity without impacting air quality and natural resources. These challenges are likely to continue in the future as continued growth in population, employment, and tourism activity is expected to generate increased travel demand.

STUDIES LEADING TO THE PROGRAM EIS/EIR

Several planning and feasibility studies have identified and proposed components for the Coast Corridor. Amtrak completed the *California Passenger Rail System: 20-Year Improvement Plan Technical Report (Amtrak 20-Year Plan)* in March 2001. Caltrans DOR coordinated with Amtrak, FRA, and other transportation agencies to complete the *Coast Corridor Service Development Plan (SDP)* in May 2013. The Union Pacific Railroad (UPRR) has recommended a series of components it asserts are necessary to allow for increased passenger use of the Coast Corridor. The Build action alternatives, further described below, were intentionally drawn broadly to encompass all the physical improvements contemplated by these plans and studies above.

ALTERNATIVES

No Build Alternative

The No Build Alternative represents the continuation of existing rail operations and physical components, and assumes the perpetuation of existing freight and passenger service between Salinas and San Luis Obispo. The only physical component expected under the No Build Alternative would be the installation of positive train control (PTC) along the Corridor, which would provide increased safety for freight and passenger trains. This will provide the baseline for analysis of potential components. For the purposes of this Program EIS/EIR whose purpose and need is limited to potential physical rail system components and expansion of passenger rail service, the No Build Alternative includes other planned and programmed rail improvement projects for the Coast Corridor in the vicinity of the Salinas to San Luis Obispo region.

Build Alternative

The Build Alternative assumes the restoration of “Coast Daylight” passenger service, which would initially consist of 2 trains per day traveling between Salinas and San Luis Obispo, increasing to 4 trains per day by the year 2040. The Build Alternative includes an exhaustive list of potential physical components between Salinas and San Luis Obispo, some number of which may be found necessary to accommodate increased Coast Daylight service. The extent of needed physical components has not been identified at this time, but is expected to be determined outside the context of the California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) environmental review. The Build Alternative looks broadly at each physical component contemplated for the area to provide decision-makers additional information in identifying which, if any, conceptual physical components should be carried forward.

Notwithstanding the above considerations, for the purposes of this programmatic review, the Build Alternative has the potential to adversely affect biological resources, existing farmlands, cultural resources, hydrologic resources, localized traffic near stations, land use and community impacts resources, visual impacts resources, noise level increase, hazardous material sites, and air quality pollutant emissions during construction. However, this programmatic document Program EIS/EIR includes mitigation strategies to be applied as one or more components of the Build Alternative move forward for design and potential implementation. To the extent these strategies can be translated into used as project-level mitigation, adverse effects can be reduced or avoided entirely. In addition, the Build

Alternative will have beneficial environmental effects, such as economic growth, air quality improvements during operation, and energy consumption improvements during operation.

Table S-1 below summarizes the comparable effects of the Build Alternative and the No Build Alternative for the Coast Corridor project.

Preferred Alternative

Based upon the analysis conducted in the Draft Program EIS/EIR and public comments received, FRA, SLOCOG, TAMC, and Caltrans DOR have identified the Build Alternative (with modifications) as the Preferred Alternative for potential future implementation on the Coast Corridor between Salinas and San Luis Obispo.

The Preferred Alternative modifies the Build Alternative as follows:

- Modifications requested by the City of King to siding extension and station area
- Exclusion of four curve realignments in San Luis Obispo County
- Inclusion of “island” Centralized Traffic Control (CTC) between McKay and Santa Margarita

Modifications Requested by City of King

The City of King provided extensive written comments on the Draft Program EIS/EIR, advising that the City had updated its draft plans for the City of King siding extension and passenger station. These updates were not known to FRA, SLOCOG, Caltrans DOR, or TAMC until the City of King provided its comments on the Draft Program EIS/EIR.

Siding Extension

Precise plans for new sidings or siding were not available prior to publication of the Draft Program EIS/EIR. Accordingly, the analysis in the Draft Program EIS/EIR made reasonable assumptions regarding the extension of the existing sidings. It was assumed that the sidings extensions would result in sidings of about 10,000 feet in length (generally, enough to accommodate a freight train) and that this length could potentially be achieved by adding all additional track to either the northern or southern end of each siding. As a result, the Draft Program EIS/EIR examined a larger total area for the sidings than would have been necessary to achieve the desired 10,000 foot length.

The existing City of King siding extends from mile post (MP) 159.19 to MP 160.64 and is about 1.45 miles in length (7,650 feet). The Draft Program EIS/EIR analyzed two siding extensions (between MP 158.5 and 159.19 to the north and MP 160.64 and 161.19 to the south). Either the northern or southern extension would have been sufficient to provide a 10,000 foot long siding.

Since publication of the Draft Program EIS/EIR and as noted in the City's comments, the City of King engaged a railroad engineer (RailPros) to consider modifications to rail facilities in the area. The RailPros study (prepared for and endorsed by the City of King in its comment letter) proposed that the siding extension be greater than 10,000 feet in length and that the extension would most feasibly be achieved by extending the siding on the north side exclusively. The RailPros study considered extending the siding from MP 156.38 to 159.19, resulting in a siding 2.81 miles or about 14,800 feet in length.

After review, FRA, SLOCOG, TAMC, and Caltrans DOR concur that the City's proposed revision to the siding extension would avoid or reduce the intensity of several potential environmental effects of the previously identified siding extension discussed in the Draft Program EIS/EIR. The revised siding extension would avoid the need for a new creek crossing and would also avoid including any portion of the siding extension within a 100-year flood plain. The revised siding would also be located outside of populated areas, so would have reduced potential for any community effects compared to the previously identified siding extension. Because the City's proposed modification to the siding extension is reasonable and is likely to reduce the impacts of the project, FRA, SLOCOG, TAMC, and Caltrans DOR agree that it should be included and analyzed in the Final Program EIS/EIR.

Passenger Station

The analysis in the Draft Program EIS/EIR used conceptual plans from adopted City documents that proposed a station site near the intersection of First Street and Broadway. Operating details were assumed to include a station building, parking, and bus pull out areas.

However, as noted in the City's comments, the RailPros plan shows a slightly smaller passenger station in generally the same part of downtown, with similar features, and an area set aside for military personnel transfers. The RailPros plan also calls for the relocation of an existing at-grade crossing (at Pearl Street) to move about one block northwest towards Broadway Street.

Exclusion of Curve Realignments in San Luis Obispo County

During the public hearing on the Coast Corridor Draft Program EIS/EIR at SLOCOG's board meeting on January 7, 2015, many of the comments from members of the public focused on several of the curve realignments proposed for various locations in San Luis Obispo County. Commenters stated that the curve realignments had the potential to result in property acquisitions, splits of parcels, and other adverse environmental and socioeconomic effects.

In response to public comments, the SLOCOG Board adopted a motion requesting SLOCOG staff drop from further consideration the following curve realignments in San Luis Obispo County:

1. McKay/Wellsona
2. Wellsona/Paso Robles
3. Templeton/Henry
4. Henry/Santa Margarita

Excluding these curve realignments would not substantially compromise future on-time performance of passenger and freight trains and would reduce the potential impacts identified by the public. As documented in the SDP, an acceptably high rate of on-time performance in near and long-term horizon years was shown to be achievable with the inclusion of island CTC between McKay and Santa Margarita, which corresponds roughly to the same area in which the excluded curve realignments were contemplated.

Excluding the curve realignments would also eliminate or substantially reduce several potential adverse environmental effects, including:

- **Land Use:** Without these curve realignments, the Preferred Alternative would require fewer property acquisitions than the Build Alternative.
- **Agricultural Lands:** Without the curve realignments, the Preferred Alternative would require substantially less conversion of agricultural lands than the Build Alternative.
- **Air Quality:** By foregoing the construction of these curve realignments, construction-related emissions (fugitive dust, diesel equipment) would be lower in the Preferred Alternative than in the Build Alternative.
- **Noise and Vibration:** By foregoing the construction of these curve realignments, the Preferred Alternative would generally retain the existing

railroad alignment through San Luis Obispo County. In the Build Alternative, the curve realignments would have altered the railroad alignment relative to the location of sensitive receptors.

Inclusion of “Island” CTC between McKay and Santa Margarita

In the Draft Program EIS/EIR, Build Alternative components were carried forward from the SDP. As noted above, the Build Alternative specified the extension of CTC from Salinas to Soledad, as well as installation of an “island” of CTC from San Lucas to Bradley in southern Monterey County. Analysis in the SDP contemplated an additional “island” of CTC between McKay and Santa Margarita (between MP 202.3 and MP 229.6). The SDP noted that this 27-mile section of the corridor currently uses track warrant control (TWC), a non-automated signaling system. The four sidings in this section of the corridor using TWC were presumed to contribute substantially to delays that impair overall on time performance of both passenger and freight trains.

However, this particular island CTC was not explicitly referenced in the SDP’s list of Build Alternative components. Notwithstanding, SLOCOG and Caltrans DOR have clarified that it was each agency’s intent that this island CTC area be included in the Build Alternative. However, since the Draft Program EIS/EIR did not specifically include this component, this Final Program EIS/EIR formally incorporates the island CTC as part of the Preferred Alternative.

