

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

Wednesday, March 22, 2017
Agricultural Center Conference Room
1428 Abbott Street
Salinas, California
****9:00 AM****

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

1. QUORUM CHECK – CALL TO ORDER

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

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

PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENTS

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

3. CONSENT AGENDA

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

4. PRESENT Certificate of Appreciation to outgoing Boardmember John Huerta,

in recognition of his years of service representing the City of Greenfield on the Transportation Agency Board of Directors.

- Hale

5. CLOSED SESSION

Public Employment pursuant to Government Code section §54957, the Board of Directors will confer concerning employment contract with the Agency's Executive Director.

RECONVENE in open session and report any actions taken.

-Reimann

- 6. AMEND** Executive Director Hale's contract to give a one-time performance award of two additional weeks of Annual Leave, to be taken in the current calendar year (2017).

- Reimann

Executive Director Hale has asked for consideration of a bonus in recognition of her role over the past year in achieving the milestone of self-help status for Monterey County.

- 7. PUBLIC COMMENT** on the Closed Session;

CLOSED SESSION:

REAL ESTATE NEGOTIATIONS. Pursuant to Government Code section §54956.8, confer with real property negotiators concerning the acquisition of one property for the Salinas train station.

Property: 26 West Market Street, Salinas, California 93901

Agency negotiators: Michael Zeller, Christina Watson, Todd Muck, Brenda Aguilar-Guerrero, John Cutler

Negotiating parties: Susanne Marie McBride

Under negotiation: Price and terms of payment

RECONVENE in open session and report any actions taken.

- Zeller

8. Purchase and Sale Agreements for Rail Property Acquisition:

1. **APPROVE** the real estate acquisition agreement with Susanne Marie McBride for one parcel for the Rail Extension to Monterey County project for the amount of \$756,000;

2. **APPROVE** payment of closing costs and other related expenses not to exceed the amount of \$12,000;
3. **AUTHORIZE** the Executive Director to execute the agreement and changes to the agreement if such changes do not increase the Agency's net costs, subject to approval by Agency Counsel; and
4. **AUTHORIZE** the use of no more than \$768,000 from Agency reserve funds for the purchase and escrow, to be reimbursed by Caltrans from Traffic Congestion Relief Program funding budgeted for this project.

- Zeller

The Agency has been planning the Rail Extension to Monterey County project, and is in the design phase. The Agency has negotiated a settlement offer with the property owner to acquire the property.

9. Salinas Rail Extension Property Acquisition:

1. **RECEIVE** a presentation on the Salinas Rail Extension Kick Start property acquisition process;
2. **RECEIVE** public testimony from the Property Owner(s);
3. **CONDUCT** a hearing on the Resolutions of Necessity 2017-05 through 2017-12 to authorize the acquisition of fee simple interests and a construction easement and to make the required findings for properties located at:
 - 17 Station Place, Salinas, California
 - 18 Station Place, Salinas, California
 - 19 Station Place, Salinas California
 - 26 West Market Street, Salinas, California
 - 42 West Market Street, Salinas, California
 - 52 West Market Street & 15 Station Place, Salinas, California
 - 54 West Market Street, Salinas, California
 - 21 Happ Place, Salinas, California; and,
4. **CONSIDER ADOPTING** Resolutions of Necessity 2017-05 through 2017-12 authorizing and directing TAMC's attorneys to prepare, commence, and file proceedings in eminent domain for the purpose of acquiring necessary real property interests for the Salinas Rail Extension project and to make the required deposits of probable compensation for each of the property interests required.

- Zeller

The Transportation Agency for Monterey County is proposing to extend passenger rail service from Santa Clara County to Salinas. The Salinas Rail Extension Kick Start project requires acquisition of parcels near the Salinas Rail Station in order to construct an extension of Lincoln Avenue, improve parking and access to the rail station, and to build a train layover facility. Prior to initiating condemnation proceedings to acquire needed right of way

for a programmed project, the Board of Directors must first adopt a Resolution in which they declare that they have made the specific findings identified under Section 1245.230 of the Code of Civil Procedure.

10. Programming Guidelines & Competitive Grants:

1. **APPROVE** programming three years (2017/18/19) of Regional Surface Transportation Program fair share funds to the cities and County;
2. **APPROVE** programming 10% of Regional Surface Transportation Program funds to the RSTP Reserve;
3. **RELEASE** a call for projects to program competitive RSTP funds; and
4. **APPROVE** programming three years (2017/18/19) Transportation Development Act 2% for Bicycle and Pedestrian projects funding for the Fort Ord Regional Trail and Greenway project, pending the receipt of a Federal Lands Access Program (FLAP) grant.

- Zeller

The Transportation Agency periodically programs upcoming Regional Surface Transportation Program, Transportation Development Act 2%, and Regional Development Impact Fee funds to local and regional projects. Agency staff is recommending several programming actions to establish the fair share and competitive RSTP programs, a reserve for Agency-managed projects, and pre-construction funding for FORTAG.

11. Transportation Safety & Investment Plan Citizens Oversight Committee:

1. **RECEIVE** nominations for the Transportation Safety & Investment Plan Citizens Oversight Committee; and
2. **APPOINT** committee members and alternates, with staggered terms, to the Transportation Safety & Investment Plan Citizens Oversight Committee, to be known as the *eXcellent Transportation Oversight Committee*.

- Wright

The Policies & Project Descriptions document for the Transportation Safety & Investment Plan states that a Citizens Oversight Committee representing a diverse range of community interests shall be formed within 6 months of voter approval of Measure X. Representatives of these interests must be nominated by their organizations and appointed to serve on the Citizens Oversight Committee by the Transportation Agency's Board of Directors.

12. RECEIVE reports from Transportation Providers:

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

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

14.Executive Director's Report.

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

16.ADJOURN

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

ADMINISTRATION and BUDGET -

- 3. 1.1 APPROVE** minutes of the Transportation Agency for Monterey County (TAMC), the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for February 22, 2017.

-Rodriguez

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

-Delfino

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

- 3. 1.3 RECEIVE** report on conferences or trainings attended by agency staff.

-Muck

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

BICYCLE, PEDESTRIAN, TRANSIT, and SOCIAL SERVICES

3. 2.1 Cap and Trade Funds for Transit:

1. **ADOPT** Resolution 2017-04 designating the Transportation Agency's allocation of \$192,808 of FY 2016/17 Low Carbon Transit Operations funds to the Monterey-Salinas Transit District for free fares on the weekends on routes that serve East Salinas and 600 summer youth passes to be distributed to youth living in a disadvantaged community; and
2. **AUTHORIZE** the Executive Director to sign and submit required documentation to Caltrans.

- Murillo

The California Legislature established the Low Carbon Transit

Operations Program to distribute cap and trade funds to implement transit priority projects that reduce greenhouse gas emissions, with a priority on serving disadvantaged communities. Program funds are distributed to regional agencies and transit agencies using the State Transit Assistance distribution formula.

3. 2.2 2017 Bicycle Secure Program

1. **APPROVE** funding each 2017 Bicycle Secure Program application, with a partial allocation to the Monterey Bay Air Resources Board; and
2. **APPROVE** opening the program for additional applications this calendar year; and
3. **APPROVE** use of surplus funds to fund additional applications this calendar year.

-Leonard

On December 7, 2016, the Agency released the call for 2017 Bicycle Secure Program applications. The applications were due on February 2, 2017. The Agency received eight applications, requesting a total of 19 bicycle racks, one request for artistic bicycle rack funding, one bicycle repair station, and 11 skateboard racks.

PLANNING

3. 3.1 Marina - Salinas Multimodal Corridor Memoranda of Agreement:

1. **FIND** that the proposed actions are within the scope of the Marina-Salinas Multi-Modal Corridor Plan, which was identified and reviewed as part of the Monterey County Regional Transportation Plan and the 2035 MPT/SCS, and that no new environmental documentation is required.
2. **APPROVE** the Memorandum of Agreement to terminate the 2010 agreement on the Marina-Salinas Multimodal Corridor; and
3. **APPROVE** the Memorandum of Agreement to establish the revised alignment for the Marina-Salinas Multimodal Corridor.

- Zeller

The Fort Ord Base Reuse Plan calls for the development of a multi-modal transit corridor to facilitate transportation between Highway 1 and the City of Salinas. The Agency has coordinated with the relevant partner agencies and local jurisdictions to develop a revised alignment for the Marina-Salinas Multimodal Corridor that satisfies all parties. These Memoranda of Agreement would (1) terminate the 2010 agreement on the previous alignment, and (2) describe a revised alignment as the preferred alternative that all parties would work towards implementing.

