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Regional Transportation Planning Agency - Local Transportation Commission  
Monterey County Service Authority for Freeways & Expressways  
Monterey County Regional Development Impact Fee Joint Powers Agency  
Email: [info@tamcmonterey.org](mailto:info@tamcmonterey.org)

## **EXECUTIVE COMMITTEE**

*Members are: Ed Smith, Chair; Mary Adams, 1st Vice Chair; Michael LeBarre, 2nd Vice Chair; Luis Alejo, Past Chair; Chris Lopez, County Representative; Kimbley Craig, City Representative*

**Wednesday, January 5, 2022**

**\*\*8:30 AM\*\***

### **REMOTE CONFERENCE ONLY**

*There will be NO physical location of the meeting.*

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

**Join meeting online at**

<https://us02web.zoom.us/j/775161178?pwd=STY4UzZZblpOK0VLdEs3RGZUS3kyUT09>

**OR**

**Via teleconference at +1 669 900 6833**

**Meeting ID: 775 161 178**

**Password: 536047**

### **1. ROLL CALL**

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

### **2. PUBLIC COMMENTS**

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Under this item, each member of the public is allowed three minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at [maria@tamcmonterey.org](mailto:maria@tamcmonterey.org) by

5:00 pm the Monday before the meeting, and such comments will be distributed to the Committee before the meeting.

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### **3. BEGINNING OF CONSENT AGENDA**

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

**3.1 APPROVE** the Executive Committee draft minutes of November 3, 2021.

- Rodriguez

### **END OF CONSENT AGENDA**

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**4. RECEIVE** update on state and federal legislative issues and **RECOMMEND** the Board of Directors adopt the final 2022 legislative program.

- Watson

*Staff and consultants will present updates on state and federal legislative activities and present the 2022 legislative program.*

**5. RECEIVE** report and **SELECT** nominations for the Transportation Excellence Awards for 2021.

- Wright

*The Transportation Agency received seven nominations for the Transportation Excellence Awards by the deadline of Wednesday, December 8, 2021. The awards ceremony to recognize the honorees will be held during the January 26, 2022 Board meeting.*

**6. Fort Ord Regional Trail and Greenway - Federal Lands Access Program Grant**

1. **RECEIVE** update on the Agency's Federal Lands Access Program grant application submitted for the Fort Ord Regional Trail and Greenway project; and
2. **RECOMMEND** the Board of Directors ratify payment of the additional \$28,000 for the scoping review at its January 26, 2022 meeting.

- Zeller

*On November 24, 2021, the Agency was notified that the Fort Ord Regional Trail and Greenway grant application to the Federal Lands Access Program was short-listed for scoping review by the Federal Highway Administration. The next steps are for the Agency to execute a Memorandum of Agreement for the scoping review by*

*January 21, 2022 and pay for the associated costs of the review.*

7. **RECEIVE** report on draft TAMC Board meeting agenda.

- Muck

8. **ANNOUNCEMENTS**

9. **ADJOURN**

### **ANNOUNCEMENTS**

Next Executive Committee meeting:  
**Wednesday, February 2, 2022 at 8:30 a.m.**

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

### **Important Meeting Information**

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

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

Agenda Packet and Documents: Any person who has a question concerning an item on this

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

Transportation Agency for Monterey County  
www.tamcmonterey.org  
Office is closed an all employees are working remotely until further notice  
TEL: 831-775-0903  
EMAIL: info@tamcmonterey.org

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

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

**CORRESPONDENCE, MEDIA CLIPPINGS, AND REPORTS - No items this month.**



## ***Memorandum***

**To:** Executive Committee  
**From:** Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board  
**Meeting Date:** January 5, 2022  
**Subject:** **Executive Committee draft minutes of November 3, 2021**

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### **RECOMMENDED ACTION:**

**APPROVE** the Executive Committee draft minutes of November 3, 2021.

### **ATTACHMENTS:**

- ▣ Executive Committee draft minutes of November 3, 2021

**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: Ed Smith (Chair),  
 Mary Adams (1<sup>st</sup> Vice Chair), Michael LeBarre (2<sup>nd</sup> Vice Chair),  
 Luis Alejo (Past Chair),  
 Chris Lopez (County representative), Kimbley Craig (City representative)*

**Wednesday, November 3, 2021**

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

REMOTE VIDEO/PHONE CONFERENCE ONLY

<b>EXECUTIVE COMMITTEE</b>	<b>JAN 21</b>	<b>FEB 21</b>	<b>MAR 21</b>	<b>APR 21</b>	<b>MAY 21</b>	<b>JUN 21</b>	<b>AUG 21</b>	<b>SEP 21</b>	<b>OCT 21</b>	<b>NOV 21</b>
Ed Smith, <b>Chair</b> Monterey (D. Albert, A. Renny)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Mary Adams, <b>1<sup>st</sup> Vice Chair</b> Supr. Dist. 5 (S. Hardgrave, C. Courtney)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)
Michael LeBarre, <b>2<sup>nd</sup> Vice Chair</b> King City (C. DeLeon)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Luis Alejo, <b>Past Chair</b> Supr. Dist. 1 (L. Gonzales/ <del>J. Gomez</del> )	A (VC)	P (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)
Chris Lopez, <b>County Representative</b> Supr. Dist. 2 (P. Barba)	A (VC)	P (VC)	P (VC)	P (VC)	P (VC)	E	P (VC)	P (VC)	P (VC)	P (VC)
Kimbley Craig, <b>City Representative</b> (C. Cromeenes)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)

*TC: via teleconference; VC: via video conference*

P = Present

A = Absent

P(A) = alternate present

**1. CALL TO ORDER:**

Chair Smith called the meeting to order at 8:35 a.m. Roll call was taken, and a quorum was confirmed.