AVOIDANCE, MINIMIZATION, AND MITIGATION STRATEGIES

The Draft Program EIS/EIR defines program-level strategies to minimize potential impacts resulting from the project. The discussion will include design and construction practices that would avoid, minimize, or mitigate impacts if employed as project-level plans are advanced in subsequent stages. These strategies range from minimal to extensive activities dependent upon the individual features of the project and the resulting impacts relative to the package of components ultimately chosen.

COORDINATION WITH THE PUBLIC AND OTHER AGENCIES

The Draft Program EIS/EIR and Final Program EIS/EIR has been prepared with extensive public and agency involvement, which is summarized in **Chapter 5.0, Comments and Coordination**.

NEXT STEPS IN ENVIRONMENTAL PROCESS

It has yet to be determined what physical components are needed for proposed expansion of passenger rail service (so that existing freight and passenger service would not be unduly affected). Once physical components are selected, review under pertinent NEPA and CEQA requirements of such proposed components would occur.

Table S-1 Comparative Effects, Build Alternatives versus No Build Alternative

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Traffic and Travel			
Result in substantial disruption to freight and passenger rail services	None expected	Construction of Build Alternative physical components would temporarily disrupt freight and passenger rail traffic. Installation of “island” CTC from MP 202.3 to 229.6 was found to enable on-time performance for existing and proposed future passenger and freight rail.	Same as Build Alternative
Result in substantial traffic increases to local roadways	None expected	Project traffic would contribute to traffic impacts near existing and proposed station areas.	Same as Build Alternative
Result in significant delays any existing or new at-grade crossings	None expected	Additional train traffic and frequency would result; One new at-grade crossing could be created from the MP 172 curve realignment, which could occur on a public roadway. Improved warning devices would be installed at some existing at-grade crossings, which would result in improved safety at these locations. Some minor additional delays would result occurring from increased train traffic as passing of each Coast Daylight train would take approximately one minute.	Similar to Build Alternative, with the exception of the King City Multimodal Transportation Center (MMTC), which would shift an existing at-grade crossing one block to the north.

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Air Quality and Greenhouse Gas Emissions			
Construction	None expected	Emissions are expected to result from the use of heavy machinery, delivery of construction materials, construction worker vehicle trips, and idling trains resulting from service interruptions.	Similar to Build Alternative, but with slightly lower construction emissions due to the exclusion of curve realignments in San Luis Obispo County.
Rail Operations	None expected	11,000 daily VMT reduction projected by 2020, and total of 26,000 daily VMT reduction expected by 2040 in the Central Coast/Monterey Bay region as a whole. Increased efficiency of trains would decrease localized emissions, decrease train idling, reduce required maintenance, and may increase ridership, all reducing emissions and other pollutants.	Same as Build Alternative
New Train Stations	None expected	Emissions may result from deceleration, acceleration, and idling at new stops along the route. Regional emissions may be offset by increased train ridership.	Same as Build Alternative
Noise and Vibration			
Noise Compatibility	Variable	Varies depending on location; considered low for many curve realignments, particularly low for the McKay/Wellsona curve realignment proposed to occur near the Big Sandy Wildlife Area, and others occurring in residential areas. High compatibility in agricultural areas, and moderate at new station areas.	Similar to Build Alternative; however, Preferred Alternative excludes the McKay/Wellsona curve realignment, creating fewer new effects in this area.

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Vibration Compatibility	Variable	Varies depending on location; generally low compatibility for curve realignments (particularly in residential areas), moderate at new passenger stations, and high throughout agricultural portions	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County, creating fewer new effects in these areas. .
Energy			
Construction Energy Consumption	Unknown	Energy required for manufacturing of materials, construction activities, travel of construction workers, and from traffic delays/detours resulting from construction activities.	Similar to Build Alternative, but with slightly lower construction energy expenditures since the Preferred Alternative excludes curve realignments in San Luis Obispo County.
Operations Energy Consumption	Unknown	Increasing service would increase train-related energy consumption, increased ridership would likely reduce energy consumption by decreasing automobile VMT (VMT expected to decrease by 26,000 daily miles by 2040). Increased train efficiency associated with the components would reduce required maintenance, reduce friction, reduce time spent idling, and increase train speeds	Same as Build Alternative
Land Use and Planning, Communities and Neighborhoods, Property and Environmental Justice			
Land Use Compatibility and Property	High	High near proposed station areas and within the existing ROW. Low through Los Padres National Forest and components requiring land outside of the existing ROW.	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County. Therefore, land use impacts in San Luis Obispo County would likely be lower.

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Communities and Neighborhoods	High	High in most areas along alignment, low where few curve realignments/siding extensions require land in residential use.	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County. Therefore, impacts to communities and neighborhoods in San Luis Obispo County would likely be lower.
Environmental Justice (EJ)	None expected	Up to 137 EJ census blocks (for race and poverty) crossed by rail alignment and facilities. Impacts vary depending on component.	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County and modifies the King City siding and station location. Therefore, Preferred Alternative would cross fewer EJ block groups (up to 129).
Aesthetics and Visual Resources			
Construction	None expected	Visual impacts to passing motorists, pedestrians, bicyclists, and rail passengers will occur resulting from construction equipment, light and glare from nighttime work, and newly disturbed land cover. Will be more significant where construction occurs outside of existing ROW.	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County. Therefore, potential visual impacts in San Luis Obispo County would likely be lower.

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Operation	None expected	Medium to high generally where new stations are proposed and curve realignments/siding extensions would occur; low where upgrades to the existing alignment would occur, and where siding extensions and new powered switches are proposed.	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County. Therefore, potential visual impacts in San Luis Obispo County would likely be lower.
Agricultural and Forest Resources			
Acres of Permanent Impacts to Prime Farmland	None expected	Up to 78	Similar to Build Alternative; however, Preferred Alternative excludes the McKay/Wellsona curve realignment. Therefore, Preferred Alternative would reduce potential permanent impacts to Prime Farmland by 1 acre.
Acres of Temporary Impacts to Prime Farmland	None expected	Up to 290	Similar to Build Alternative; however, Preferred Alternative modifies the King City siding. Overall, Preferred Alternative would potentially affect up to 297 acres of Prime Farmland
Acres of Permanent Impacts to Forest Lands	None expected	Up to 12	Same as Build Alternative
Acres of Temporary Impacts to Forest Lands	None expected	Up to 20	Same as Build Alternative
Convert Williamson Act Contract land to nonagricultural use	None expected	Likely to occur in Monterey County	Same as Build Alternative

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Public Utilities and Services			
Utility Usage	None expected	Construction-related uses are expected be low; however, water will be required as part of standard construction best practices. Operation of new stations, signal upgrades, and new powered switches would require some electricity and water and wastewater services (stations), but not expected to be significant.	Same as Build Alternative
Public Services	None Expected	Some temporary access disruptions associated with construction expected. No impacts associated with operation expected as the components are not expected to encourage substantial population growth.	Same as Build Alternative
Utility Conflicts:			
Transmission Line Impacts	None expected	Up to 0.2 miles of operation-related conflicts, up to 1 mile of construction-related conflicts	Similar to the Build Alternative; however, the modified King City siding location would increase the potential for construction-related conflicts with transmission lines by an additional 2 miles; operation-related conflicts with transmission lines would not change.
Natural Gas Pipeline Impacts	None Expected	Up to 2.5 miles of operation-related conflicts, up to 1 mile of construction-related conflicts, and 6 pipeline crossings	Same as Build Alternative

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Water Transmission Lines	None Expected	Nacimiento Water Project pipeline would likely be impacted to some degree from Paso Robles to San Luis Obispo	Similar to the Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County. Therefore, potential impacts to water transmission lines in San Luis Obispo County would likely be reduced.
Telecommunications	None Expected	Fiber-optic transmission lines would likely be impacted to some degree within Monterey and San Luis Obispo County	Similar to the Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County. Therefore, potential impacts to telecommunication lines in San Luis Obispo County would likely be reduced.
Hazardous Materials and Wastes			
Corridor-Wide Hazardous Materials and Wastes	Unknown	Construction activities may encounter contaminated soil containing pesticide or herbicide residue, aerially deposited lead, or other soil or groundwater contaminants. If demolition of existing facilities or structures occurs, construction activities may encounter asbestos or lead-based paint materials	Similar to the Build Alternative; however, Preferred Alternative excludes the Henry/Santa Margarita curve realignment, which would have required potential demolition. Therefore, hazards from asbestos/lead-based paint would likely be reduced.