3. 3.2 **RECEIVE** state legislative update and **ADOPT** positions on bills of interest to the Agency.

- Watson

The bill list has been updated with new bills introduced in 2017. The Executive Committee discussed this list at its March 1, 2017 meeting and recommended Board adoption of positions on bills of interest to the Agency.

3. 3.3 **AUTHORIZE** staff to issue a Request for Proposals for state legislative assistance, not to exceed \$30,000 per year as noted in the fiscal year 2017/18 Agency budget, for two years and the option for a one-year renewal.

- Watson

The Agency has employed the services of a state legislative analyst/advocate since 1999 to assist with requesting state funds for transportation projects in Monterey County and seeking other state actions. The current contract expires on June 30, 2017. Staff requests authorization to release a Request for Proposals for state legislative assistance starting in 2017/18 for two years and the option for a one-year renewal, for a total contract cost of \$60,000-\$90,000.

PROJECT DELIVERY and PROGRAMMING

3. 4.1 **AUTHORIZE** staff to release a request for proposals for Financial Advisory Services related to Measure X, pending approval by Agency Counsel.

- Zeller

With the passage of Measure X, the Agency requires the services of a certified financial adviser to review and provide guidance on issues including, but not limited to, goal setting, bonding strategies, investments, and cash flow projections.

3. 4.2 **Monterey County Traffic Counts Program Agreement:**

1. **AUTHORIZE** the Executive Director to execute contract with Quality Traffic Data, LLC in an amount not to exceed \$81,120 to conduct traffic counts in locations throughout Monterey County as part of the regional traffic counts program for the period ending December 31, 2019;
2. **APPROVE** the use of \$81,120 for the term of the agreement in funds budgeted for this purpose;and

3. **AUTHORIZE** the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, pending approval by Agency counsel; and
4. **AUTHORIZE** the Executive Director to enter into a reimbursement agreement with the City of Monterey, and other TAMC member jurisdictions as requested by those jurisdictions, for the cost of additional counts requested.

- Murillo

The Agency conducted a competitive bidding process to select a qualified consultant to conduct traffic counts in locations throughout Monterey County. A review committee has recommended Quality Traffic Data LLC for the contract.

3. 4.3 **APPROVE** the 2017 Transportation Agency Master State and Federal Funding Agreement for release to local agencies.

- Zeller

The Transportation Agency Master Funding Agreement memorializes conditions and requirements for local agencies to use state funds passed through by the Transportation Agency for Monterey County. Each agency receiving Regional Surface Transportation Program, Regional Development Impact Fee, Local Transportation Funds, and Transportation Development Act 2% funds will be required to enter into a master agreement.

3. 4.4 Freeway Service Patrol Contracts

1. **APPROVE** contracts with California Towing and Transport to provide services for the Freeway Service Patrol for fiscal years 2017-2021;
2. **AUTHORIZE** the Executive Director to execute the contracts and changes to the contracts if such changes do not increase the Agency's net cost, subject to approval by Agency Counsel; and,
3. **AUTHORIZE** the use of \$838,975 from State Freeway Service Patrol funding and Service Authority for Freeways and Expressways funding for the contracts.

-Leonard

The Transportation Agency's Freeway Service Patrol contracts with the current tow operator will expire in June 30, 2017. In January 2017, the Board released an Request for Proposals provide service for the next four fiscal years. The new contracts will begin July 1, 2017 ensure no gap in service for the program.

3. 4.5 Regional Surface Transportation Program Fair Share Allocation:

1. **APPROVE** the request by the City of Gonzales to program \$250,931.20 in Regional Surface Transportation Program fair share funds to the Alta Street Pavement Rehabilitation Project Project; and
2. **APPROVE** amending Exhibit A of the local funding agreement to include this project and funding.

- Zeller

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

RAIL PROGRAM

3. 5.1 Salinas Train Station Utility Relocations

1. **APPROVE** the budget of \$1,300,000 for potential utility relocations for the Salinas Rail Extension Kick-Start Project, Packages 1 and 2;
2. **AUTHORIZE** the Executive Director to execute payment claims as recommended by TAMC design consultants, in a total amount not to exceed \$1,300,000 with eligible claimants for utility relocation expenses; and
3. **AUTHORIZE** the use of state funds budgeted to this project.

- Watson

The Salinas Rail Extension Project is in the final design phase. Utility relocations are not necessarily a project cost, some utilities will be relocated under existing agreements. However, several utilities are expected to be a likely project cost, and in order to negotiate agreements for relocating utilities, the Agency needs to set aside the funds for relocation. Current estimates of potential utility relocation costs do not exceed \$1,300,000.

- 3. 5.2 APPROVE** Amendment #1 to the Lost Rent Agreement with Elaine Molinari for 17 Station Place to extend the term of the agreement until July 31, 2017.

- Zeller

The Agency entered into a Lost Rent Agreement with Elaine Molinari to ensure that as tenants moved out of 17 Station Place, the rooms would not be re-rented as the Agency completed the acquisition process. This amendment would extend the term of that agreement until July 31, 2017.

- 3. 5.3 APPROVE** Amendment #1 to the agreement with Olivia Espinoza DBA Olivia's Café to extend the rental term of Agency-owned 14 Station Place, Salinas, California until June 30, 2017.

- Zeller

The Transportation Agency completed the acquisition of the property at 30 West Market Street, Salinas, with escrow closing on February 22, 2017. The Agency entered into a short-term lease agreement with Olivia's Cafe that terminates on April 30, 2017. This amendment would extend the rental period to cover the Agency's legally-mandated 90-day notice to vacate period and allow the Agency's real estate agents to continue relocation efforts up to June 30, 2017.

REGIONAL DEVELOPMENT IMPACT FEE - No items this month

COMMITTEE MINUTES -

- 3. 7.1 ACCEPT** draft minutes from Transportation Agency Committees:
- Executive Committee - March 1, 2017
 - Bicycle and Pedestrian Facilities Advisory Committee - March 1, 2017 (online at www.tamcmonterey.org)
 - Rail Policy Committee - March 6, 2017
 - Technical Advisory Committee - March 2, 2017 (online at www.tamcmonterey.org)

- Rodriguez

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

- Rodriguez

END OF CONSENT AGENDA

ANNOUNCEMENTS

Next Transportation Agency for Monterey County meeting will be on
Wednesday, April 26, 2017

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

Documents relating to an item on the open session that are distributed to the Board less than 72 hours prior to the meeting shall be available for public inspection at the Office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA.

Documents distributed to the Agency Board at the meeting by staff will be available at the meeting; documents distributed to the Board by members of the public shall be made available after the meeting.

The Transportation Agency web site contains information from the Transportation Agency Resource Guide, including Transportation Agency Board members, Transportation Agency committee members, grant programs, etc. Visit us at: <http://www.tamcmonterey.org>.

**Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901-2902
Monday thru Friday 8:00 a.m. - 5:00 p.m.
TEL: 831-775-0903
FAX: 831-775-0897**

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

CERTIFICATE OF APPRECIATION

PRESENTED TO

John Huerta Jr.

In recognition of his 10 years of service on the Transportation Agency Board of Directors representing the City of Greenfield. He served as Chair in 2007, and supported Agency interests in both Sacramento and Washington, DC. He is hereby commended for his leadership and support for regional transportation improvements throughout Monterey County.

Confirmed By

Acknowledged By

TAMC Chair
Alejandro Chavez

Executive Director
Debra L. Hale



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Kay Reimann, Agency Counsel
Meeting Date: March 22, 2017
Subject: **Executive Director Employment Contract**

RECOMMENDED ACTION:

AMEND Executive Director Hale's contract to give a one-time performance award of two additional weeks of Annual Leave, to be taken in the current calendar year (2017).

SUMMARY:

Executive Director Hale has asked for consideration of a bonus in recognition of her role over the past year in achieving the milestone of self-help status for Monterey County.

FINANCIAL IMPACT:

Ms. Hale currently receives 35 days of annual leave (available for vacation or sick leave). The annual salary for the performance of Executive Director services is currently \$180,600. While the recommendation from the Executive Committee does not increase cash outlays to Ms. Hale, it is considered additional compensation in the form of an increased benefit for 2017.

DISCUSSION:

In recognition of her performance over the past year Executive Director Hale requested a merit increase in compensation of 5%, as well as a one-time award of three additional weeks of Annual Leave. A copy of Ms. Hale's request is attached.