Staff present: Goel, Muck, Rodriguez, and Zeller.

Others present: Agency Counsel Katherine Hansen

**2. PUBLIC COMMENTS:**

No public comment.

**3. CONSENT AGENDA:**

M/S/C

Adams/Craig/unanimous

On a motion by Committee Member Adams seconded by Committee Member Craig, the committee voted 6-0 to approve the minutes from the Executive Committee meeting of October 6, 2021, and;

recommend that the Transportation Agency for Monterey County Board approve calendar year 2022 schedule of meetings for Agency Board of Directors and Executive Committee to include scheduling the Executive Committee meeting on the 2<sup>nd</sup> Wednesday, June 8, 2022, due to the Board of Supervisor's Budget Hearing on June 1, 2022.

**4. BUDGET ASSUMPTIONS FY 22/23**

The Committee provided direction and guidance to staff on assumptions for the three-year budget for fiscal years 22/23, 23/24 and 24/25.

Rita Goel, Director of Finance & Administration, outlined the assumptions for revenues and expenditures for fiscal year 22/23. She reported that the Agency budget separates expenditures into two types: operating and direct programs. Operating expenditures include staff salaries and benefits, materials and supplies, and equipment purchases. Direct program budget includes outside consultants, contracts, expenditures that apply to specific project delivery tasks.

Ms. Goel reported a proposed 3% cost of living increase in addition to some other changes. The agency continues to maintain a 6-month fund balance for operating costs. She also noted in the past years the agency has not had to use reserve funds other than for Direct Programs.

Executive Director Muck noted that we pulled out a lot of direct expenses into the Integrated Funding Plan last year and will continue with this process.

**5. APPOINT A NOMINATING COMMITTEE**

The Committee recommended that the Transportation Agency for Monterey County appoint Past Chair Ed Smith and Board member Cristina Medina-Dirksen as the Nominating Committee to meet and return to the Board of Directors on January 26, 2022, with recommendations for Board Chair, 1<sup>st</sup> Vice Chair, 2<sup>nd</sup> Vice Chair, and Executive Committee. These positions will serve one-year terms beginning upon their election through the next election of officers at the beginning of the January 26, 2023, Board meeting.

**6. TAMC BOARD DRAFT AGENDA**

Executive Director Todd Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of December 1, 2021. He expressed the need to have a “Special TAMC Board Meeting” over Zoom, on November 17th 8:30 a.m. to approve the AB 361 findings every 30 days that would apply to the December 1st Board meeting and all of TAMC’s committees.

After Executive Committee discussion, direction was provided to staff to place the following item for consideration on the regular agenda:

- Go831 Program Revision and Ambassador Academy Legislative update and draft 2022 Program

**7. ANNOUNCEMENTS**

Chair Smith announced that he and Supervisor Lopez will be meeting on November 8<sup>th</sup> with Assembly member Rivas to discuss funding options for the US 101 South of Salinas project.

**8. ADJOURNMENT**

Chair Smith adjourned the meeting at 9:23 a.m.





## Memorandum

**To:** Executive Committee  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** January 5, 2022  
**Subject:** Legislative Update & Final 2022 Program

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### **RECOMMENDED ACTION:**

**RECEIVE** update on state and federal legislative issues and **RECOMMEND** the Board of Directors adopt the final 2022 legislative program.

### **SUMMARY:**

Staff and consultants will present updates on state and federal legislative activities and present the 2022 legislative program.

### **FINANCIAL IMPACT:**

The legislative program continues a focus on preserving and seeking transportation funding.

### **DISCUSSION:**

Agency legislative analyst Gus Khouri will present an update on state legislative activities, Agency legislative analyst Paul Schlesinger will present an update on federal legislative activities, and staff will present the final Agency legislative program for 2022.

**Attachment 1** is the final legislative program, showing changes from the draft program. **Attachment 2** is the final program, with changes accepted. Changes from the draft program approved by the TAMC Board in October are focused on the following four priorities:

#### State program:

4S) Support funding for alternative fuel initiatives that enhance mobility and accessibility while reducing greenhouse gas emissions, such as electric vehicle charging infrastructure, electric power storage capacity, and incentives for electric bike and vehicle purchases.

6S) Support the promotion of telecommuting to reduce vehicle miles traveled via broadband investments in rural areas and disadvantaged communities, support the inclusion of local government representation in the administration of broadband infrastructure funding, and support new server farms in rural areas.

9S) Support legislation that increases roadway safety by implementing Vision Zero strategies and improving driver safety training.

#### Federal program:

1F) (10) Support funding for infrastructure projects that provide resiliency for disaster preparedness and

climate change impacts, such as electric vehicle charging infrastructure or sea level rise adaptive projects.

Staff will provide a verbal update at the meeting.