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Number of “Active Status” Hazardous Sites	Unknown	Up to 4; one near location for upgrades to the existing alignment section #1 and three near the King City siding extension	Similar to Build Alternative; however, Preferred Alternative reflects a modified location for the King City siding extension. The modified location does not include any recorded hazardous waste sites; therefore, potential impacts would be reduced.
Cultural and Paleontological Resources			
Number of Known Archaeological Sites	Unknown	Up to 27 sites	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County. Therefore, potential impacts to known archaeological resources decrease to 21 sites.
Paleontological Sensitivity	Unknown	Generally low, high in San Luis Obispo County from the proposed Cuesta second main track into San Luis Obispo	Same as Build Alternative
Number of Potential Historical Structures	Unknown	Up to 59 structures	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County, so total number of potentially affected historical resources would decrease to 47.
Geology and Soils			
Expected Likelihood of Surface Fault Rupture	Unknown	Varies depending on location, highest near Santa Margarita	Same as Build Alternative

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Expected Likelihood of Ground Shaking	Unknown	Varies depending on location, highest near Salinas	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County. Therefore, overall potential risk of ground shaking would likely be lower.
Liquefaction Potential	Unknown	Varies depending on location, highest throughout San Luis Obispo County	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County. Therefore, liquefaction potential would likely be lower.
Expected Likelihood of Landslides	Unknown	Varies depending on location, highest near Bradley and between Templeton and Santa Margarita	Same as Build Alternative
Soil Shrink-Swell Potential	Unknown	Varies depending on location, highest near Salinas, Soledad, San Lucas, Bradley, and near the existing alignment in San Luis Obispo	Same as Build Alternative
Soil Corrosivity	Unknown	Varies depending on location, Steel highest throughout Monterey County, concrete highest near existing alignments 2-5 and Cuesta grade.	Same as Build Alternative
Soil Erosion Potential	Unknown	Varies depending on location, highest near existing alignments 2-5 and Cuesta grade.	Same as Build Alternative
Oil and Gas Fields	Unknown	Three crossed; two occur at upgrades to the existing alignment near San Lucas, and one by the Templeton/Henry curve realignments	Similar to Build Alternative; however, Preferred Alternative excludes the Templeton/Henry curve realignment. Therefore, potential impacts of crossing oil and gas fields would be reduced.

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Hydrology and Water Resources			
Linear feet of permanent impact to water resources	Unknown	Up to 2,264 linear feet	Similar to Build Alternative; however, Preferred Alternative excludes the Henry/Santa Margarita curve realignment and shifts the King City Siding. Therefore, permanent impacts to surface waters would be reduced to up to 1,859 linear feet.
Permanent acres within a 100-year floodplain	Unknown	Up to 29 acres	Similar to Build Alternative; however, King City siding extension would no longer be extended south near San Lorenzo Creek, and Preferred Alternative excluded all of the curve realignments in San Luis Obispo. Therefore, permanent impacts to 100-year floodplain would be reduced to up to 23.8 acres.
Number of surface water crossings	Unknown	Up to 117	Similar to Build Alternative; however, Preferred Alternative excludes the Henry/Santa Margarita curve realignment and shifts the King City Siding. Therefore, impacts to surface water crossings would be reduced to 111 crossings.

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Erosion Potential	Unknown	Generally low, moderate potential near Bradley (Bradley siding and Getty/Bradley curve realignments occur near steep slopes)	Same as Build Alternative
Potential Groundwater Impacts	Unknown	Low	Same as Build Alternative
Biological Resources and Wetlands			
Wetlands Affected	None Expected	<p>Varies by location; construction activities at the McKay/Wellsona curve realignment and the Wellsona new siding account for the majority of impacts to wetlands.</p> <p>Few permanent impacts are expected, and the majority are also expected to occur at McKay/Wellsona component areas</p>	<p>Similar to Build Alternative; however, Preferred Alternative excludes the McKay/Wellsona curve realignment. Therefore, impacts to wetlands would likely be reduced.</p>
Non Wetland Jurisdictional Waters Affected	None Expected	<p>Construction activities associated with the Henry/Santa Margarita curve realignment and the Cuesta second main track are expected to impact the most non-wetland jurisdictional waters (almost 6,000 linear feet each).</p> <p>Permanent impacts are also expected to occur at these component locations, and at a few other realignments/siding extensions, including the Getty/Bradley curve realignment</p>	<p>Similar to Build Alternative; however, Preferred Alternative excludes the Henry/Santa Margarita curve realignment and shifts the King City siding location. Therefore, impacts to non-wetland jurisdictional waters would likely be reduced.</p>

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Critical Habitat Areas Affected	None expected	<p>California red-legged frog and south-coast California Steelhead habitats would be affected during construction associated with the Henry/Santa Margarita curve realignment and the Cuesta second mainline.</p> <p>Permanent impacts to California red-legged frog habitat would occur near the Cuesta second main track.</p> <p>South-coast steelhead and Vernal pool fairy shrimp habitat may also be permanently impacted by the Bradley siding extension and the Wellsona new siding.</p>	<p>Similar to Build Alternative; however, Preferred Alternative excludes the Henry/Santa Margarita curve realignment. Therefore, impacts to critical habitat areas would likely be reduced.</p>
Sensitive Vegetation Communities Affected	None Expected	<p>Temporary and permanent impacts are expected associated with components occurring outside of the existing railroad ROW, particularly the curve realignments and the second main track.</p>	<p>The Preferred Alternative excludes 4 curve realignments, thus overall impacts to sensitive vegetation communities would be reduced.</p>
Special-Status Species Affected	None Expected	<p>Several plant and animal special-status species would be impacted at components occurring outside of the existing railroad ROW (new sidings/siding extensions, curve realignments, and the second main track).</p>	<p>Similar to the Build Alternative; however, Preferred Alternative modifies the location of the King City siding extension and excludes curve realignments in San Luis Obispo County. Therefore reducing potential impacts to special-status species.</p>

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Section 4(f) and 6(f)			
Section 4(f) Resources Affected	None expected	Varies by location, generally low given the proximity of 4(f) resources to the existing railway and adjacent highways and roadways. A portion of the McKay/Wellsona curve realignment may require the acquisition of lands within Big Sandy Wildlife Area which could result in a permanent use of a Section 4(f) property	Similar to Build Alternative; however, Preferred Alternative excludes the McKay/Wellsona curve realignment. Therefore, potential uses of Section 4(f) resources would be reduced.
Section 6 (f) Resources Affected	None expected	None identified	Same as Build Alternative
Class I Areas Affected	None expected	Class I areas identified are at a distance from the train tracks and no significant air quality/visual degradation is expected	Same as Build Alternative
Growth Inducement			
Permanent and Temporary Employment Opportunities	None expected	Potential for growth inducement related to temporary employment dependent upon size and complexity of Build Alternative carried forward. Additional service would require some permanent employees to operate stations and service trains; however, no railroad maintenance facilities are located between Salinas and San Luis Obispo; little to no growth is expected in either Monterey or San Luis Obispo station areas	Same as Build Alternative

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Residential Property	None expected	Adverse growth-related effects limited to acquisition and permanent conversion of residential areas into transportation uses. Few residential takes are expected. May occur with the Henry/Santa Margarita curve realignment; however, this area is not densely populated, growth related impacts would be low	Similar to Build Alternative; however, Preferred Alternative excludes the McKay/Wellsona curve realignment. Therefore, potential residential acquisitions would be reduced.
New Station Areas	None expected	New passenger stations and increased service may increase economic activity resulting in population growth and development; receiving cities have endorsed stations as engines of economic revitalization in their respective communities.	Same as Build Alternative

Source: Circlepoint, 2014



Memorandum

To: Board of Directors

From: David Delfino, Finance Officer / Analyst

Meeting Date: December 2, 2015

Subject: Graniterock Company and Lithia Real Estate Inc. Leases

RECOMMENDED ACTION

AUTHORIZE the Executive Director to execute updated leases with Graniterock Company and Lithia Real Estate Inc.

SUMMARY

Graniterock Company and Lithia Real Estate Inc. wish to continue leasing the Monterey Branch Line right-of-way they presently occupy. It is in the Agency's best economic interest to continue this business relationship with these companies.

FINANCIAL IMPACT

The Graniterock Company lease will generate rent of \$85,705.20 per year and the Lithia Real Estate Inc. leases will generate rent of \$ 22,228.92 per year for the Agency, which is a 20 percent increase in lease revenue.

DISCUSSION

Graniterock Company has been leasing 66,500 square feet since 1996 and Lithia Real Estate Inc. has been leasing 14,000 square feet of the Monterey Branch Line right-of-way since 2007. These companies have been very good tenants. They have complied with all the terms of the present leases. These leases contain provisions that allow the Agency to cancel on a twelve months' notice when the property is needed for the Monterey Branch Line transit project.

Approved by: 
Debra L. Hale, Executive Director

Date signed: November 15, 2015

Consent Agenda

Counsel Review: YES

- Attachments: 1. Real Property Lease between the Transportation Agency for Monterey County and Graniterock Company.
2. Real Property Lease between the Transportation Agency for Monterey County and Lithia Real Estate Inc.

REAL PROPERTY LEASE

GRANITE ROCK COMPANY, A CALIFORNIA CORPORATION.
MONTEREY BRANCH LINE, SAND CITY

LESSOR

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

55-B PLAZA CIRCLE

SALINAS, CALIFORNIA 93901

LESSEE

GRANITE ROCK COMPANY, A CALIFORNIA CORPORATION.

P. O. Box 50001

Seaside, CA 95077-5001

January 1, 2016 through December 31, 2020

DAVID DELFINO dave@tamcmonterey.org 775-0903

THIS LEASE is entered into between the Transportation Agency for Monterey County, LESSOR, and Granite Rock Company, a California Corporation., a California general partnership, LESSEE.

LESSOR, in consideration of the rent and agreements hereinafter set forth, does hereby lease to LESSEE, and LESSEE leases from LESSOR, those certain premises described as the raw land located in the City of Sand City, CA (hereafter referred to as the "Property").