The Executive Committee considered Ms. Hale's request and recommends that she be awarded two additional weeks of Annual Leave, to be taken in the current calendar year. The request for an increase in salary was respectfully declined by the Committee and recommended for reconsideration in coordination with her annual performance review. In order to implement this recommendation, Ms. Hale's contract will need to be amended appropriately.

Although changes to the contract can be discussed and negotiated subject to approval in

closed session, the Board must approve the final contract in an open public session.

ATTACHMENTS:

- ▣ Hale Compensation Request Memo
- ▣ Executive Director Hale Contract Amendment 1



Memorandum

To: Executive Committee
From: Debbie Hale, Executive Director
Meeting Date: February 1, 2017
Subject: Request for Merit Increase and One-Time Vacation Bonus

TAMC has taken on an important new set of responsibilities by becoming a self-help county. Our Agency will oversee the funding distribution and project delivery of an additional \$20 million per year in transportation improvements – nearly doubling our current project delivery and financial oversight responsibilities. We will be engaging in new activities in many areas, such as: financial management, grants and matching funds, strategic planning, public outreach and cost-effective project delivery. Attached is an updated version of my goals and objectives to reflect these new duties. In recognition of this new responsibility and based on achievement of self-help county status, I am asking for a 5% merit increase, effective March 1, 2017, and a one-time three-week vacation bonus.

It is worth noting that our Agency is considered a leader in the state for small to medium-sized transportation planning agencies. In 2016, I received a national award from the American Public Works Association, for Professional Transportation Manager of the Year. This year, our Agency received an Employer of the Year award from the San Francisco Bay Area Chapter of the Women in Transportation Seminar. The proposed merit increase will place my salary and benefits package in the middle range of other comparable executive directors in the transportation field and other special district/city managers in our region (see the attached salary survey information, most of which is already 2 years old; also, note that the proposed package falls below the compensation of our nearest comparable agency, Santa Cruz County Regional Transportation Commission).

While many executive directors and general managers receive annual merit increases, my merit increases have been only every three years, negotiated as part of my contract renewal. The last merit increase was 5% in January, 2016. This request represents the first time I have asked for a merit increase outside of a contract renewal, but due to the tremendous change in the agency's responsibilities, I believe that an out-of-cycle raise is merited.

In addition, given the substantial personal time that I have devoted to transportation-related activities this past year, and to allow adequate mental preparation for the new wave of activities, I am also asking for a one-time vacation bonus of 3 weeks. I intend to utilize this time rather than cash it in, and I would be willing to stipulate this as a condition of the Board's approval so that there is no cash cost to the Agency. Thank you very much for your consideration. I look forward to working with you on the regional transportation challenges in the coming years.

Debra L. Hale, Executive Director

AMENDMENT No. 1 TO EMPLOYMENT AGREEMENT

BETWEEN THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY

AND DEBRA L. HALE

THIS AMENDMENT NO. 1 to the Employment Agreement approved May 27, 2015, between the Transportation Agency for Monterey County, hereinafter referred to as "TAMC," and Debra L. Hale, hereinafter referred to as "Hale," is hereby entered into between TAMC and Hale.

RECITALS:

- A. **WHEREAS**, Hale has been employed as Executive Director of TAMC since January 25, 2006; and
- B. **WHEREAS**, TAMC and Hale most recently entered into an Employment Agreement, as of May 27, 2015; and
- C. **WHEREAS**, TAMC and Hale desire to amend the Employment Agreement as set forth below;

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

1. **PARAGRAPH 4.6 - ANNUAL LEAVE**

Paragraph 4.6, Annual Leave, is amended to read as follows:

4.6 Annual Leave. Hale shall receive 35 days annual leave, except for calendar year 2017, in which Hale shall receive 45 days of annual leave. All rules and regulations regarding leave wages applicable to TAMC employees shall be applicable to Hale. With the exception of the 10 additional days of leave granted in 2017, annual leave may accrue up to the limit set for management employees in the TAMC Human Resources Rules and Regulations

2. **REMAINDER OF TERMS UNCHANGED**

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

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

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

DATED: _____

DEBRA L. HALE

DATED: _____

**TRANSPORTATION AGENCY FOR
MONTEREY COUNTY**

By _____
ALEJANDRO CHAVEZ
TAMC Chair

Approved as to form:

DATED: _____

TAMC Counsel



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Michael Zeller, Principal Transportation Planner
Meeting Date: March 22, 2017
Subject: **Purchase and Sale Agreements for Rail Property Acquisition**

RECOMMENDED ACTION:

Purchase and Sale Agreements for Rail Property Acquisition:

1. **APPROVE** the real estate acquisition agreement with Susanne Marie McBride for one parcel for the Rail Extension to Monterey County project for the amount of \$756,000;
2. **APPROVE** payment of closing costs and other related expenses not to exceed the amount of \$12,000;
3. **AUTHORIZE** the Executive Director to execute the agreement and changes to the agreement if such changes do not increase the Agency's net costs, subject to approval by Agency Counsel; and
4. **AUTHORIZE** the use of no more than \$768,000 from Agency reserve funds for the purchase and escrow, to be reimbursed by Caltrans from Traffic Congestion Relief Program funding budgeted for this project.

SUMMARY:

The Agency has been planning the Rail Extension to Monterey County project, and is in the design phase. The Agency has negotiated a settlement offer with the property owner to acquire the property.

FINANCIAL IMPACT:

The Salinas Rail Extension project includes funding for right-of-way acquisition. Staff proposes to use Traffic Congestion Relief Program or Proposition 116 bond funds for the \$768,000 in settlement expenses. Agency reserve funds are only to be used for cash flow purposes. The total project budget is estimated at \$70 million to \$80 million; the total right-of-way phase is estimated to cost \$17.4 million.

DISCUSSION:

The Transportation Agency for Monterey County is proposing to extend passenger rail service from Santa Clara County south to Salinas. The service is scheduled to start with two round trips, expanding to up to six round trips as demand warrants.

The property in question is approximately 6,435 square feet located at 26 West Market Street in the City of Salinas, California, known as Monterey County Assessor's Parcel No. 002-172-002. The parcel will be needed for the parking lot planned for the area of the Salinas Rail Station. A Phase I environmental review found no contamination on the property.

The proposed purchase price of \$756,000 is an agreed-upon value that is based upon an appraisal performed on the property dated October 17, 2016 prepared by the appraisal group of Overland, Pacific & Cutler. The purchase price includes the contributory value of the buildings and site improvements located thereon, and non-moveable items pertaining to the improvements. The agreement stipulates that the Agency will deposit the full purchase price in escrow, and that funds will be disbursed upon the close of escrow.

Any relocation of the property owner or the tenants is governed by state and federal relocation laws and will be negotiated separately from the property acquisition.

Attached online is the negotiated "purchase and sale agreement" for the above-described parcel for the Salinas Rail Extension to Monterey County project. TAMC's real estate acquisition legal counsel has approved the document as to form.

WEB ATTACHMENTS:

[Purchase and Sale Agreement - 26 Market Street](#)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Michael Zeller, Principal Transportation Planner
Meeting Date: March 22, 2017
Subject: **Resolutions of Necessity for Salinas Rail Extension Property Acquisition**

RECOMMENDED ACTION:

Salinas Rail Extension Property Acquisition:

1. **RECEIVE** a presentation on the Salinas Rail Extension Kick Start property acquisition process;
2. **RECEIVE** public testimony from the Property Owner(s);
3. **CONDUCT** a hearing on the Resolutions of Necessity 2017-05 through 2017-12 to authorize the acquisition of fee simple interests and a construction easement and to make the required findings for properties located at:
 - 17 Station Place, Salinas, California
 - 18 Station Place, Salinas, California
 - 19 Station Place, Salinas California
 - 26 West Market Street, Salinas, California
 - 42 West Market Street, Salinas, California
 - 52 West Market Street & 15 Station Place, Salinas, California
 - 54 West Market Street, Salinas, California
 - 21 Happ Place, Salinas, California; and,
4. **CONSIDER ADOPTING** Resolutions of Necessity 2017-05 through 2017-12 authorizing and directing TAMC’s attorneys to prepare, commence, and file proceedings in eminent domain for the purpose of acquiring necessary real property interests for the Salinas Rail Extension project and to make the required deposits of probable compensation for each of the property interests required.