**ATTACHMENTS:**

- 2022 Legislative Program, showing changes from draft
- 2022 Legislative Program



**DRAFT-FINAL 2022 Legislative Program**

**State Priorities**

- 1S. Preserve funding for transportation projects, maximize formula funding to regions, and preserve regional discretion and priority-setting.
- 2S. Pursue competitive grant or bond funding for highway safety, traffic congestion relief, trade corridors, passenger rail, public transportation, infrastructure resiliency, and bicycle and pedestrian routes for Monterey County projects.
- 3S. Promote jobs-housing balance and alternative transportation modes as ways to reduce vehicles miles traveled, such as via funding reduced transit fares, while maintaining statewide equity between urban and rural areas.
- 4S. Support funding for alternative fuel initiatives that enhance mobility and accessibility while reducing greenhouse gas emissions, such as electric vehicle charging infrastructure, electric power storage capacity, and rebates-incentives for electric bike and vehicle purchases.
- 5S. Explore replacement funding mechanisms for transportation investments, such as a pay-by-the-mile user fee, public private partnerships, vehicle registration fee, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.
- 6S. Support the promotion of telecommuting to reduce vehicle miles traveled funding to increase via broadband infrastructure capacity to help bridge the digital divide investments in rural areas and disadvantaged communities, support the inclusion of local government representation in the administration of broadband infrastructure funding, and support, including promoting new server farms in rural areas, and to encourage telecommuting to reduce vehicle miles traveled.
- 7S. Support the use of State rail funding to implement new state-supported passenger rail service on the Coast Route to help the State meet transportation and greenhouse gas emission reduction goals.

- 8S. Support efforts to reauthorize Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects
- 9S. Support legislation ~~to that~~ increases roadway safety ~~by implementing and reduce fatalities~~ Vision Zero strategies and improving driver safety training ~~by modifying laws establishing speed limits to be based on safety considerations, with attention to enforcement of speed limits.~~
- 10S. Support legislation to devote more funding to the oversubscribed Active Transportation Program.
- 11S. Support streamlining project delivery, including simplifying grant program applications, raising encroachment permit thresholds, and accelerating project permit approvals.
- 12S. Coordinate with the Monterey-Salinas Transit District (MST) to update Transportation Development Act (TDA) law.
- 13S. Support MST efforts to seek funding to implement the infrastructure needed to meet the deadlines of the Innovative Clean Transit (ICT) Regulation transition to a 100 percent zero-emission bus fleet by 2040.
- 14S. Support legislation that promotes transit-oriented development (such as via redevelopment or opportunity zones), complete streets, alternative commutes, multi-modal transportation, bikes on board trains and buses, and active transportation projects.
- 15S. Modernize the Brown Act to enhance transparency and wider public access to allow the use of remote access to public meetings without requiring noticing of all remote Board or committee member locations, provided the public can participate via remote access software or in-person.
- 16S. 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-FINAL 2022 Legislative Program**

**Federal Priorities**

- 1F.** Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds in the multimodal transportation authorization bill:
1. Support an adequate level of funding for Monterey-Salinas Transit (MST) through advocacy on a new transportation bill with appropriations sufficient to ensure immediate access to funding.
  2. Increase and index the gas tax to inflation.
  3. Explore innovative funding mechanisms, such as a vehicle registration fee, pay-by-the-mile user fee, public private partnerships, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.
  4. Expand access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
  5. Remove procedural obstacles that impede expenditure of authorized federal funding, including cash flow options for small and rural grantees.
  6. Support congressionally directed federal funding for Agency transportation priorities.
  7. Coordinate with military installations in Monterey County to seek funding for transportation projects with a nexus to those installations.
  8. Support MST application for federal funding for the SURF! Bus Line in the Monterey Branch Line corridor.
  9. Support applications for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant program for projects on the California Central Coast.
  10. Support funding for ~~resilient~~ infrastructure projects that provide resiliency for disaster preparedness and climate change impacts, such as: electric vehicle charging infrastructure or sea level rise adaptive projects.

- 2F.** Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 3F.** Advocate for the Federal Communications Commission to regulate broadband/internet access as a utility to enable the increase of broadband infrastructure capacity to help bridge the digital divide and to encourage telecommuting.
- 4F.** Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing integrated passenger rail service for the traveling public.
- 5F.** Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 6F.** 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.



## **2022 Legislative Program**

### **State Priorities**

- 1S.** Preserve funding for transportation projects, maximize formula funding to regions, and preserve regional discretion and priority-setting.
- 2S.** Pursue competitive grant or bond funding for highway safety, traffic congestion relief, trade corridors, passenger rail, public transportation, infrastructure resiliency, and bicycle and pedestrian routes for Monterey County projects.
- 3S.** Promote jobs-housing balance and alternative transportation modes as ways to reduce vehicles miles traveled, such as via funding reduced transit fares, while maintaining statewide equity between urban and rural areas.
- 4S.** Support funding for alternative fuel initiatives that enhance mobility and accessibility while reducing greenhouse gas emissions, such as electric vehicle charging infrastructure, electric power storage capacity, and incentives for electric bike and vehicle purchases.
- 5S.** Explore replacement funding mechanisms for transportation investments, such as a pay-by-the-mile user fee, public private partnerships, vehicle registration fee, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.
- 6S.** Support the promotion of telecommuting to reduce vehicle miles traveled via broadband investments in rural areas and disadvantaged communities, support the inclusion of local government representation in the administration of broadband infrastructure funding, and support new server farms in rural areas.
- 7S.** Support the use of State rail funding to implement new state-supported passenger rail service on the Coast Route to help the State meet transportation and greenhouse gas emission reduction goals.
- 8S.** Support efforts to reauthorize Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects

- 9S.** Support legislation that increases roadway safety by implementing Vision Zero strategies and improving driver safety training.
- 10S.** Support legislation to devote more funding to the oversubscribed Active Transportation Program.
- 11S.** Support streamlining project delivery, including simplifying grant program applications, raising encroachment permit thresholds, and accelerating project permit approvals.
- 12S.** Coordinate with the Monterey-Salinas Transit District (MST) to update Transportation Development Act (TDA) law.
- 13S.** Support MST efforts to seek funding to implement the infrastructure needed to meet the deadlines of the Innovative Clean Transit (ICT) Regulation transition to a 100 percent zero-emission bus fleet by 2040.
- 14S.** Support legislation that promotes transit-oriented development (such as via redevelopment or opportunity zones), complete streets, alternative commutes, multi-modal transportation, bikes on board trains and buses, and active transportation projects.
- 15S.** Modernize the Brown Act to enhance transparency and wider public access to allow the use of remote access to public meetings without requiring noticing of all remote Board or committee member locations, provided the public can participate via remote access software or in-person.
- 16S.** 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.





## **2022 Legislative Program**

### **Federal Priorities**

- 1F.** Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds in the multimodal transportation authorization bill:
1. Support an adequate level of funding for Monterey-Salinas Transit (MST) through advocacy on a new transportation bill with appropriations sufficient to ensure immediate access to funding.
  2. Increase and index the gas tax to inflation.
  3. Explore innovative funding mechanisms, such as a vehicle registration fee, pay-by-the-mile user fee, public private partnerships, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.
  4. Expand access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
  5. Remove procedural obstacles that impede expenditure of authorized federal funding, including cash flow options for small and rural grantees.
  6. Support congressionally directed federal funding for Agency transportation priorities.
  7. Coordinate with military installations in Monterey County to seek funding for transportation projects with a nexus to those installations.
  8. Support MST application for federal funding for the SURF! Bus Line in the Monterey Branch Line corridor.
  9. Support applications for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant program for projects on the California Central Coast.
  10. Support funding for infrastructure projects that provide resiliency for disaster preparedness and climate change impacts, such as electric vehicle charging infrastructure or sea level rise adaptive projects.

- 2F.** Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 3F.** Advocate for the Federal Communications Commission to regulate broadband/internet access as a utility to enable the increase of broadband infrastructure capacity to help bridge the digital divide and to encourage telecommuting.
- 4F.** Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing integrated passenger rail service for the traveling public.
- 5F.** Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 6F.** 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.



## **Memorandum**

**To:** Executive Committee  
**From:** Theresa Wright, Community Outreach Coordinator  
**Meeting Date:** January 5, 2022  
**Subject:** Transportation Excellence Awards

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### **RECOMMENDED ACTION:**

**RECEIVE** report and **SELECT** nominations for the Transportation Excellence Awards for 2021.

### **SUMMARY:**

The Transportation Agency received seven nominations for the Transportation Excellence Awards by the deadline of Wednesday, December 8, 2021. The awards ceremony to recognize the honorees will be held during the January 26, 2022 Board meeting.

### **FINANCIAL IMPACT:**

None.

### **DISCUSSION:**

The annual awards program gives the Transportation Agency the opportunity to show its appreciation to the local community for its outstanding efforts to improve transportation in Monterey County.

Examples of past award winners include:

- Citizens who have made significant efforts to educate the public about transportation, such as Jennifer Cline from the Monterey-Salinas Transit navigator program;
- Innovative projects that have improved the local transportation network, such as the West Broadway Urban Village Improvements in Seaside and the City of Monterey's Citywide Adaptive Traffic Signal System;
- Impressive state highway projects, such as the Pfeiffer Canyon Bridge on Highway 1;
- Successful efforts to improve transit services, such as the "Ride the 40's on Us"; and,
- Transportation professionals who excel at their jobs and go the extra mile to improve our transportation system, such as Enrique Saavedra, Monterey County Public Works and Andrea Renny, City of Monterey.

This year, staff received seven nominations for Transportation Excellence Awards, within the categories of: Individuals, Groups, Projects, and Programs. A brief summary of each nomination is attached to this staff report for the committee's review.

Staff will present the nominations and will ask that the Committee select the honorees to be awarded Transportation Excellence Awards.

**ATTACHMENTS:**

▫ Summary of TAMC 2021 Excellence Awards Nomination

## **2021 Transportation Excellence Awards Nominations**

### **Individual Nominee Award**

**Nominee: Norm Groot**

**Nominator: Jayne Smith**

**Description:** Norm Groot, Executive Director of Monterey County Farm Bureau, is nominated for his support of the South of Salinas (SOS) Traffic Safety Alliance’s mission to improve traffic safety along the US 101 corridor south of Salinas. Mr. Groot has supported the Alliance since the group formed in 2018 and officially endorsed their mission with a letter of support in March 2019. Since that time, he has made the Farm Bureau's conference room available for countless meetings to discuss short and long-term improvements along the corridor. He has participated in on-going public outreach campaigns to ensure Farm Bureau members are informed about traffic safety improvements and potential long-term projects so that they have opportunities to share feedback. Mr. Groot has been available during and after business hours to share insight and guidance with SOS’s founding members to inform their advocacy efforts to improve traffic safety.