1. THE PROPERTY:

- a. The Property is further identified as outlined on Attachment A.
- b. The Property encompasses an approximate area of **66,500** square feet represented by a encroachment from LESSEE'S properties on the east and west of the TAMC railroad right of way into the railroad right of way. (See Attachment A.) Besides the railroad track, there are no buildings or permanent structures on the Property.
- c. The LESSEE is using the Property for storage of equipment and materials for the company's two businesses located in Sand City and the City of Seaside. The LESSEE is to continue to comply with the conditions agreed to with the City of Sand City.
- d. No trash, litter, boxes, crates, debris, or other used and/or discarded materials shall be stored on this Property. .
- e. There shall be no business sign or any other commercial advertisement applied and/or attached to the Property, or otherwise established within the railroad right-of-way.
- f. Prior to any improvements to be made by LESSEE on the Property, LESSEE shall seek and obtain approval of the Lessor and also comply with conditions put forth by the City of Sand City. Failure by Lessee to comply with this subparagraph shall be deemed a default of this LEASE.

2. TERM: The initial term shall be for five (5) years beginning January 1, 2016 and ending December 31, 2020, unless sooner terminated as provided in this LEASE. Upon completion of the initial LEASE term, if LESSOR intends to continue to offer the Property for lease, LESSEE is granted an option to lease the Property for another five (5) year term. So long as LESSOR continues to offer the Property for lease, and provided that LESSEE is not in default of the Lease, LESSEE shall have the option to renew this Lease, up to four (4) times, for additional five-year periods. If LESSEE intends to exercise its option to renew the lease for any of the option periods, LESSEE shall give written notice to LESSOR of its intent to exercise such option at least sixty (60) days prior to the expiration of the Term, as such is described in the Lease, or any applicable option period.

3. TERMINATION BY LESSOR:

- a. LESSEE understands and agrees that the LESSOR has future plans for the Property, such as the restoration of rail/transit service to the Monterey Peninsula, possibly a bicycle trail and possibly other transportation or TAMC uses. Thus LESSEE agrees to vacate the Property during the term of the Agreement or any renewal or extension of the Lease, without liability to the LESSOR, within twelve (12) months of the receipt of a written notice to terminate.
- b. LESSOR may terminate this LEASE if there is a default by the LESSEE with respect to any of the provisions of this LEASE or LESSEE's obligations under it, including the payment of the Rent, after giving LESSEE notice of default and failure by LESSEE to cure the default within thirty (30) days.

4. RENT: LESSEE agrees to pay LESSOR a monthly payment of Ten point seventy-four cents

(\$0.1074) per square foot based on **66,500** square feet rented (the sum of **Seven Thousand one hundred and forty-two Dollars and ten cents (\$7,142.10)**). Rent shall increase at a rate of three percent (3%) annually for each year of such term, cumulative and compounded. Such three percent (3%) annual increase shall only apply to the two option periods. Rental rates for the first fifteen (15) years (constituting the Initial Term and two assumed renewals), based upon the formula described herein, have been calculated and is attached hereto as Attachment B. Thereafter, the rental is subject to negotiation by the parties during the period that LESSEE has to exercise its option and renew the LEASE prior to its expiration. If the parties do not agree to renewal and the rental at least thirty (30) days prior to expiration of the Lease or any option period, LESSOR may terminate the LEASE and offer the Property for lease to another party at the same or a higher rental amount than it offered to LESSEE.

5. DELIVERY OF PROPERTY: LESSOR and LESSEE agree that LESSEE has had physical possession of the Property since 1998.

Upon expiration or termination of the LEASE, LESSEE agrees to deliver to LESSOR physical possession of the Property, in good condition, wear and tear, or damage from any other cause not directly attributable to the negligence of the LESSEE excepted.

6. AS IS CONDITION OF PROPERTY: LESSOR and LESSEE agree that LESSEE has had possession and control of the Property since 1998 LESSOR makes no representations as to the condition of the Property. LESSEE takes occupancy of the Property in an "as is" condition. Any improvements to the Property provided by LESSEE shall be removed upon termination of this LEASE or any subsequent Agreement between LESSOR and LESSEE. LESSOR will not repair or maintain nor contribute funding toward the repair or maintenance of the Property now or in the future. LESSEE shall not disturb the tracks or railroad ties in the easement of the PROPERTY.

7. RESERVATIONS TO LESSOR: The Property is accepted as is and where is by LESSEE subject to any and all presently existing easements and encumbrances. LESSOR also reserves the right to install, lay, construct, maintain, repair and operate such sanitary sewers, drains, storm water sewers, pipelines, manholes, and connections; water, oil and gas pipelines; telephone and telegraph power lines; and the appliances and appurtenances necessary or convenient in connection therewith, in, over, upon, through, across, and along the Property or any part thereof, and to enter the Property for any and all such purposes. LESSOR also reserves the right to grant franchises, easements, rights of way, and permits in, over, upon, through, across, and along any and all portions of the Property. No right reserved by LESSOR in this paragraph shall be so exercised as to interfere unreasonably with LESSEE's operations hereunder. LESSOR agrees that rights granted to third parties by reason of this paragraph shall contain provisions that the surface of the land shall be restored as nearly as practicable to its original condition upon the completion of any construction. LESSOR further agrees that should the exercise of these rights temporarily interfere with the use of any or all of the Property by LESSEE, the rent shall be reduced in proportion to the interference with LESSEE's use of the Property.

8. USE: The Property shall be used by the LESSEE solely and exclusively for the purposes mentioned.

LESSEE must obtain the LESSOR'S written permission prior to installation of permanent structures, facilities or landscaping on the Property. LESSEE has not proposed site landscaping.

LESSEE'S use of the Property, as provided in this LEASE, shall be in accordance with the following:

- a. LESSEE shall comply with all laws concerning LESSEE'S use of the Property.
- b. LESSEE shall not use the Property in any manner that will constitute waste, nuisance or unreasonable annoyance to owners or occupants of adjacent properties.
- c. If the City of Sand City Council finds at any time that any activity or use of the Property constitutes a nuisance, or is otherwise detrimental to the neighborhood or to the community, such use shall be discontinued or modified as may be required by the City and LESSEE shall

defend and indemnify LESSOR in any enforcement proceedings brought by the City or a third party. LESSEE's failure to comply with the requirements of the City in this regard shall be deemed a default of this Lease.

9. LESSOR'S ENTRY ON PROPERTY: LESSOR and its authorized representatives shall have the right to enter the Property at all reasonable times for any of the following purposes:

- a. To determine whether the Property is in good condition and whether LESSEE is complying with its obligations under this LEASE.
- b. To do any maintenance and to make any restoration to the Property that LESSOR has the right and chooses to perform.
- c. Conduct studies or testing related to transportation projects and uses.

10. SUPERVISION: LESSEE agrees to provide responsible adult supervision for all activities on the Property.

11. UTILITIES: No utilities such as water, electricity, gas or telephone services are available, or are to be provided by LESSOR. LESSEE may arrange for such utilities to be provided to the Property on a temporary basis at LESSEE'S expense without obtaining prior written approval from the LESSOR.

12. INSURANCE COVERAGE REQUIREMENTS: Without limiting LESSEE'S duty to indemnify, LESSEE shall maintain in effect throughout the term of this LEASE a policy or policies of insurance with the following minimum limits of liability.

- a. Comprehensive general liability insurance, including but not limited to premises and operations, including coverage for Bodily Injury and Property Damage, Personal Injury, Contractual Liability, Broadform Property Damage, Independent Contractors, Products and Completed Operations, with a combined single limit for Bodily Injury and Property Damage of not less than \$1,000,000.00 per occurrence; and
- b. Business automobile liability insurance, covering all motor vehicles, including owned, leased, hired and non-owned, used for purposes under this LEASE, with a combined single limit for Bodily Injury and Property Damage of not less than \$1,000,000.00 per occurrence; and
- c. Worker's compensation insurance in the manner required by California Labor Code section 3700 and any other applicable state statute, and with Employers' Liability Limits not less than \$1,000,000.00 each person, \$1,000,000.00 each accident and \$1,000,000.00 each disease.

GENERAL INSURANCE REQUIREMENTS: All insurance required by this LEASE shall be with a company acceptable to LESSOR and authorized by law to transact insurance business in the State of California. All such insurance shall be written on an occurrence basis, or, if the policy is not written on an occurrence basis, such policy with the coverage required herein shall continue in effect for a period of two years following termination of this LEASE.

Each liability policy shall provide that LESSOR shall be given notice in writing at least thirty (30) days in advance of any endorsed reduction in coverage or limit, cancellation or intended non-renewal thereof.

Liability policies shall provide an endorsement naming LESSOR and City of Sand City, their directors, officers, agents and employees as Additional Insureds and shall further provide that such insurance is primary insurance to any insurance or self-insurance maintained by the LESSOR and the City and that the insurance of the Additional Insureds shall not be called upon to contribute to a loss covered by LESSEE'S insurance.

Prior to execution of this LEASE by LESSOR, LESSEE shall file certificates of insurance with LESSOR,

showing that the LESSEE has in effect the insurance required by this LEASE. LESSEE shall file a new or amended certificate of insurance within five (5) calendar days after any change is made in any insurance policy that would alter the information on the certificate then on file. Acceptance or approval of insurance shall in no way modify or change the indemnification clause in this Agreement, which shall continue in full force and effect.