SUMMARY:

The Transportation Agency for Monterey County is proposing to extend passenger rail service from Santa Clara County to Salinas. The Salinas Rail Extension Kick Start project requires acquisition of parcels near the Salinas Rail Station in order to construct an extension of Lincoln Avenue, improve parking and access to the rail station, and to build a

train layover facility. Prior to initiating condemnation proceedings to acquire needed right of way for a programmed project, the Board of Directors must first adopt a Resolution in which they declare that they have made the specific findings identified under Section 1245.230 of the Code of Civil Procedure.

FINANCIAL IMPACT:

The Salinas Rail Extension project budget includes funding for property acquisition. Staff proposes to use Traffic Congestion Relief Program funds for this work. The project right-of-way phase is estimated to cost \$17.4 million.

DISCUSSION:

For over the past year, the Transportation Agency's real estate acquisition consultants, Overland, Pacific & Cutler, have been negotiating with the property owners near the Salinas Rail Station to purchase the properties for the Salinas Rail Extension Kick-Start project. The project involves the extension of rail service from Santa Clara County, and the purchase of these properties is required to allow for the construction of an extended Lincoln Avenue and parking for the rail station. In total, there are nine properties that are the subject of acquisition for this phase of the Kick Start project.

This staff report is submitted for review by the Board of Directors prior to the recommended adoption of a resolution of necessity for the acquisition of property for the Salinas Rail Extension Kick Start Project.

For each property interest to be acquired, a resolution of necessity must be adopted prior to the commencement of eminent domain proceedings pursuant to Code of Civil Procedure Section 1245.220. The statutory requirement that a public entity adopt a resolution of necessity before initiating a condemnation action "is designed to ensure that public entities will verify and confirm the validity of their intended use of the power of eminent domain prior to the application of that power in any one particular instance" (San Bernardino County Flood Control Dist. v. Grabowski (1988) 205 Cal.App.3d 885, 897).

A resolution of necessity must contain a general statement of the public use for which the property is to be taken, a reference to the statute authorizing the exercise of eminent domain, a description of the property, and a declaration stating that each of the following have been found and determined by the Board to be the case (Code of Civil Procedure Section 1245.230):

1. The public interest and necessity require the proposed project;
2. The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
3. The property described in the resolution is necessary for the proposed project; and,
4. That either the offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record, or the offer has not been made because the owner cannot be located with reasonable diligence.

For those parcels to be acquired as public service or public utility easements, the resolution of necessity will state that such property is being acquired pursuant to the provisions of Code of Civil Procedure Sections 1240.320, 1240.330, and 1240.350, as substitute property necessary for acquisition or exchange with regard to affected public utilities, for relocation of such utilities, or to provide utility service to the remaining property, as the case may be. For such property, the Board will be further finding and determining that the taking of said substitute property is necessary for each of the purposes specified in those Sections.

Insofar as any of the property interests to be acquired has heretofore been dedicated to public use, the resolution of necessity will find that the acquisition of such property by TAMC for the Project is for a more necessary public use to which the property has already been appropriated or is a compatible public use pursuant to Code of Civil Procedure Sections 1240.510 and 1240.610. This staff report provides data and information addressing each of these items.

STATEMENT OF PUBLIC USE

Each of the parcels of property that are the subject of the recommended resolutions of necessity are to be acquired for the construction of the Salinas Rail Extension Kick Start project, which extends passenger rail service from Santa Clara County south to Salinas with two round trips, expanding to up to six round trips as demand warrants. The first phase of the project, known as the Kick Start, will feature improvements at the Salinas Station, including an extension of Lincoln Avenue, circulation improvements, train layover facility, bus facility, and car and bike parking, which necessitate the acquisition of the subject parcels. The need for each particular parcel is discussed in the Property Fact Sheets attached hereto. This is the first phase of a larger project that is planned to include additional stations at Castroville and Pajaro/Watsonville.

STATUTORY AUTHORIZATION FOR EXERCISING EMINENT DOMAIN

Under its enabling legislation, the Transportation Agency for Monterey County (“TAMC”) is authorized to acquire property for rail purposes by eminent domain. California Government Code Section 67930-67931 sets forth the general powers of TAMC and provides in pertinent part that: “The agency has all of the powers expressed or implied, necessary to carry out the intent of that Part 11.5, including the power of eminent domain and the power to preserve, acquire, construct, or improve any of the following: (1) Rights-of-way for rail purposes and (2) Rail terminals and stations”; Part 11.5 refers to Public Utilities Code Division 10, Part 11.5, Chapter 3, Section 99638, which allocated funding to TAMC for rail projects in Monterey County. One of the functions of TAMC is to fund and deliver rail projects.

In addition, the Eminent Domain Law, Code of Civil Procedure Sections 1230.010 et seq., gives entities authorized by statute the right to use eminent domain to acquire property for public use, and specifies the procedures for the exercise of that right.

GOVERNMENT CODE OFFERS

The owners of the properties that are the subject of the resolutions were made an offer by TAMC for the purchase of the property, as required by Government Code Section 7267.2.

Each property owner was presented with a written offer in an amount not less than the approved appraisal for the property, and a statement and summary of the basis of the offer, comprised of an Appraisal Summary Statement. The Appraisal Summary Statement provided the following information: name of owner; property address; parcel and APN number; locale; applicable zoning; date of valuation, present use; highest and best use; total property area; area to be acquired; type of interest to be acquired; improvements and access impacted; damages incurred and, as appropriate, separately stated with calculations and narrative explanation; total payment; and a description of the market value, reproduction or replacement cost analysis, or capitalization analysis, used to determine just compensation; and a summary of comparable sales, including the location, date of sale and sales price of properties used in the appraisal process. All offers made to the Property owners are incorporated herein by reference, made a part of this staff report, and are available for review by the TAMC Board.

SALINAS RAIL EXTENSION PROJECT OVERVIEW, PURPOSE, AND NEED

The Salinas Rail Extension project extends passenger rail service from Santa Clara County south to Salinas (68 miles). The service will start with two round trips, expanding to up to six round trips as demand warrants.

The first phase of the project, known as the Kick Start, will feature improvements at the Salinas Station, including an extension of Lincoln Avenue, circulation improvements, train layover facility, bus facility, and car and bike parking; track improvements in Gilroy to allow for run-through service; and minor improvements to the Gilroy, Morgan Hill and San Jose Tamien stations.

Future phases of the project will include a new station in Pajaro/Watsonville with connection to the Santa Cruz branch line; expansion of the Salinas layover facility; and a new station in Castroville with connection to the Monterey branch line.

Purpose of the Project

The project is intended to achieve the following objectives:

- Provide an alternative to the highly congested US 101 corridor to access to jobs, education, health care and interregional transportation in Silicon Valley and the San Francisco Bay Area.
- Promote mixed-use, transit-oriented development, affordable housing, livable communities and economic growth around stations.
- Improve passenger rail service and increase ridership in this severely, and ever-increasingly, congested corridor by providing rail capacity and faster, convenient access between Monterey County to major Santa Clara Valley employment and

activity centers for residents from throughout the Monterey Bay Area.

- Enhance regional connectivity by expanding rail service connecting with light rail, Amtrak, Capitol Corridor, Altamont Corridor Express, Caltrain, bus services, and eventually the proposed California High-Speed Rail system in Santa Clara County; improve intermodal transit hubs where rail, bus, auto, bicycle and pedestrian links meet.
- Expand transportation solutions that will be instrumental in maintaining the economic vitality and continuing development of Monterey County.
- Improve mobility options to employment, education, medical, and retail centers for corridor residents, in particular low-income, youth, elderly, disabled, and ethnic minority populations.
- Improve regional air quality by reducing auto emissions.

Expanded rail service to Salinas is consistent with the goals established in prior corridor studies and responds to the long-range Monterey County Regional Transportation Plan, adopted by the Transportation Agency board in June 2014. The primary goal of the long-range plan is to provide transportation facilities and services that support and enhance Monterey County's high quality of life and vibrant economy.

Need for the Project

The proposed extension of passenger rail service to Salinas would provide an alternative means of travel between Monterey County and the San Francisco Bay Area. In addition to lowering congestion on the roadways, the rail extension would bring a significant increase in ridership to the existing services. Other benefits to this new service include an increase in job opportunities, more transportation alternatives for senior citizens and those with physical disabilities, increased access by students to educational resources, and economic development opportunities along the train route.