Mr. Groot’s continued support of these efforts has contributed to securing support and offer priceless feedback on agriculture’s transportation needs – both human and goods/services – to inform any short and long-term improvements along the highway. Without his leadership and support, public outreach, the awareness of changes along the corridor would not be as robust as it has been. He is truly a forward-thinking and progressive industry leader who genuinely cares about Monterey County residents and travelers arriving safely to their destinations.

### **Individual Nominee Award**

**Nominee: Amelia Conlen & Gino Garcia**

**Nominator: TAMC**

**Description:** Amelia Conlen and Gino Garcia (Ecology Action) have gone above and beyond to find creative and safe ways to engage the Salinas Community in the Salinas Safe Routes to School Plan through the pandemic. The Salinas Safe Routes to School Plan kicked off in Fall 2019 and was just gearing up when COVID-19 stay-at-home mandates were enacted. Despite the pandemonium, Amelia and Gino found safe ways to continue the project which included completely redoing the community engagement strategy, conducting a citywide community survey, creating a neighborhood bingo game to collect input from families while providing a healthy outdoor activity, and participating in many more remote meetings with parents, school groups and stakeholders than originally anticipated.

Amelia and Gino also led the Seaside & Marina Safe Routes to School planning process which resulted in a \$12.04 million Active Transportation Program grant award for the City of Seaside. “It is obvious to

anyone who has worked with Amelia or Gino, that they really care about doing good work and making a difference. We are very lucky to have such dedicated and talented partners working with us to make our streets safer for children and the greater community.” – Ariana Green, TAMC Safe Routes to School Program Manager.

### **Business/Group Nominee Award**

**Nominee: South of Salinas Traffic Safety Alliance**

**Nominator:** Jayne Smith

**Description:** The SOS Traffic Safety Alliance is a grassroots effort led by volunteers with vested interests in improving traffic safety along the US 101 corridor south of Salinas. SOS officially formed in 2018 when 7 founding members came together intending to work with local, state, and federal elected officials, residents and business owners/operators, and other key stakeholders to improve traffic conditions on US 101 and surrounding county roads. Over the last several years, SOS has garnered pledges of support from over 15 agencies, organizations, municipalities, and individuals to improve traffic safety for Monterey County residents and visitors and to move products and services through the corridor with minimal injuries and lives lost.

The Alliance has brought key stakeholders to the table on a regular basis such as representatives from the offices of Congress Member Panetta, State Senator Caballero, Assembly Member Rivas, County Supervisors, Local Emergency Services (CHP and Fire), Caltrans, Monterey County Public Works, TAMC, and local industry leaders such as Farm Bureau, Grower Shipper, and Vintners and Growers. They have co-hosted several townhall meetings intended to increase public outreach about a large-scale project to improve US 101. They have also worked with TAMC and their consultant, GHD, for the Project Study Report, which is a key step to secure a long-term solution. Their continued efforts to keep this corridor as a priority project has resulted in several short and intermediate improvements, while awaiting the Project Study Report with its potential long-term solutions.

### **Projects**

**Nominee: Reservation Road Cold-in-Place Recycling Project**

**Nominator:** Edrie Delos Santos, Senior Engineer, City of Marina

**Description:** The Reservation Road Cold-in-Place Recycling project was unique since it was the City of Marina’s first use of sustainable pavement recycling technology.

As a major arterial connection for the City of Marina’s street network, Reservation Road is an integral segment of the City’s downtown corridor and regional commuter traffic. The integrity of the roadway is a major concern, especially during winter season, as this segment of Reservation Road accounted for much of the annual pothole patching effort by the City’s maintenance staff. Rehabilitation of this

segment of Reservation Road was critical at this time, as motorists will rely on Reservation Road even more, once Imjin Parkway Widening Project is in construction for two years.

Utilizing a pavement analysis by Parikh Geotechnical Engineering, the City hired Kimley-Horn Engineering to develop a pavement rehabilitation plan comparing traditional roadway reconstruction versus cold-in-place recycling. The resultant sustainable pavement project has a total project greenhouse gas emissions reduction of 79%, equivalent to the emission of 48 passenger vehicles for an entire year. The energy savings using cold-in-place recycling for this project was 76%, the same power output of 71 homes for an entire year. The approximate project cost savings is \$650,000, when compared to traditional paving.

**Nominee: Cooper Street Pavement Rehabilitation Project**

**Nominator:** Randy Ishii, Director of Public Works, Facilities & Parks, County of Monterey

**Description:** The Measure-X-funded Cooper Street Pavement Rehabilitation Project in the community of Castroville included the rehabilitation of Cooper Street from Blevins Street to Pomber Street. The \$500,000 project consisted of a total of sixteen ramps that were reconstructed to meet the newest ADA standards. Additional work on the project included the installation of a new sidewalk adjacent to the Cooper residence. The final phase of the project was the restriping of the markings on the road to enhance pedestrian and traffic safety.

This project addressed the needs of Castroville residents, as well the needs of those who travel on Cooper Street, by making improvements on a street that was distressed and deteriorated with visible cracks and in need of repair, as it posed safety issues for drivers and pedestrians.

The successful completion of the Cooper Street Pavement Rehabilitation Project has improved travel safety along Cooper Street and contributed to improving transportation in Monterey County. The project also provides a safer route to school for kids who walk or ride their bikes to North Monterey County Middle School.