13. INDEMNIFICATION: In consideration for use of the Property, LESSEE agrees to indemnify, defend, and save harmless LESSOR and its officers, agents, and employees, from and against any and all claims, liabilities or losses whatsoever arising out of or in any way related to LESSEE'S use of the Property under this LEASE, including but not limited to claims for Property damage, personal injury, death, injuries to reputation, economic losses, and emotional distress, and any legal expenses (such as attorney's fees, court costs, investigation costs, and expert fees) incurred by the LESSOR in connection with such claims. "LESSEE'S use" includes LESSEE'S action or inaction and the action or inaction of its officers, employees, and agents, including but not limited to LESSEE'S customers. The obligation of LESSEE to indemnify does not extend to claims or losses arising out of the sole negligence or willful misconduct of the LESSOR or LESSOR'S directors, officers, agents, or employees.

LESSEE agrees to indemnify, defend and save harmless LESSOR and its directors, officers, agents and employees from and against any equipment or bodily injury damages sustained by any party using the Property.

14. ABANDONMENT: If LESSEE abandons the Property, the Property may be re-let by the LESSOR for such rent and upon such terms as LESSOR may see fit.

15. WAIVER: The waiver, by LESSOR or LESSEE, of any covenant or condition herein contained shall not vitiate the same or any other covenant or condition contained herein, and the terms and conditions contained herein shall apply to and bind the heirs, successors and assigns of the respective parties hereto.

16. HOLDING OVER: If LESSEE, with LESSOR'S consent, remains in possession of the Property after expiration or termination of the term, or after the date in any notice given in terminating this LEASE without a new agreement being reached, such possession by LESSEE shall be deemed to be a month-to-month tenancy terminable on thirty (30) days prior written notice given at any time by either party, on the same terms and conditions herein stated.

17. NOTICE: Any notices that either party desires to or is required to give to the other party or any other person shall be in writing and either served personally or sent by prepaid first class mail. Such notices shall be addressed to the other party at the address set forth below. Either party may change its address by notifying the other party of the change of address. Notice shall be deemed communicated within seventy-two (72) hours from the date of mailing, if mailed as provided in this paragraph.

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

Granite Rock Company, a California Corporation.
Attn.: Chris Mann, Director of Real Estate Services
P. O. Box 50001
Watsonville, CA 95077-5001

18. SUCCESSORS AND ASSIGNS: Subject to the restriction on assignment herein below written, this lease, and all terms, covenants, and conditions hereof, shall be binding upon and shall inure to the benefit of the heirs, legal representatives, successors and assigns of the respective parties hereto.

19. OWNERSHIP: The LESSOR is the owner of the Property and all site improvements on the Property on the effective date of this LEASE. All right, title and interest in and to the Property and those site improvements shall belong to the LESSOR. All right, title and interest to site improvements made by LESSEE and personal Property shall be deemed to belong to LESSEE. Any improvements to the Property by LESSEE must be removed by LESSEE on termination of this LEASE.

20. POSSESSORY INTEREST AND PROPERTY TAXES: Pursuant to California Revenue and

Taxation Code section 107.6, notice is hereby given that LESSEE is responsible for any possessory interest, utility or personal Property taxes that may be imposed as a result of, or related to, this LEASE.

21. ASSIGNMENT: LESSEE shall not, without LESSOR's written consent, assign its rights or delegate its duties pursuant to this LEASE.

22. CAPTIONS: The captions in this LEASE are inserted only as a matter of convenience and for reference and in no way define the scope or the extent of this LEASE or the construction of any provision.

23. COUNTERPARTS: This LEASE may be executed in any number of counterparts, all of which taken together shall constitute one and the same instrument.

24. INTERPRETATION OF LEASE: The parties understand and agree that this LEASE has been arrived at through negotiation, and that neither LESSOR nor LESSEE is to be deemed the party which prepared this LEASE within the meaning of Civil Code section 1654.

25. ENTIRE AGREEMENT, AMENDMENTS: This LEASE embodies the entire agreement and understanding between the parties relating to the subject matter and may not be amended, waived or discharged, except by an instrument in writing executed by both parties. This LEASE supersedes all prior agreements and memoranda relating to its subject matter.

IN WITNESS WHEREOF the parties hereto have executed this LEASE this ____ day of _____, 2015.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY, LESSOR

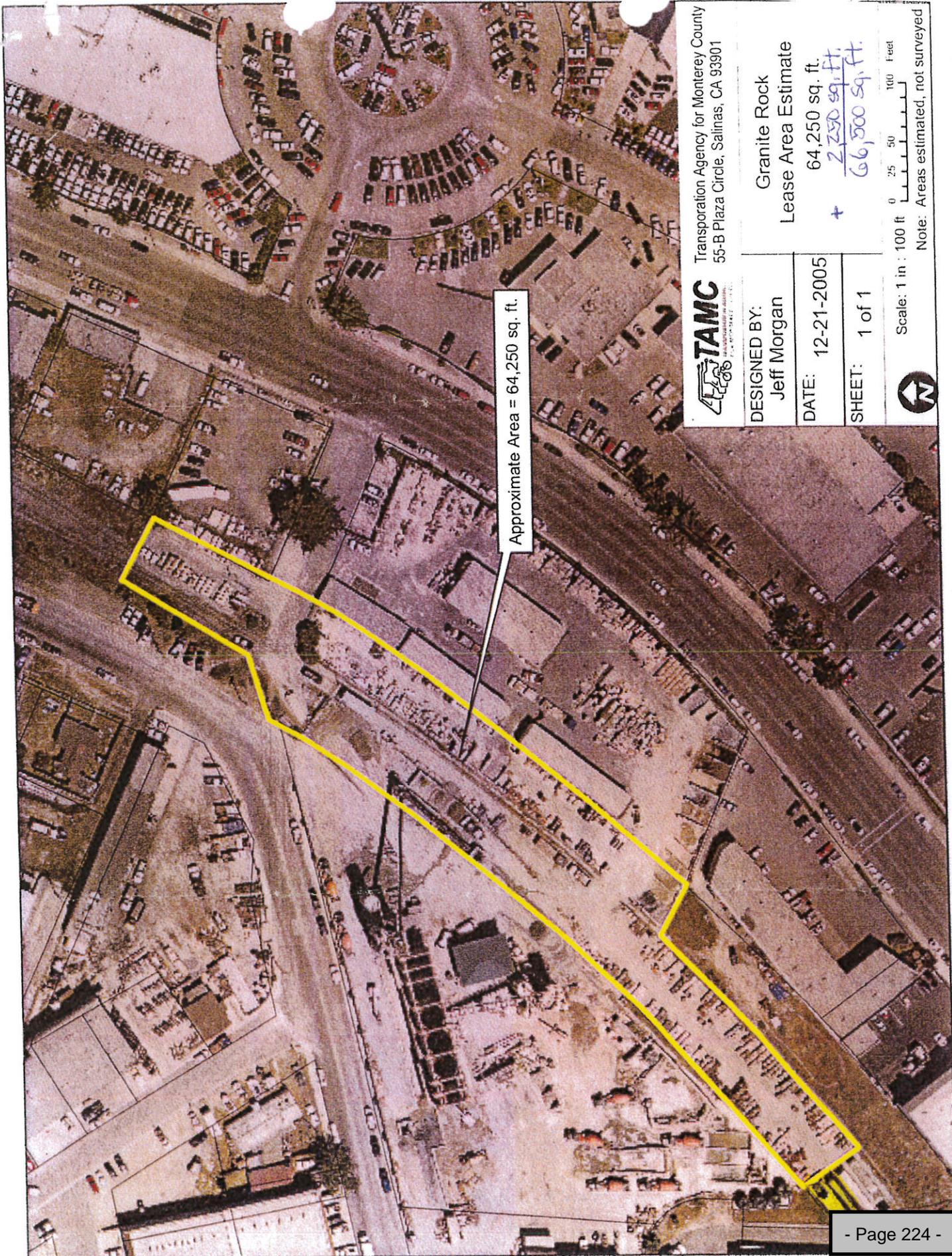
BY: _____
Debra L. Hale, Executive Director

LESSEE: GRANITE ROCK COMPANY, A CALIFORNIA CORPORATION.

BY: _____
Title

Approved as to form:

TAMC Counsel



Approximate Area = 64,250 sq. ft.

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

DESIGNED BY:
 Jeff Morgan

DATE: 12-21-2005

SHEET: 1 of 1

Granite Rock
 Lease Area Estimate
 64,250 sq. ft.
 + 2,250 sq. ft.
 66,500 sq. ft.

Scale: 1 in : 100 ft 0 25 50 100 Feet

Note: Areas estimated, not surveyed

ADDITIONAL APPROX. 2,250 sq. ft.

Granite Rock

3% increase per year

Year	Monthly Rent
16	\$ 7,142.10
17	\$ 7,356.36
18	\$ 7,577.05
19	\$ 7,804.37
20	\$ 8,038.50
21	\$ 8,279.65
22	\$ 8,528.04
23	\$ 8,783.88
24	\$ 9,047.40
25	\$ 9,318.82
26	\$ 9,598.39
27	\$ 9,886.34
28	\$ 10,182.93
29	\$ 10,488.41
30	\$ 10,803.07

REAL PROPERTY LEASE

LITHIA REAL ESTATE, INC., AN OREGON CORPORATION.
MONTEREY BRANCH LINE, SAND CITY

LESSOR

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

55-B PLAZA CIRCLE

SALINAS, CALIFORNIA 93901

LESSEE

LITHIA REAL ESTATE, INC., AN OREGON CORPORATION.