Current and future population and employment conditions in the Proposed Action alignment both establish a need for passenger rail service and also provide the market to ensure the success of that service. In June 2014, the Association of Monterey Bay Area Governments (AMBAG) Board of Directors adopted the 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), also called "Moving Forward Monterey Bay 2035." A regional growth forecast was prepared in support of the MTP/SCS, which projects the region's population, housing, and employment through 2035. The growth forecast is also used to support the Regional Travel Demand Model and local planning efforts, such as general plan updates and project reviews.

The recent and projected employment growth in both the San Francisco Bay Area and the Monterey Bay Area indicate a strengthening post-recession economy; however, the majority of the job growth is anticipated to occur north of the Monterey Bay Area, perpetuating Monterey Bay Area's jobs/housing imbalance and resulting in the need for improved transportation to connect a large portion of the employment base to the job opportunities. This regional jobs/housing imbalance generates a large inter-regional commuter traffic

pattern, leading to highway congestion and poor air quality. During the morning hours, commuters from the Monterey Bay Area travel north to jobs in the San Francisco Bay Area and then return south in the late afternoon to their homes. Given topographical and geographical conditions in the Monterey Bay Area, only one major travel corridor exists for commuters driving to the majority of the jobs in the San Francisco Bay Area – US 101.

PROJECT PLANNING AND IMPLEMENTATION

Alternatives Analysis

In April 2007, TAMC completed the Salinas Rail Extension Alternatives Analysis, which is incorporated herein by reference, made a part of this staff report, and is available for review by the TAMC Board. The Alternatives Analysis identified unmet travel needs in Monterey County and inter-county travel needs between Monterey County and the San Francisco Bay Area, and ultimately resulted in the adoption of a Locally Preferred Alternative to address the transportation needs identified and evaluated in the study. To meet the transportation need for improved access and mobility, eight initial conceptual alternatives to the no-build scenario were identified, later refined based on public and stakeholder input and split into two projects; one to serve intra-county needs (Monterey Branch Line) and one to serve inter-county needs (Salinas to San Francisco Bay Area). Seven modified variations of the original conceptual alternatives were developed for the US 101 corridor to potentially meet cost-effectiveness, ridership, environmental, and other selection criteria considerations.

These alternatives were then evaluated to determine their comparative performance, potential environmental consequences, and cost. Based on analytical studies, public input, and key findings of the refined conceptual alternatives, two alternatives were determined suitable for more detailed definition and analysis, a Passenger Rail Extension Alternative and a Express Bus Alternative.

The results of the detailed analysis of alternatives indicated that the Passenger Rail Extension Alternative was the most cost-effective alternative for serving inter-county commuters and providing access to educational and health-care resources in the San Francisco Bay Area. This alternative was determined to meet the need that the Proposed Action is intended to address by providing additional transportation capacity in the US 101 travel corridor. The Passenger Rail Extension Alternative was also determined to be superior to the Express Bus Alternative for stimulating the local economy and supporting transit-oriented development. For these reasons, the Passenger Rail Extension Alternative was adopted by TAMC on January 31, 2007 as the Locally Preferred Alternative.

Station Area Planning

TAMC has coordinated with many stakeholders for station area planning, development, and implementation of improvements to and expansion of the Salinas Train Station. The station Steering Committee is comprised of the City of Salinas, Caltrans District 5, Monterey Salinas Transit and TAMC. Other stakeholders in the station area development include

Caltrans Division of Rail and Mass Transportation, Union Pacific, Amtrak, Capitol Corridor Joint Powers Authority, California Public Utilities Commission, Salinas Historic Resources Board, the Salinas City Center Association, the First Mayor's House, Greyhound, and neighboring businesses, residents, property owners, and the general public.

Project Funding

The total capital cost of the Salinas Rail Extension Kick-Start project had been estimated at \$70 million, including funds already expended on planning, environmental, and right-of-way to date. Updated cost estimates with new information from the 75% designs and updated appraisals show the project is over budget by approximately \$5-10 million. The team is working to reduce costs to keep it under the amount of funding secured for the project. Staff is also looking at applying for additional state funding to fill the gap, pending confirmation on the utility and property acquisition costs. State funding has been secured via the Traffic Congestion Relief Program, the Proposition 116 Rail Bond, and the State Transportation Improvement Program.

Engineering Design

The engineering and design of the project has been developed in various phases of project development in conjunction with the environmental process. Engineering phases include Conceptual Engineering (10% design), Preliminary Engineering (30% design), 60% design, 75% design, and Final Engineering (100% design). These design phases represent a progression of engineering throughout project development.

Conceptual Engineering and Preliminary Engineering (PE) phases occur during the development of draft and final environmental documents, and together are generally referred to as the PE phase. The 60% design phase allows for a further refinement to project definition and the design of the facilities and systems. In December 2010, the technical PE phase was completed by Parsons. The 75% Engineering phase was completed in February 2016 by HDR Engineering. Said engineering designs are hereby incorporated herein by reference and made a part of this Staff report. They are available for review by the TAMC Board. Final design will advance the project development to 100% completion.

ENVIRONMENTAL CLEARANCE AND REVIEW

In April 2006, TAMC published the Draft Environmental Impact Report (EIR) for an extension of Caltrain service to Monterey County, followed by the Final EIR in July 2006, to meet California Environmental Quality Act (CEQA) requirements. The EIR reviewed a proposed extension of the San Francisco Bay Area's Caltrain rail service with two round-trips per weekday between Gilroy and Salinas, followed by an increase to four or more round-trips after 5 years or as passenger demands require. The EIR addressed the need for additional rail service between Gilroy and Salinas and also included the proposed Pajaro/Watsonville and Castroville Stations to capture a larger share of the market.

Once it was considered that the extension into Monterey County would be provided by Capitol Corridor and not Caltrain, TAMC prepared supplementary studies reflecting this

change and published the Addendum – Capitol Corridor Extension to Monterey County Environmental Impact Report in August 2013.

Said documents are available for the Board's review and consideration and are incorporated by reference herein. Many of these documents, and other information concerning the Project, are available through the TAMC website, tamcmonterey.org.

- Salinas Rail Extension Draft Environmental Impact Report, Vol One
- Salinas Rail Extension Draft Environmental Impact Report Appendices, Vol Two
- Salinas Rail Extension Final Environmental Impact Report Vol Three
- Traffic Impact Analysis
- Capitol Corridor Extension to Monterey County Environmental Impact Report Addendum, August 2013

SPECIFIC PROPERTY ACQUISITIONS

Detailed property fact sheets and pictures of the parcels required for this Project follow. Overall property requirements and project related costs have been minimized as much as possible. Offers were made to the owners of each property as follows, and said offer package is incorporated herein by reference and are available for review by the TAMC Board:

- 17 Station Place, Salinas, California – September 1, 2015
- 18 Station Place, Salinas, California – August 18, 2015
- 19 Station Place, Salinas, California – November 4, 2015
- 26 W. Market Street, Salinas, California – November 20, 2015
- 42 W. Market Street, Salinas, California – August 18, 2015
- 52-54 W. Market Street, Salinas, California and 15 Station Place – November 4, 2015
- 21 Happ Place, Salinas, California – May 11, 2016

Additionally, revised offers were made to the owners of each property as follows, and said offer package is incorporated herein by reference:

- 17 Station Place, Salinas, California – January 25, 2017
- 18 Station Place, Salinas, California – January 25, 2017
- 19 Station Place, Salinas, California – January 25, 2017
- 42 W. Market Street, Salinas, California – January 25, 2017
- 52-54 Market Street, Salinas, California & 15 Station Place – January 25, 2017

On February 23, 2017, Notice of Intention to Adopt Resolution of Necessity, incorporated herein by reference, was sent to the owners of each property.