**Nominee: Salinas Vision Zero Action Plan**

**Nominator:** Andrew Easterling, Traffic Engineer, City of Salinas

**Description:** The City of Salinas adopted a Vision Zero Policy on February 11, 2020 and directed staff to develop a Vision Zero Action Plan. "Vision Zero" is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all. It is a movement that began in Europe and spread to American cities, rooted in the philosophy that no loss of life due to road crashes is acceptable or inevitable and therefore sets the goal of reducing fatalities and severe injuries to zero.

The development of the Vision Zero Action Plan has been a community driven process involving a variety of project partners with different disciplines. Over the course of a year and a half, Salinas staff

worked with a wide range of stakeholders and community members who participated in online surveys during the pandemic and came to a community workshop to develop the Action Plan. As a result of their work, the Plan identifies where fatal and severed injury collisions are occurring within the City, and GIS technology helps reveal emphasis areas where a higher frequency of collisions can be evaluated to achieve the goal of zero fatalities and serious injuries most effectively.

A Vision Zero Action Plan or a functional equivalent will soon be required to be eligible for federal Highway Safety Improvement Program grant program, which has provided millions of federal dollars towards local safety improvement projects. This federal grant program is a critical funding source for the City of Salinas. Adoption of the Vision Zero Action Plan keeps the City eligible and competitive in future grant cycles.

The Vision Zero Policy will be ongoing until a goal of zero traffic fatalities and severe injuries is achieved. The Vision Zero Action Plan is funded with a state grant, through the leveraging of Measure X funds.

**Nominee: Salinas Downtown Complete Streets**

**Nominator:** Andrew Easterling, Traffic Engineer, City of Salinas

**Description:** The Salinas Downtown Complete Streets project implemented a road diet on West Alisal Street, converting a 4-lane road to a 3-lane road with buffered bike lanes. The lane reduction provides critical safety improvements to all roadway users; car drivers can use channelized turn pockets and separate themselves from through traffic, bicyclists have dedicated space separated from vehicles, and pedestrians are able to cross West Alisal Street with fewer lanes of traffic. The project improved safety for everyone, without having to remove nearly any of the on-street parking. The scope of the project included traffic signal modifications, sidewalks, ADA ramps, storm drains, traffic signing, traffic striping, the installation of a fiber optic communications system for future broadband, coordination of Alisal Street traffic signals for improved traffic signal operations, and other improvements. The project limits on West Alisal were set between Blanco Road and Front Street.

The Salinas Downtown Complete Streets project was an element of the Salinas Downtown Vibrancy Plan and the Transportation Agency's Marina to Salinas Multimodal Corridor Plan. Both planning documents, each developed over dozens of community meetings, have been adopted as strategic planning documents, with very broad and expansive recommendations. The road diet on West Alisal Street is just one piece of these larger planning documents.





## Memorandum

**To:** Executive Committee  
**From:** Michael Zeller, Director of Programming & Project Delivery  
**Meeting Date:** January 5, 2022  
**Subject:** Fort Ord Regional Trail and Greenway - Federal Lands Access Program Grant

### **RECOMMENDED ACTION:**

#### **Fort Ord Regional Trail and Greenway - Federal Lands Access Program Grant**

1. **RECEIVE** update on the Agency's Federal Lands Access Program grant application submitted for the Fort Ord Regional Trail and Greenway project; and
2. **RECOMMEND** the Board of Directors ratify payment of the additional \$28,000 for the scoping review at its January 26, 2022 meeting.

### **SUMMARY:**

On November 24, 2021, the Agency was notified that the Fort Ord Regional Trail and Greenway grant application to the Federal Lands Access Program was short-listed for scoping review by the Federal Highway Administration. The next steps are for the Agency to execute a Memorandum of Agreement for the scoping review by January 21, 2022 and pay for the associated costs of the review.

### **FINANCIAL IMPACT:**

The estimated total project cost, including engineering and escalation of construction costs to the program year, is \$9,660,000. The Federal Lands Access Program (FLAP) will provide \$5,660,000. The Transportation Agency will match the FLAP grant with \$4,000,000 in Measure X funds (exceeding the 11.47% minimum match requirement). The Agency is also required to provide \$38,000 (in Measure X funds) to cover the cost of the FHWA scoping review.

### **DISCUSSION:**

The purpose of the Federal Lands Access Program (FLAP) is to provide funds for roadways, bridges, trails and transit systems that are located on, are adjacent to, or provide access to federal lands. The emphasis of the program is on projects that provide access to high-use recreation sites or are economic generators. In December 2020, the U.S. Department of Transportation's Central Federal Lands Highway Division issued a call for projects for \$90 million anticipated to be available in California from the program, with applications due May 27, 2021. Given the Fort Ord Regional Trail and Greenway's (FORTAG) links to the Monterey Bay National Marine Sanctuary and the Fort Ord National Monument, this project is an excellent candidate for this federal funding.

At the April 28, 2021 Transportation Agency Board meeting, the Board authorized staff to submit an application for this project using Measure X as matching funds not-to-exceed \$4 million dollars and an additional \$10,000 to fund the scoping review by Federal Highways Administration (FHWA).