150 Bartlett St.

Medford, OR 97501

May 1, 2016 through April 30, 2021

DAVID DELFINO dave@tamcmonterey.org 775-0903

THIS LEASE is entered into between the Transportation Agency for Monterey County, LESSOR, and LITHIA REAL ESTATE, INC., an Oregon Corporation., LESSEE.

LESSOR, in consideration of the rent and agreements hereinafter set forth, does hereby lease to LESSEE, and LESSEE leases from LESSOR, those certain premises described as the raw land located in the City of Sand City, CA (hereafter referred to as the "Property").

1. THE PROPERTY:

- a. The Property is further identified as outlined on Attachment A.
- b. The Property encompasses an approximate area of **14,000** square feet and represents a forty (40) foot encroachment from LESSEE'S Seaside properties into the railroad right of way for an approximate length of three hundred and fifty (350) feet. (See Attachment A.) Besides the railroad track, there are no buildings or permanent structures on the Property.
- c. The LESSEE has indicated that he intends to use the property for parking, storage of cars and other uses incidental to the company's City of Seaside retail auto sales and service business. This Lease is conditioned upon any City of Sand approval necessary to LESSEE's intended use.
- d. No trash, litter, boxes, crates, debris, or other used and/or discarded materials shall be stored within this storage yard. No item stored within this Storage Yard shall exceed the eight (8) foot in height.
- e. Any light fixture that may be installed as a part of this project shall be directed downward. These lights shall avoid excessive glare. City of Sand City Community Development Department shall review the lighting fixtures for design approval prior to installation.
- f. The LESSEE shall coordinate with the City of Sand City's Engineer and implement the Engineer's specified requirements regarding dust control. This potentially may include pavement or another type of effective ground treatment.
- g. The LESSEE shall implement City of Sand City's Engineer's requirements regarding on-site grading and drainage for the property. All drainage shall be contained to the property, and no run-off may enter adjacent properties.
- h. There shall be no business sign or any other commercial advertisement applied and/or attached to the fence, or otherwise established within the railroad right-of-way.
- i. Prior to any improvement to be made by LESSEE on the property, LESSEE shall obtain and comply with Sand City Coastal Development Permit. Failure by Lessee to comply with this subparagraph shall be deemed a default of this LEASE.

2. TERM: The initial term shall be for five (5) years beginning May 1, 2016 and ending April 30, 2021, unless sooner terminated as provided in this LEASE. Upon completion of the initial LEASE term, if LESSOR intends to continue to offer the Property for lease, LESSEE is granted an option to lease the Property for another five (5) year term. So long as LESSOR continues to offer the Property for lease, and provided that LESSEE is not in default of the Lease, LESSEE shall have the option to renew this Lease, up to four (4) times, for additional five-year periods. If LESSEE intends to exercise its option to renew the lease for any of the option periods, LESSEE shall give written notice to LESSOR of its intent to exercise such option at least sixty (60) days prior to the expiration of the Term, as such is described in the Lease, or any applicable option period.

3. TERMINATION BY LESSOR:

- a. LESSEE understands and agrees that the LESSOR has future plans for the Property, such as the restoration of rail/transit service to the Monterey Peninsula, possibly a bicycle trail and possibly other transportation or TAMC uses. Thus LESSEE agrees to vacate the Property during the term of the Agreement or any renewal or extension of the Lease, without liability to the LESSOR, within twelve (12) months of the receipt of a written notice to terminate.
- b. LESSOR may terminate this LEASE if there is a default by the LESSEE with respect to any of the provisions of this LEASE or LESSEE's obligations under it, including the payment of the Rent, after giving LESSEE notice of default and failure by LESSEE to cure the default within thirty (30) days.

4. RENT: LESSEE agrees to pay LESSOR a monthly payment of one thousand eight hundred and fifty- two dollars and Forty-one cents(\$1,852.41) on or before the first of the month continuing for the first full year, followed by increases of three percent (3%) annually thereafter, cumulative and compounded.

5. DELIVERY OF PROPERTY: LESSOR and LESSEE agree that LESSEE has had physical possession of the Property since 2007.

Upon expiration or termination of the LEASE, LESSEE agrees to deliver to LESSOR physical possession of the property, in good condition, wear and tear, or damage from any other cause not directly attributable to the negligence of the LESSEE excepted.

6. AS IS CONDITION OF PROPERTY: LESSOR and LESSEE agree that LESSEE has had possession and control of the Property since 2007 LESSOR makes no representations as to the condition of the Property. LESSEE takes occupancy of the Property in an "as is" condition. Any improvements to the Property provided by LESSEE shall be removed upon termination of this LEASE or any subsequent Agreement between LESSOR and LESSEE. LESSOR will not repair or maintain nor contribute funding toward the repair or maintenance of the Property now or in the future. LESSEE shall not disturb the tracks or railroad ties in the easement of the PROPERTY.

7. RESERVATIONS TO LESSOR: The Property is accepted as is and where is by LESSEE subject to any and all presently existing easements and encumbrances. LESSOR also reserves the right to install, lay, construct, maintain, repair and operate such sanitary sewers, drains, storm water sewers, pipelines, manholes, and connections; water, oil and gas pipelines; telephone and telegraph power lines; and the appliances and appurtenances necessary or convenient in connection therewith, in, over, upon, through, across, and along the Property or any part thereof, and to enter the Property for any and all such purposes. LESSOR also reserves the right to grant franchises, easements, rights of way, and permits in, over, upon, through, across, and along any and all portions of the Property. No right reserved by LESSOR in this paragraph shall be so exercised as to interfere unreasonably with LESSEE's operations hereunder. LESSOR agrees that rights granted to third parties by reason of this paragraph shall contain provisions that the surface of the land shall be restored as nearly as practicable to its original condition upon the completion of any construction. LESSOR further agrees that should the exercise of these rights temporarily interfere with the use of any or all of the Property by LESSEE, the rent shall be reduced in proportion to the interference with LESSEE's use of the Property.

8. USE: The Property shall be used by the LESSEE solely and exclusively for the purposes mentioned.

LESSEE must obtain the LESSOR'S written permission prior to installation of permanent structures, facilities or landscaping on the Property. LESSEE has proposed site landscaping.

LESSEE'S use of the Property, as provided in this LEASE, shall be in accordance with the following:

- a. LESSEE shall comply with all laws concerning LESSEE'S use of the Property.

- b. Waste, Damage, Contamination or Destruction. Lessee agrees not to commit or suffer to be committed any waste or injury or any public or private nuisance, and to keep the premises clean and clear of use or storage of hazardous materials as defined by local, state and federal laws, rules, or regulations, and clear of any refuse and obstructions, and to dispose of all garbage, trash and rubbish in a manner satisfactory to Lessor. If the leased premises shall be damaged by Lessee which damage puts the premises into a condition which is not decent, safe, healthy and sanitary, Lessee agrees to make or cause to be made full repair of said damage caused by Lessee and to restore the premises to the condition which existed prior to said damage, or Lessee agrees to clear and remove from the leased premises all debris and contaminants resulting from said damage caused by Lessee and rebuild or restore the premises to the condition which existed prior to such damage. Lessee agrees to use any insurance proceeds which may become available from any such damage to first pay for the cost of any repairs and restorations.
- c. If the City of Sand City Council finds at any time that any activity or use of the property constitutes a nuisance, or is otherwise detrimental to the neighborhood or to the community, such use shall be discontinued or modified as may be required by the City. LESSEE's failure to comply with the requirements of the City in this regard shall be deemed a default of this Lease.
- d. Interim Use of Premises; Waiver of CC 1941, 1941.1, 1941.2, 1942.1. Lessee acknowledges that Lessee has been advised and understands that the Lessor has acquired the premises for ultimate public use. In event that the premises become uninhabitable or unusable for any reason, including casualty loss, Lessee shall have a pro-rata share of any rent paid returned. Lessee specifically waives rights Lessee may have under Civil Code Sections 1941, 1941.1, 1941.2, 1942.1.
- e. No Relocation Expense or Assistance. Lessee acknowledges that premises have been leased on the condition that the Lessor will not be liable for relocation expenses, Goodwill compensation or assistance in the event of Lessee displacement for public purpose, and Lessee waives all rights to claim or receive compensation of any type for relocation and/or Goodwill expenses or assistance.
- f. Eminent Domain. In the event the leased premises or any part thereof shall be taken for public purposes by condemnation as a result of any action or proceeding in eminent domain, then this lease and all right, title and interest hereunder shall cease on the date title to said premises or the portion thereof so taken vests in the condemning authority.

9. LESSOR'S ENTRY ON PROPERTY: LESSOR and its authorized representatives shall have the right to enter the Property at all reasonable times for any of the following purposes:

- a. To determine whether the Property is in good condition and whether LESSEE is complying with its obligations under this LEASE.
- b. To do any maintenance and to make any restoration to the Property that LESSOR has the right and chooses to perform.
- c. Conduct studies or testing related to transportation projects and uses.