ATTACHMENTS:

- Resolution of Necessity for 17 Station Place

- Resolution of Necessity for 18 Station Place
- Resolution of Necessity for 19 Station Place
- Resolution of Necessity for 26 West Market Street
- Resolution of Necessity for 42 West Market Street
- Resolution of Necessity for 52 West Market Street & 15 Station Place
- Resolution of Necessity for 54 West Market Street
- Resolution of Necessity for 21 Happ Place

WEB ATTACHMENTS:

- [Property Fact Sheets](#)

**RESOLUTION NO. 2017-06
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**RESOLUTION OF NECESSITY DETERMINING THAT THE PUBLIC INTEREST
AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN LAND AND
DIRECTING THE FILING OF EMINENT DOMAIN PROCEEDINGS
FOR 17 STATION PLACE, SALINAS, CALIFORNIA**

WHEREAS, the Salinas Rail Extension Kick Start Project (the “Project”) is being undertaken for the purpose of easing traffic congestion, improving area-wide mobility, and otherwise furthering the public health, safety and welfare; and

WHEREAS, the Transportation Agency for Monterey County (“TAMC) approved the Project and complied with the requirements of the California Environmental Quality Act (“CEQA”); and

WHEREAS, it is desirable and necessary for TAMC to acquire certain property in fee located at 17 Station Place, Salinas, California, more particularly described in **Exhibit A** attached hereto and made a part hereof by this reference, for the construction of the Project; and

WHEREAS, TAMC has investigated and examined alternatives to the Project and the acquisition of the Property, and concluded that both the Project and the acquisition of the Property for the Project are necessary; and

WHEREAS, TAMC is authorized to acquire the subject property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code of Civil Procedure Sections 1230.010 *et seq.*, and Government Code Sections 67930 and 67931; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure of the State of California, notice has been duly given to the owner(s) of the property herein, all of whom have been given a reasonable opportunity to appear and be heard before the Board of Directors of TAMC at the time and place set forth in said notice, regarding the matters specified therein.

NOW, THEREFORE, IT IS FOUND, DETERMINED AND ORDERED as follows:

1. The recitals contained herein are true and correct.
2. Upon examination of the alternatives, TAMC requires the Property for the Project.
3. TAMC is authorized to acquire the Property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code

- of Civil Procedure Sections 1230.010 *et seq.*, and Sections 67930 and 67931 of the Government Code; and
4. The public interest and necessity require the Project.
 5. The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
 6. The entire property in fee described in **Exhibit A** is necessary for the Project.
 7. The offer required by Section 7267.2 of the Government Code, together with the accompanying statement of the amount established as just compensation, has been made to the owner or owners of record, which offer and statement were in a format and contained the information required by Government Code Section 7267.2.
 8. TAMC has complied with all conditions and statutory requirements, including those prescribed by CEQA, and that are necessary for approval and adoption of the Project.
 9. All conditions and statutory requirements necessary to exercise the power of eminent domain (“the right to take”) to acquire the property described herein have been complied with by TAMC.
 10. Insofar as any portion of the property has heretofore been appropriated for public use, the proposed use set forth herein will not unreasonably interfere with or impair the continuation of the public use as it exists or may reasonably be expected to exist in the future, and is therefore a compatible public use pursuant to Code of Civil Procedure Section 1240.510, or, as applicable, constitutes a more necessary public use to which the property is appropriated pursuant to Code of Civil Procedure Section 1240.610.
 11. The parcel described in **Exhibit A** is being acquired in whole or in part pursuant to the provisions of Code of Civil Procedure Sections 1240.320, 1240.330 and 1240.350, as the case may be, as substitute property necessary for either the relocation of public utility facilities or to provide utility service to the remainder property. It is further found and determined that the taking of said substitute property is necessary for the purpose specified in Sections 1240.320, 1240.330 and/or 1240.350.
 12. Special counsel, Meyers Nave, is hereby **AUTHORIZED** and **EMPOWERED**:
 - a. To acquire in the name of TAMC by condemnation the Property described in **Exhibit A**, attached hereto and incorporated herein by

reference in accordance with the provisions of the California Eminent Domain Law, the Code of Civil Procedure and the Constitution of the State of California.

- b. To prepare or have prepared and to prosecute in the name of TAMC such proceedings in the proper court as is necessary for such acquisition; and
- c. To deposit the probable amount of just compensation, based on an appraisal.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this ____ day of _____, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ALEJANDRO CHAVEZ, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

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

2789479.1

EXHIBIT "A"
Legal Description of Property

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF SALINAS, COUNTY OF MONTEREY, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

That portion of Lots J and K, in Block 24, as said Lots and Block are shown and designated on that certain map entitled, "Map of Salinas City, Monterey County, California" (commonly known as the Sherwood-Hellman Map) refiled January 14, 1869 in Volume 1, Maps of "Cities and Towns", at Page 36, Records of Monterey County, California, described as follows:

Beginning at a 1/2" diameter iron pipe standing in the westerly line of Natividad Street from which a 1" steel bar standing at the intersection of said street line with the northerly line of West Market Street bears along said street line S. 24° 37' W., 215.4 feet, said 1/2" diameter iron pipe being at the southeast corner of that certain 0.2676 acre tract of land described in Trustee's Deed from Coast Counties Land Title Company, a corporation to Steve Inglin, et ux., recorded May 27, 1949 in Volume 1141, Page 541, Official Records of said county; thence running parallel to said northerly line of West Market Street and along the southerly boundary of said 0.2676 acre tract of land,

(1) N. 65° 25-1/2' W., 200.98 feet to a 1/4" diameter iron pipe, top 18" underground, at a fence corner at the southwesterly corner of said 0.2676 acre tract of land in the line between said Lot J and Lot M in said Block 24; thence along the line common to said Lots J and M and along the line common to said Lot K and Lot L,

(2) S. 24° 35-3/4' W., 85.4 feet to a 1" diameter iron pipe, top 6" underground, standing at the northwest corner of Lot 12 in said Block 24; thence along the northerly line of said Lot 12,

(3) S. 65° 25-1/2' E., 50.0 feet to the northeast corner of said Lot 12, from which corner a 1" diameter steel bar bears N. 87° 24' E., 0.22 feet, said northeasterly corner of Lot 12 being in the westerly boundary of that certain piece or parcel of land described in Deed to Victor L. Molinari, et ux., recorded October 19, 1944 in Volume 843, Page 348, Official Records of said county; thence along the westerly boundary of said piece or parcel of land,

(4) N. 24° 35-3/4' E., 35.4 feet to a 1" diameter steel bar, top 10" underground, standing at the northwest corner of said parcel of land; thence along the northerly boundary thereof,

(5) S. 65° 25-1/2' E., 150.96 feet to a 1" diameter steel bar standing at the northeast corner of said parcel of land in said westerly line of Natividad Street; thence along said westerly street line,

(6) N. 24° 37' E., 50.0 feet to the point of beginning.

And as shown on the Record of Survey Map filed June 19, 1957 in Volume 5 of Surveys, Page 121, Monterey County Records.

APN: 002-171-007

**RESOLUTION NO. 2017-10
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**RESOLUTION OF NECESSITY DETERMINING THAT THE PUBLIC INTEREST
AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN LAND AND
DIRECTING THE FILING OF EMINENT DOMAIN PROCEEDINGS
FOR 18 STATION PLACE, SALINAS, CALIFORNIA**

WHEREAS, the Salinas Rail Extension Kick Start Project (the “Project”) is being undertaken for the purpose of easing traffic congestion, improving area-wide mobility, and otherwise furthering the public health, safety and welfare; and

WHEREAS, the Transportation Agency for Monterey County (“TAMC) approved the Project and complied with the requirements of the California Environmental Quality Act (“CEQA”); and

WHEREAS, it is desirable and necessary for TAMC to acquire certain property in fee located at 18 Station Place, Salinas, California, more particularly described in **Exhibit A** attached hereto and made a part hereof by this reference, for the construction of the Project; and

WHEREAS, TAMC has investigated and examined alternatives to the Project and the acquisition of the Property, and concluded that both the Project and the acquisition of the Property for the Project are necessary; and

WHEREAS, TAMC is authorized to acquire the subject property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code of Civil Procedure Sections 1230.010 *et seq.*, and Government Code Sections 67930 and 67931; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure of the State of California, notice has been duly given to the owner(s) of the property herein, all of whom have been given a reasonable opportunity to appear and be heard before the Board of Directors of TAMC at the time and place set forth in said notice, regarding the matters specified therein.