The proposed project will provide a multi-use recreational trail in Marina, between Imjin Parkway/ Imjin Road connecting to the Jerry Smith Trailhead (see the project map, **Attachment 1**). The project involves final design and

construction of 2.26 miles of a multi-use bike and pedestrian trail, including 2.1 miles of a paved path and 0.16 miles of raised boardwalk. The raised boardwalk will traverse over a federally-protected species habitat. The path will be paved to 12' wide with 2' unpaved shoulders on each side. Safety improvements include grading to create an Americans with Disabilities Act (ADA) compliant trail and enhanced road crossings. The purpose of this multi-use trail is to provide direct active transportation access to the Bureau of Land Management (BLM) Fort Ord National Monument from California State University, Monterey Bay (CSUMB) and nearby residents of the cities of Marina, Seaside, and Monterey.

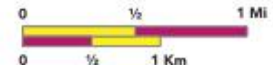
On November 24, 2021, the Agency received notification from FHWA (**Attachment 2**) that the project was short-listed for a detailed review of the scope of work, costs, and schedule for the final decision on project funding, likely to be in the fall 2022. In order to accept the terms and move forward with the scoping review, the Agency is required to enter into a Memorandum of Agreement with FHWA and pay for the costs of the scoping review by January 21, 2022. Agency staff received Board authorization to take these next steps with the action taken on April 28, however the actual cost of the scoping review is \$38,000, rather than the approved \$10,000. Since the agreement and payment of costs are due prior to the next Transportation Agency Board meeting, Agency staff is requesting that the Executive Committee recommend staff execute the agreement and payment of costs in order to secure the project in the final round of review, and request that the Board ratify this action at the January 26, 2022 meeting.

#### ATTACHMENTS:

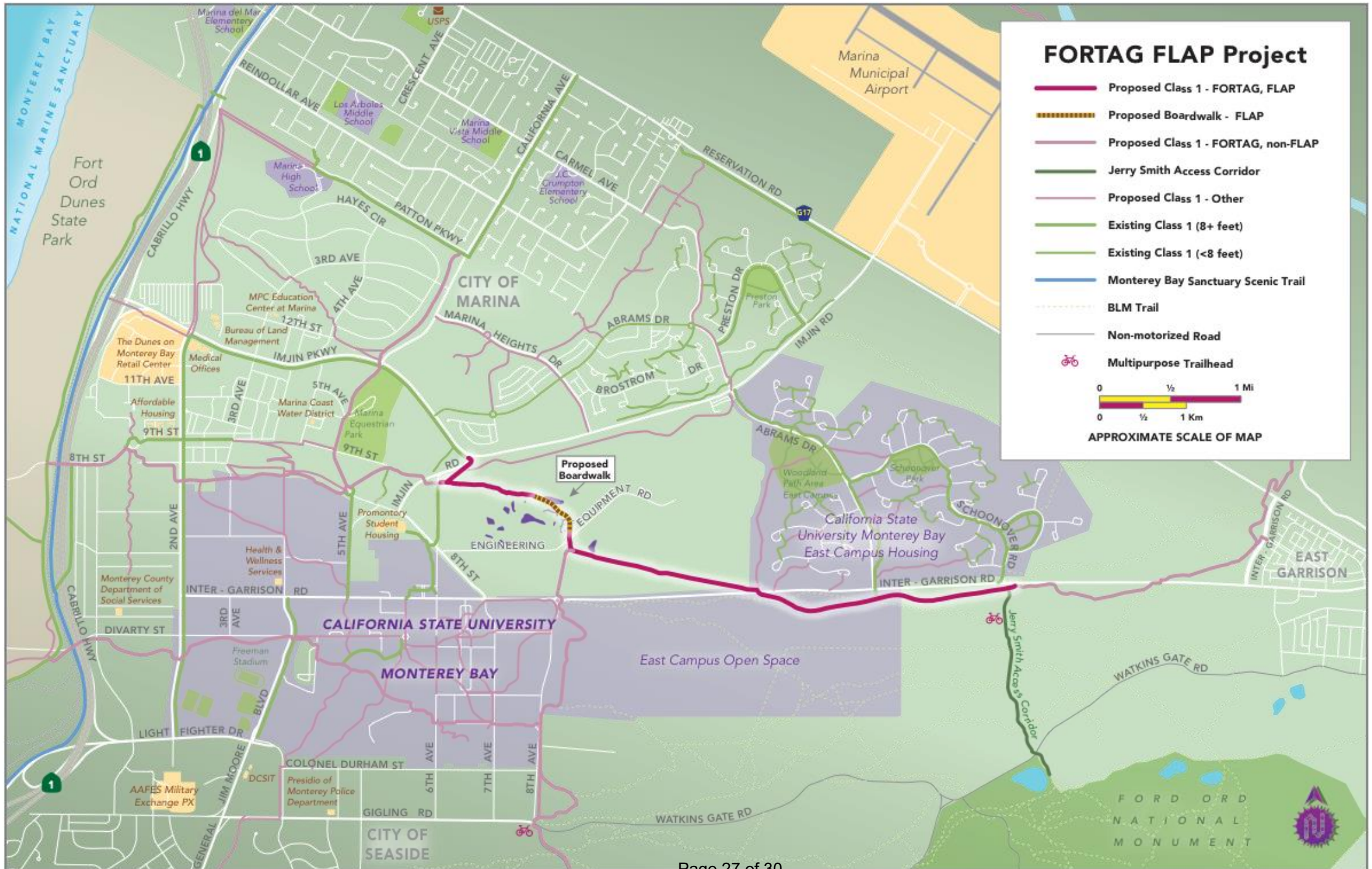
- ▢ FORTAG FLAP Project Map
- ▢ FHWA Notification Letter