10. SUPERVISION: LESSEE agrees to provide responsible adult supervision for all activities on the Property.

11. UTILITIES: No utilities such as water, electricity, gas or telephone services are available, or are to be provided by LESSOR. LESSEE may arrange for such utilities to be provided to the Property on a temporary basis at LESSEE'S expense without obtaining prior written approval from the LESSOR.

12. **INSURANCE COVERAGE REQUIREMENTS:** Without limiting LESSEE'S duty to indemnify, LESSEE shall maintain in effect throughout the term of this LEASE a policy or policies of insurance with the following minimum limits of liability.

- a. Comprehensive general liability insurance, including but not limited to premises and operations, including coverage for Bodily Injury and Property Damage, Personal Injury, Contractual Liability, Broadform Property Damage, Independent Contractors, Products and Completed Operations, with a combined single limit for Bodily Injury and Property Damage of not less than \$1,000,000.00 per occurrence; and
- b. Business automobile liability insurance, covering all motor vehicles, including owned, leased, hired and non-owned, used for purposes under this LEASE, with a combined single limit for Bodily Injury and Property Damage of not less than \$1,000,000.00 per occurrence; and
- c. Worker's compensation insurance in the manner required by California Labor Code section 3700 and any other applicable state statute, and with Employers' Liability Limits not less than \$1,000,000.00 each person, \$1,000,000.00 each accident and \$1,000,000.00 each disease.

GENERAL INSURANCE REQUIREMENTS: All insurance required by this LEASE shall be with a company acceptable to LESSOR and authorized by law to transact insurance business in the State of California. All such insurance shall be written on an occurrence basis, or, if the policy is not written on an occurrence basis, such policy with the coverage required herein shall continue in effect for a period of two years following termination of this LEASE.

Each liability policy shall provide that LESSOR shall be given notice in writing at least thirty (30) days in advance of any endorsed reduction in coverage or limit, cancellation or intended non-renewal thereof.

Liability policies shall provide an endorsement naming LESSOR and City of Sand City, their directors, officers, agents and employees as Additional Insureds and shall further provide that such insurance is primary insurance to any insurance or self-insurance maintained by the LESSOR and the City and that the insurance of the Additional Insureds shall not be called upon to contribute to a loss covered by LESSEE'S insurance.

Prior to execution of this LEASE by LESSOR, LESSEE shall file certificates of insurance with LESSOR, showing that the LESSEE has in effect the insurance required by this LEASE. LESSEE shall file a new or amended certificate of insurance within five (5) calendar days after any change is made in any insurance policy that would alter the information on the certificate then on file. Acceptance or approval of insurance shall in no way modify or change the indemnification clause in this Agreement, which shall continue in full force and effect.

13. **INDEMNIFICATION:** In consideration for use of the Property, LESSEE agrees to indemnify, defend, and save harmless LESSOR and its officers, agents, and employees, from and against any and all claims, liabilities or losses whatsoever arising out of or in any way related to LESSEE'S use of the Property under this LEASE, including but not limited to claims for Property damage, personal injury, death, injuries to reputation, economic losses, and emotional distress, and any legal expenses (such as attorney's fees, court costs, investigation costs, and expert fees) incurred by the LESSOR in connection with such claims. "LESSEE'S use" includes LESSEE'S action or inaction and the action or inaction of its officers, employees, and agents, including but not limited to LESSEE'S customers. The obligation of LESSEE to indemnify does not extend to claims or losses arising out of the sole negligence or willful misconduct of the LESSOR or LESSOR'S directors, officers, agents, or employees.

LESSEE agrees to indemnify, defend and save harmless LESSOR and its directors, officers, agents and employees from and against any equipment or bodily injury damages sustained by any party using the Property.

14. ABANDONMENT: If LESSEE abandons the Property, the Property may be re-let by the LESSOR for such rent and upon such terms as LESSOR may see fit.

15. WAIVER: The waiver, by LESSOR or LESSEE, of any covenant or condition herein contained shall not vitiate the same or any other covenant or condition contained herein, and the terms and conditions contained herein shall apply to and bind the heirs, successors and assigns of the respective parties hereto.

16. HOLDING OVER: If LESSEE, with LESSOR'S consent, remains in possession of the Property after expiration or termination of the term, or after the date in any notice given in terminating this LEASE without a new agreement being reached, such possession by LESSEE shall be deemed to be a month-to-month tenancy terminable on thirty (30) days prior written notice given at any time by either party, on the same terms and conditions herein stated.

17. NOTICE: Any notices that either party desires to or is required to give to the other party or any other person shall be in writing and either served personally or sent by prepaid first class mail. Such notices shall be addressed to the other party at the address set forth below. Either party may change its address by notifying the other party of the change of address. Notice shall be deemed communicated within seventy-two (72) hours from the date of mailing, if mailed as provided in this paragraph.

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

LITHIA REAL ESTATE, INC. an Oregon Corporation
150 Bartlett St.
Medford, OR 97501

18. SUCCESSORS AND ASSIGNS: Subject to the restriction on assignment herein below written, this lease, and all terms, covenants, and conditions hereof, shall be binding upon and shall inure to the benefit of the heirs, legal representatives, successors and assigns of the respective parties hereto.

19. OWNERSHIP: The LESSOR is the owner of the Property and all site improvements on the Property on the effective date of this LEASE. All right, title and interest in and to the Property and those site improvements shall belong to the LESSOR. All right, title and interest to site improvements made by LESSEE and personal Property shall be deemed to belong to LESSEE. Any improvements to the Property by LESSEE must be removed by LESSEE on termination of this LEASE.

20. POSSESSORY INTEREST AND PROPERTY TAXES: Pursuant to California Revenue and Taxation Code section 107.6, notice is hereby given that LESSEE is responsible for any possessory interest, utility or personal Property taxes that may be imposed as a result of, or related to, this LEASE.

21. ASSIGNMENT: LESSEE shall not, without LESSOR's written consent, assign its rights or delegate its duties pursuant to this LEASE.

22. CAPTIONS: The captions in this LEASE are inserted only as a matter of convenience and for reference and in no way define the scope or the extent of this LEASE or the construction of any provision.

23. COUNTERPARTS: This LEASE may be executed in any number of counterparts, all of which taken together shall constitute one and the same instrument.

24. INTERPRETATION OF LEASE: The parties understand and agree that this LEASE has been arrived at through negotiation, and that neither LESSOR nor LESSEE is to be deemed the party which prepared this LEASE within the meaning of Civil Code section 1654.

25. ENTIRE AGREEMENT, AMENDMENTS: This LEASE embodies the entire agreement and understanding between the parties relating to the subject matter and may not be amended, waived or discharged, except by an instrument in writing executed by both parties. This LEASE supersedes all prior agreements and memoranda relating to its subject matter.

IN WITNESS WHEREOF the parties hereto have executed this LEASE this ____ day of _____, 2015.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY, LESSOR

BY: _____

Debra L. Hale, Executive Director

LESSEE: LITHIA REAL ESTATE, INC., AN OREGON CORPORATION.

BY: _____

Title

Approved as to form:

TAMC Counsel

LITHIA REAL ESTATE ATTACHMENT A,



14,000 SQ FT.

Lithia Real Estate Inc.

3% increase per year

Year	Monthly Rent
16	\$ 1,852.41
17	\$ 1,907.98
18	\$ 1,965.22
19	\$ 2,024.18
20	\$ 2,084.90
21	\$ 2,147.45
22	\$ 2,211.87
23	\$ 2,278.23
24	\$ 2,346.58
25	\$ 2,416.97

DRAFT MINUTES

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

EXECUTIVE COMMITTEE MEETING

*Members are: Kimbley Craig (Chair),
Fernando Armenta (1st Vice Chair), Alejandro Chavez (2nd Vice Chair),
Jane Parker (Past Chair),
Dave Potter (County representative), Robert Huitt (City representative)*

Wednesday, November 4, 2015

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

Transportation Agency Conference Room
55-B Plaza Circle, Salinas

1. **CALL TO ORDER:** Chair Craig called the meeting to order at 9:00 a.m. Committee members present: Armenta, Chavez, Craig, Huitt, Parker and Potter. Staff present: Delfino, Goel, Hale, Muck, Rodriguez, and Watson. Others present: Agency Counsel Reimann.
2. **PUBLIC COMMENTS:** None.

-
3. **CONSENT AGENDA:**
On a motion by Committee Member Chavez and seconded by Committee Member Parker the committee voted 6– 0 to approve the consent agenda.
 - 3.1 Approved minutes from the Executive Committee meeting of October 7, 2015.
 - 3.2 Recommended that the Transportation Agency for Monterey County Board approve calendar year 2016 schedule of meetings for Agency Board of Directors and Executive Committee.

END OF CONSENT

4. The Committee reviewed and discussed draft 2016 Legislative Program.

Christina Watson, Principal Transportation Planner, highlighted the draft 2016 legislative program state issues and federal issues.

Committee member Potter asked about the legislative position to pursue an amendment to the State Fish and Game Code to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project. He asked that staff meet with the Coastal Commission to see if they have a non-legislative strategy. Mr. Muck commented that the project team is preparing to meet with Coastal Commission and the salamander issue will be part of the discussion. Board member Potter asked that an item be added to “Support efforts to develop alternative funding sources to offset the reduction in gas tax revenues.” Committee member Parker recommended staff change the order of the list, starting with more general issues and followed by the more specific issues. Vice Chair Armenta asked that the TAMC legislative representative be present when the legislative program is presented to the Board of Directors and the Executive Committee (in the future).