NOW, THEREFORE, IT IS FOUND, DETERMINED AND ORDERED as follows:

1. The recitals contained herein are true and correct.
2. Upon examination of the alternatives, TAMC requires the Property for the Project.
3. TAMC is authorized to acquire the Property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code

- of Civil Procedure Sections 1230.010 *et seq.*, and Sections 67930 and 67931 of the Government Code; and
4. The public interest and necessity require the Project.
 5. The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
 6. The entire property in fee described in **Exhibit A** is necessary for the Project.
 7. The offer required by Section 7267.2 of the Government Code, together with the accompanying statement of the amount established as just compensation, has been made to the owner or owners of record, which offer and statement were in a format and contained the information required by Government Code Section 7267.2.
 8. TAMC has complied with all conditions and statutory requirements, including those prescribed by CEQA, and that are necessary for approval and adoption of the Project.
 9. All conditions and statutory requirements necessary to exercise the power of eminent domain (“the right to take”) to acquire the property described herein have been complied with by TAMC.
 10. Insofar as any portion of the property has heretofore been appropriated for public use, the proposed use set forth herein will not unreasonably interfere with or impair the continuation of the public use as it exists or may reasonably be expected to exist in the future, and is therefore a compatible public use pursuant to Code of Civil Procedure Section 1240.510, or, as applicable, constitutes a more necessary public use to which the property is appropriated pursuant to Code of Civil Procedure Section 1240.610.
 11. The parcel described in **Exhibit A** is being acquired in whole or in part pursuant to the provisions of Code of Civil Procedure Sections 1240.320, 1240.330 and 1240.350, as the case may be, as substitute property necessary for either the relocation of public utility facilities or to provide utility service to the remainder property. It is further found and determined that the taking of said substitute property is necessary for the purpose specified in Sections 1240.320, 1240.330 and/or 1240.350.
 12. Special counsel, Meyers Nave, is hereby **AUTHORIZED** and **EMPOWERED**:
 - a. To acquire in the name of TAMC by condemnation the Property described in **Exhibit A**, attached hereto and incorporated herein by

reference in accordance with the provisions of the California Eminent Domain Law, the Code of Civil Procedure, the Government Code, and the Constitution of the State of California.

- b. To prepare or have prepared and to prosecute in the name of TAMC such proceedings in the proper court as is necessary for such acquisition; and
- c. To deposit the probable amount of just compensation, based on an appraisal.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this ____ day of _____, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ALEJANDRO CHAVEZ, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

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

2789480.1

EXHIBIT "A"
Legal Description of Property

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF SALINAS, COUNTY OF MONTEREY, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

That portion of The Bremen Park Block, now known as Block 23 1/2, as shown on the Map of Salinas City, commonly known as the Sherwood-Helman Map, filed November 7, 1868 in Volume 1, Maps of "Cities and Towns", at Page 36, records of said county, and being also a portion of that certain 16,349 sq. ft. tract of land described in the Deed to Pacific Greyhound Lines, recorded March 12, 1951 in Volume 1287, Page 413, Official Records, described as follows:

Beginning at a 2" diameter iron pipe at the most northerly corner of said Block 23 1/2 and said tract of land; thence running along the boundary thereof,

- (1) S. 65° 37' 57" E., 137.69 feet to a 1" diameter iron bar; thence leave said Block line and continuing along the boundary of said 16, 349 sq. ft. tract of land,
- (2) S. 9° 50' 45" E., 104.07 feet to a nail and tag set in concrete; thence leave last mentioned boundary and along the northerly line of that certain strip of land described in the Deed to the City of Salinas, recorded October 6, 1980 in Reel 1438, Page 96, Official Records of said County,
- (3) N. 65° 40' 09" W., 196.31 feet to a nail and tag in concrete in the westerly boundary of said Block 23 1/2 and said 16,349 sq. ft. tract of land; thence along said westerly boundary,
- (4) N. 24° 26' 05" E., 86.19 feet to the point of beginning, as shown on the Record of Survey Map filed May 24, 1988 in Book 15 of Surveys, at Page 134, records of said county.

APN: 002-171-023

**RESOLUTION NO. 2017-05
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**RESOLUTION OF NECESSITY DETERMINING THAT THE PUBLIC INTEREST
AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN LAND AND
DIRECTING THE FILING OF EMINENT DOMAIN PROCEEDINGS
FOR 19 STATION PLACE, SALINAS, CALIFORNIA**

WHEREAS, the Salinas Rail Extension Kick Start Project (the “Project”) is being undertaken for the purpose of easing traffic congestion, improving area-wide mobility, and otherwise furthering the public health, safety and welfare; and

WHEREAS, the Transportation Agency for Monterey County (“TAMC) approved the Project and complied with the requirements of the California Environmental Quality Act (“CEQA”); and

WHEREAS, it is desirable and necessary for TAMC to acquire certain property in fee located at 19 Station Place, Salinas, California, more particularly described in **Exhibit A** attached hereto and made a part hereof by this reference, for the construction of the Project; and

WHEREAS, TAMC has investigated and examined alternatives to the Project and the acquisition of the Property, and concluded that both the Project and the acquisition of the Property for the Project are necessary; and

WHEREAS, TAMC is authorized to acquire the subject property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code of Civil Procedure Sections 1230.010 *et seq.*, and Government Code Sections 67930 and 67931; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure of the State of California, notice has been duly given to the owner(s) of the property herein, all of whom have been given a reasonable opportunity to appear and be heard before the Board of Directors of TAMC at the time and place set forth in said notice, regarding the matters specified therein.

NOW, THEREFORE, IT IS FOUND, DETERMINED AND ORDERED as follows:

1. The recitals contained herein are true and correct.
2. Upon examination of the alternatives, TAMC requires the Property for the Project.
3. TAMC is authorized to acquire the Property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code

- of Civil Procedure Sections 1230.010 *et seq.*, and Sections 67930 and 67931 of the Government Code; and
4. The public interest and necessity require the Project.
 5. The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
 6. The entire property in fee described in **Exhibit A** is necessary for the Project.
 7. The offer required by Section 7267.2 of the Government Code, together with the accompanying statement of the amount established as just compensation, has been made to the owner or owners of record, which offer and statement were in a format and contained the information required by Government Code Section 7267.2.
 8. TAMC has complied with all conditions and statutory requirements, including those prescribed by CEQA, and that are necessary for approval and adoption of the Project.
 9. All conditions and statutory requirements necessary to exercise the power of eminent domain (“the right to take”) to acquire the property described herein have been complied with by TAMC.
 10. Insofar as any portion of the property has heretofore been appropriated for public use, the proposed use set forth herein will not unreasonably interfere with or impair the continuation of the public use as it exists or may reasonably be expected to exist in the future, and is therefore a compatible public use pursuant to Code of Civil Procedure Section 1240.510, or, as applicable, constitutes a more necessary public use to which the property is appropriated pursuant to Code of Civil Procedure Section 1240.610.
 11. The parcel described in **Exhibit A** is being acquired in whole or in part pursuant to the provisions of Code of Civil Procedure Sections 1240.320, 1240.330 and 1240.350, as the case may be, as substitute property necessary for either the relocation of public utility facilities or to provide utility service to the remainder property. It is further found and determined that the taking of said substitute property is necessary for the purpose specified in Sections 1240.320, 1240.330 and/or 1240.350.
 12. Special counsel, Meyers Nave, is hereby **AUTHORIZED** and **EMPOWERED**:
 - a. To acquire in the name of TAMC by condemnation the Property described in **Exhibit A**, attached hereto and incorporated herein by

reference in accordance with the provisions of the California Eminent Domain Law, the Code of Civil Procedure and the Constitution of the State of California.

- b. To prepare or have prepared and to prosecute in the name of TAMC such proceedings in the proper court as is necessary for such acquisition; and
- c. To deposit the probable amount of just compensation, based on an appraisal.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this ____ day of _____, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ALEJANDRO CHAVEZ, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

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

2789424.1

EXHIBIT "A"
Legal Description of Property

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF MONTEREY, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

All of Lot I and a part of Lot J, in Block 24, as said lots and block are shown and so designated on that certain map entitled, "Map of Salinas City, Monterey County, Calif.," (commonly known as Sherwood-Hellman Map), filed for record November 7, 1868 in Volume 1 of Cities and Towns, at page 36, Monterey County Records, said real property being particularly described as follows, to-wit:

Beginning at a 1/2" diameter iron pipe standing in the westerly line of Natividad Street (100 feet wide), from which a steel bar standing at the Southeast corner of said Block 24, bears along said street line, S. 24° 30' W., 215.4 feet distant and running thence from said place of beginning along said street line,

(1) N. 24° 30' E., 60.39 feet, at 58.0 feet a copper plug set in cement sidewalk, 60.39 feet to another copper plug set in the Southerly boundary of the Southern Pacific Railroad Station Grounds, from which an iron pipe standing at an angle point in said station grounds boundary bears along said boundary S. 65° 30' E., 100.0 feet distant; thence leave said street line and running along said station grounds boundary,

(2) N. 65° 30' W., 201.0 feet to an iron pipe standing in the boundary common to Lot N and said Lot I; thence along said common boundary,

(3) S. 24° 30' W., 60.39 feet, at 2.39 feet a 3/4" diameter iron pipe, 60.39 feet to a 3/4" diameter iron pipe standing at a fence corner; thence leave said common boundary and running through said Lot J,

(4) S. 65° 30' E., 201.0 feet to the place of beginning.