# FORTAG FLAP Project

-  Proposed Class 1 - FORTAG, FLAP
-  Proposed Boardwalk - FLAP
-  Proposed Class 1 - FORTAG, non-FLAP
-  Jerry Smith Access Corridor
-  Proposed Class 1 - Other
-  Existing Class 1 (8+ feet)
-  Existing Class 1 (<8 feet)
-  Monterey Bay Sanctuary Scenic Trail
-  BLM Trail
-  Non-motorized Road
-  Multipurpose Trailhead



APPROXIMATE SCALE OF MAP





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

**Central Federal Lands Highway Division**

12300 West Dakota Avenue  
Suite 380A  
Lakewood, CO 80228-2583  
Office: 720-963-3698  
james.herlyck@dot.gov

November 24, 2021

In Reply Refer To:  
HFPP-16

Transportation Agency for Monterey County  
Madilyn Jacobsen  
Transportation Planner  
55 B Plaza Circle  
Salinas, CA 93901  
madilyn@tamcmonterey.org

Re: CA FLAP MON T10(1) FORT ORD NM TRAIL  
California Federal Lands Access Program Project Application

Ms. Jacobsen:

Congratulations. The California Program Decisions Committee (PDC) has short-listed your application for the above referenced project as a part of the Call for Projects. Your application is no longer competing against other applications. The project's scope of work, costs, and schedule will be further evaluated for the PDC's final decision, likely to be in the fall 2022. The scope, funding, and preliminary schedule are proposed as follows:

**Purpose:** The purpose of this project is to improve multimodal (primarily pedestrian and bicycle) access to the Fort Ord National Monument.

**Scope:** The scope of this project includes:

- 2.26 miles of new ADA compliant multi-use trail from the intersection of Imjin Pkwy and Imjin Rd to Jerry Smith Access Corridor
- Tentatively 12 ft paved width with 2 ft wide unpaved shoulders
- Tentatively to include a raised boardwalk over protected species habitat.
- The alignment is to be determined. See Additional PDC Considerations below.

**Preliminary Schedule:** This project is preliminarily programmed for construction funding in late fiscal year 2027 based on availability of funding. Construction would likely occur in 2027. The actual year funds are obligated for construction may change due to changes to the program and/or program funding.

This is contingent on if Program funding is available. The Federal Lands Access Program is currently authorized under the new Infrastructure Investment and Jobs Act, which is set to expire on September 30, 2026. The FLAP Program, or a similar program where this project can be grandfathered into, would need to be extended, renewed, or created through additional federal legislation.

**Funding:** The estimated total project cost, including engineering and escalation of construction costs to the program year, is \$9,660,000. The Transportation Agency for Monterey County will provide \$4,000,000 in cash funds, to meet the 11.47% match requirement, plus an additional cash match through electronic funds transfer to FHWA. The Federal Lands Access Program will provide \$5,660,000 in cash funds.

**Right of Way (ROW) and Utilities:** The application does not anticipate ROW or utility impacts for this project. This will be verified through scoping and project development.

**Additional PDC Considerations:** The PDC requests the Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD) to work collaboratively with the Bureau of Land Management, Transportation Agency for Monterey County, and other partners to recommend a trail alignment that provides the best connectivity improvement to Fort Ord NM. This alignment may deviate from what was shown in the application.

**Project Delivery:** The Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD) will lead the project delivery, construction contracting, and contract administration of this project.

Prior to final selection by the PDC, CFLHD will conduct a scoping effort. This effort will yield Project Delivery Plan (PDP) documents detailing the proposed scope, schedule, and budget anticipated for the project to allow the PDC to finalize the program of projects. The CFLHD Project Manager will be Matt Ambroziak, who can be reached at [matthew.ambroziak@dot.gov](mailto:matthew.ambroziak@dot.gov) or (720) 963-3619. Mr. Ambroziak will be contacting you and other project stakeholders shortly to schedule the scoping trip.

As specified under the conditions of the FLAP Project Application, a scoping Funds Transfer Agreement (FTA) will be required between your agency and CFLHD in the amount of \$38,000, along with a Memorandum of Agreement (MOA) establishing the project scope, roles, and responsibilities. The drafts of these agreements are attached to this letter. Please fill in the appropriate information for your agency and email a scanned PDF of the executed versions to Mr. Ambroziak and me by **January 21, 2022**.

The total project cost and associated match may be updated during scoping. The PDC will make the final determination of the total program amount and required match. If the PDC and your agency agree with the project scope and cost estimate once scoping is complete, the PDC will place the project in the final program of projects, the FTA will be modified to include all projected project costs, and a new MOA will be developed and signed by all of the project partners. The PDC determines the final program year for funding based on total available funding and other needs in the program.

We appreciate your interest in the Federal Lands Access Program and look forward to working with you on this project.

Sincerely,

James Herlyck, P.E.  
Federal Lands Access Program Manager &  
Federal PDC Representative  
FHWA-CFLHD

Attachments: Draft Scoping Funds Transfer Agreement and Memorandum of Agreement

cc: Bob Baca, Caltrans, State PDC Representative, [bob.baca@dot.ca.gov](mailto:bob.baca@dot.ca.gov)  
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Eric Morgan, Fort Ord NM Manager, BLM, [emorgan@blm.gov](mailto:emorgan@blm.gov)  
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