5. The Committee provided direction and guidance to staff on the assumptions for the three-year operating budget for fiscal years 16/17, 17/18, and 18/19.

Rita Goel, Director of Finance and Administration, highlighted the proposed three-year budget assumptions for fiscal years 16/17, 17/18 and 18/19. She reported that the Agency budget separates expenditures into two types: operating and direct program. Operating expenditures include staff salaries and benefits, materials and supplies, and equipment purchases. Direct program expenditures include outside consultants, contracts, expenditures that apply to specific work program tasks. She also sought direction from the committee on GASB 45 and 68. They can continue to be paid on pay-as-you-go basis as currently done, prefunded via a trust fund or paid out in lump sum or paid off over a shorter period of time. Committee member Parker requested staff to do an analysis on the pros and cons, including the risks and benefits to the Agency, and also find out what other agencies are doing.

6. The Committee recommended the Board appoint a nominating committee.

The Committee recommended that the Board appoint Board member Edelen and Board member Parker to serve as the Nominating Committee, to return to the Board of Directors on January 27, 2016, with recommendations for Board Chair, 1st Vice Chair, 2nd Vice Chair, and Executive Committee Members, to serve a one-year term, beginning upon their election, through the next election of officers at the beginning of the January 25, 2017, Board meeting. Chair Craig agreed to reach out to Past Chair Edelen to find out if he was willing to serve.

7. The Committee received a report on the draft agenda for TAMC Board meeting of December 2, 2015:

Executive Director Hale highlighted the draft TAMC Board agenda, she reported the Board will review and discuss draft 2016 Legislative Program and be asked to approve releasing the program to committees for comment. The Board will receive a presentation from Michael LaPier on Monterey Regional Airport's Master Plan Update. On the consent agenda, the Board will be asked to approve the Overall Work Program Amendment No. 1, to authorize the Executive Director to execute a Cooperative Agreement with Caltrans for a Project Report for improvements to Highway 183 near the Salinas train station.

9. **ADJOURNMENT**

Chair Craig adjourned the meeting at 10:28 a.m.



Elouise Rodriguez, Senior Administrative Assistant

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
RAIL POLICY COMMITTEE MEETING
DRAFT Minutes of November 2, 2015
 Transportation Agency for Monterey County
 55-B Plaza Circle, Salinas

	OCT 14	NOV 14	JAN 15	FEB 15	MAR 15	APR 15	MAY 15	JUNE 15	AUG 15	SEP 15	NOV 15
F. Armenta, Dist. 1 (J. Martinez)	P	C	P	C	P(A)	C	P	P	C	P	P
J. Phillips, Dist. 2 (J. Stratton)	P(A)	A	P(A)	A	P(A)	A	P(A)	P(A)	A	P(A)	P(A)
J. Parker, Dist. 4 (K. Markey)	P(A)	N	P(A)	N	P(A)	N	E	P(A)	N	P(A)	P(A)
D. Potter, Dist. 5, Chair (K. Lee , J. Mohammadi)	P(A)	C	P	C	P	C	P	P	C	P(A)	P
B. Delgado, Marina (F. O'Connell)	E	E	-	E	P(A)	E	P	-	E	-	P
E. Smith, Monterey (R. Deal)	E	L	P	L	P	L	E	P	L	-	P
K. Craig, Salinas, Vice Chair (R. Russell , J. Serrano)	P(A)	L	P	L	E	L	P	P	L	P	P(A)
T. Bodem, Sand City (L. Gomez)	P	E	P	E	-	E	P	-	E	P	P
R. Rubio, Seaside (I. Oglesby)	P	D	P	D	P	D	P	E	D	P	P
A. Chavez, Soledad (F. Ledesma)	E		P		P		P	E		P	P
M. Twomey, AMBAG (H. Adamson)	E		-		-		-	P(A)		-	-
O. Monroy-Ochoa, Caltrans District 5	-		P		-		-	-		-	-
C. Sedoryk, MST (H. Harvath , L. Rheinheimer)	P(A)		P(A)		P(A)		P(A)	-		P(A)	P(A)
B. Sabo, Airport (R. Searle)	-		-		-		-	-		-	-
STAFF											
D. Hale, Exec. Director	P		P		E		P	E		P	P
T. Muck, Deputy Exec. Director	P		-		P		P	P		P	P
C. Watson, Principal Transp. Planner	P		P		P		P	P		P	P
A. Green, Transp. Planner	P		-		P		E	-		-	-
M. Zeller, Sr. Transp. Planner	E		P		P		P	E		P	E
H. Myers, Sr. Transp. Engineer	E		E		P		-	-		-	P
V. Murillo, Asst. Transp. Planner	P		P		P		P	P		P	P
E – Excused VC – Video Conference P(A) – Alternate TC – Teleconference											

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

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

OTHERS PRESENT

Theresa Wright TAMC Staff Jerome Landesman Salinas resident
MacGregor Eddy *We Could Car Less* Columnist, Salinas Californian

2. **PUBLIC COMMENTS**

Jerome Landesman, Salinas resident, requested information on the Salinas Rail Extension project timeline.

3. **CONSENT AGENDA**

M/S/C Rubio/Armenta /unanimous

3.1 Approved minutes of the September 14, 2015 Rail Policy Committee meeting.

3.2 Approved 2016 schedule of Rail Policy Committee meetings.

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

3.4 Received update on Monterey Branch Line right of way easements.

END OF CONSENT AGENDA

4. **SALINAS RAIL EXTENSION PROJECT UPDATE**

The Committee received an update on the Salinas Rail Extension project.

Christina Watson, Principal Transportation Planner, reported that progress since the last update to the Committee about the project on September 14, 2015 includes a meeting with Caltrans, regarding next steps on the Market Street improvements by the Salinas train station, and completion of appraisals for the right-of-way phase. Ms. Watson noted that Caltrans has requested a project report to move forward with the design of the improvements to Market and Lincoln, and has assigned a project manager.

Ms. Watson responded to Mr. Landesman's question about the project timeline, and reported that the start of service date is 2020. However, this start date is dependent upon negotiations between Union Pacific, the Capitol Corridor Joint Powers Authority and the California State Transportation Agency. Ms. Watson also mentioned that with the enactment of Senate Bill 9 (Beall), the State can make access payments to host railroads in lieu of capital investments, to facilitate the implementation of intercity and commuter rail service improvements and extensions. Ms. Watson noted that this new legislation may facilitate negotiations and help the project come to fruition.

Committee Alternate Lisa Rheinheimer asked how many properties are included in the right-of-way phase of the project. Ms. Watson said that there are nine properties in the station area.

5. **PAJARO/WATSONVILLE MULTIMODAL STATION PROJECT UPDATE**

The Committee received an update on the Pajaro/Watsonville Multimodal Station project.

Virginia Murillo, Assistant Transportation Planner, reported that the Pajaro/Watsonville Multimodal Station is the second phase of the Rail Extension to Monterey County project. She noted that Agency staff submitted one State and one Federal grant funding application.

She noted that staff received feedback on the State grant application, and reported that a lack of agreements between the Agency, Union Pacific and the Capitol Corridor was the State grant application's major obstacle. Ms. Murillo also noted that staff will be monitoring the State's negotiations with host railroads.

Chair Potter asked if staff would be submitting another application for State grant funding. Ms. Murillo said staff will be submitting another application, pending a support letter from the host railroad. Chair Potter suggested a future grant application partnership with the Santa Cruz County Regional Transportation Commission. Chair Potter also suggested that staff reach out to Nossaman for assistance with securing a letter of support from Union Pacific.

Ms. Murillo reported that the project was not awarded Federal funding. Staff will be scheduling a debrief call with U.S. Department of Transportation staff to obtain feedback on the application.

6. **COAST DAYLIGHT**

The Committee received an update on the status of the planned Coast Daylight train service between San Francisco and Los Angeles.

Christina Watson, Principal Transportation Planner, reported that progress since the last update to the Committee about the Coast Daylight on September 14, 2015 includes meetings of the Coast Rail Coordinating Council and with the Federal Railroad Administration regarding the environmental reviews. She mentioned that the next Coast Rail Coordinating Council meeting would be held in Monterey on November 13.

Ms. Watson noted that the final environmental document on the Salinas-San Luis Obispo corridor was complete and will be approved at the December 16, 2015 San Luis Obispo Council of Governments Board meeting. She also noted that the new consultant team for the Salinas-San Jose corridor would hold a kick-off meeting on November 12.

Committee Member Smith asked about the schedule for the Coast Starlight, and the project delivery schedule for the Coast Daylight. Chair Potter noted that federal legislation to engage Union Pacific as a project partner would be beneficial delivery of the Coast Daylight project. Ms. Watson noted that the Coast Starlight, which currently operates between Los Angeles and Seattle, stops in Salinas on its way to Los Angeles in the morning and on its way to Seattle in the afternoon. Chair Potter commented that the Coast Starlight's on time performance has improved.

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

None.

8. **ADJOURN**

Chair Potter adjourned the meeting at 3:30 p.m.