APN: 002-171-008

**RESOLUTION NO. 2017-11
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**RESOLUTION OF NECESSITY DETERMINING THAT THE PUBLIC INTEREST
AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN LAND AND
DIRECTING THE FILING OF EMINENT DOMAIN PROCEEDINGS
FOR 26 WEST MARKET STREET, SALINAS, CALIFORNIA**

WHEREAS, the Salinas Rail Extension Kick Start Project (the “Project”) is being undertaken for the purpose of easing traffic congestion, improving area-wide mobility, and otherwise furthering the public health, safety and welfare; and

WHEREAS, the Transportation Agency for Monterey County (“TAMC) approved the Project and complied with the requirements of the California Environmental Quality Act (“CEQA”); and

WHEREAS, it is desirable and necessary for TAMC to acquire certain property in fee located at 26 W. Market Street, Salinas, California, more particularly described in **Exhibit A** attached hereto and made a part hereof by this reference, for the construction of the Project; and

WHEREAS, TAMC has investigated and examined alternatives to the Project and the acquisition of the Property, and concluded that both the Project and the acquisition of the Property for the Project are necessary; and

WHEREAS, TAMC is authorized to acquire the subject property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code of Civil Procedure Sections 1230.010 *et seq.*, and Government Code Sections 67930 and 67931; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure of the State of California, notice has been duly given to the owner(s) of the property herein, all of whom have been given a reasonable opportunity to appear and be heard before the Board of Directors of TAMC at the time and place set forth in said notice, regarding the matters specified therein.

NOW, THEREFORE, IT IS FOUND, DETERMINED AND ORDERED as follows:

1. The recitals contained herein are true and correct.
2. Upon examination of the alternatives, TAMC requires the Property for the Project.
3. TAMC is authorized to acquire the Property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code

- of Civil Procedure Sections 1230.010 *et seq.*, and Sections 67930 and 67931 of the Government Code; and
4. The public interest and necessity require the Project.
 5. The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
 6. The entire property in fee described in **Exhibit A** is necessary for the Project.
 7. The offer required by Section 7267.2 of the Government Code, together with the accompanying statement of the amount established as just compensation, has been made to the owner or owners of record, which offer and statement were in a format and contained the information required by Government Code Section 7267.2.
 8. TAMC has complied with all conditions and statutory requirements, including those prescribed by CEQA, and that are necessary for approval and adoption of the Project.
 9. All conditions and statutory requirements necessary to exercise the power of eminent domain (“the right to take”) to acquire the property described herein have been complied with by TAMC.
 10. Insofar as any portion of the property has heretofore been appropriated for public use, the proposed use set forth herein will not unreasonably interfere with or impair the continuation of the public use as it exists or may reasonably be expected to exist in the future, and is therefore a compatible public use pursuant to Code of Civil Procedure Section 1240.510, or, as applicable, constitutes a more necessary public use to which the property is appropriated pursuant to Code of Civil Procedure Section 1240.610.
 11. The parcel described in **Exhibit A** is being acquired in whole or in part pursuant to the provisions of Code of Civil Procedure Sections 1240.320, 1240.330 and 1240.350, as the case may be, as substitute property necessary for either the relocation of public utility facilities or to provide utility service to the remainder property. It is further found and determined that the taking of said substitute property is necessary for the purpose specified in Sections 1240.320, 1240.330 and/or 1240.350.
 12. Special counsel, Meyers Nave, is hereby **AUTHORIZED** and **EMPOWERED**:
 - a. To acquire in the name of TAMC by condemnation the Property described in **Exhibit A**, attached hereto and incorporated herein by

reference in accordance with the provisions of the California Eminent Domain Law, the Code of Civil Procedure, the Government Code, and the Constitution of the State of California.

- b. To prepare or have prepared and to prosecute in the name of TAMC such proceedings in the proper court as is necessary for such acquisition; and
- c. To deposit the probable amount of just compensation, based on an appraisal.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this ____ day of _____, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ALEJANDRO CHAVEZ, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

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

2789477.1

EXHIBIT "A"
Legal Description of Property

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF SALINAS, COUNTY OF MONTEREY, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

That portion of Lot 7 and a portion of "Bremen Park" in the Block labeled Bremen Park (sometimes known as Block 23 1/2) in the City of Salinas, as shown on the Map of Salinas City, filed January 14, 1869 in Volume 1, Maps of "Cities and Towns", Page 36, in the Office of the County Recorder of said county, described as follows:

Beginning at a stake on the north side of Castroville Street (now known as West Market Street) marked R. T. B., at a point from which a 1" diameter iron pipe standing at the intersection of the easterly line of Natividad Street (not know a Station Place), as shown on said map, bears West, 62.28 feet along the northerly line of Castroville Street; thence from said point of beginning along last mentioned line,

(1) West, 39 feet to a stake marked M. Z. S. and R. T. B. at the southeast corner of the lands described in the Deed to G. Vannetti, recorded March 22, 1892 in Book 34, Page 402, of Deeds, Monterey County Records; thence along the east line of said lands of Vannetti,

(2) North, 165 feet to a 15 foot alley adjoining the Southern Pacific Railroad Depot Grounds; thence along the southerly line of said alley,

(3) East, 39 feet; thence

(4) Southerly, 165 feet to the point of beginning.

APN: 002-172-002

**RESOLUTION NO. 2017-09
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**RESOLUTION OF NECESSITY DETERMINING THAT THE PUBLIC INTEREST
AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN LAND AND
DIRECTING THE FILING OF EMINENT DOMAIN PROCEEDINGS
FOR 42 WEST MARKET STREET, SALINAS, CALIFORNIA**

WHEREAS, the Salinas Rail Extension Kick Start Project (the “Project”) is being undertaken for the purpose of easing traffic congestion, improving area-wide mobility, and otherwise furthering the public health, safety and welfare; and

WHEREAS, the Transportation Agency for Monterey County (“TAMC) approved the Project and complied with the requirements of the California Environmental Quality Act (“CEQA”); and

WHEREAS, it is desirable and necessary for TAMC to acquire certain property in fee located at 42 W. Market Street, Salinas, California, more particularly described in **Exhibit A** attached hereto and made a part hereof by this reference, for the construction of the Project; and

WHEREAS, TAMC has investigated and examined alternatives to the Project and the acquisition of the Property, and concluded that both the Project and the acquisition of the Property for the Project are necessary; and

WHEREAS, TAMC is authorized to acquire the subject property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code of Civil Procedure Sections 1230.010 *et seq.*, and Government Code Sections 67930 and 67931; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure of the State of California, notice has been duly given to the owner(s) of the property herein, all of whom have been given a reasonable opportunity to appear and be heard before the Board of Directors of TAMC at the time and place set forth in said notice, regarding the matters specified therein.

NOW, THEREFORE, IT IS FOUND, DETERMINED AND ORDERED as follows:

1. The recitals contained herein are true and correct.
2. Upon examination of the alternatives, TAMC requires the Property for the Project.
3. TAMC is authorized to acquire the Property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code

- of Civil Procedure Sections 1230.010 *et seq.*, and Sections 67930 and 67931 of the Government Code; and
4. The public interest and necessity require the Project.
 5. The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
 6. The entire property in fee described in **Exhibit A** is necessary for the Project.
 7. The offer required by Section 7267.2 of the Government Code, together with the accompanying statement of the amount established as just compensation, has been made to the owner or owners of record, which offer and statement were in a format and contained the information required by Government Code Section 7267.2.
 8. TAMC has complied with all conditions and statutory requirements, including those prescribed by CEQA, and that are necessary for approval and adoption of the Project.
 9. All conditions and statutory requirements necessary to exercise the power of eminent domain (“the right to take”) to acquire the property described herein have been complied with by TAMC.
 10. Insofar as any portion of the property has heretofore been appropriated for public use, the proposed use set forth herein will not unreasonably interfere with or impair the continuation of the public use as it exists or may reasonably be expected to exist in the future, and is therefore a compatible public use pursuant to Code of Civil Procedure Section 1240.510, or, as applicable, constitutes a more necessary public use to which the property is appropriated pursuant to Code of Civil Procedure Section 1240.610.
 11. The parcel described in **Exhibit A** is being acquired in whole or in part pursuant to the provisions of Code of Civil Procedure Sections 1240.320, 1240.330 and 1240.350, as the case may be, as substitute property necessary for either the relocation of public utility facilities or to provide utility service to the remainder property. It is further found and determined that the taking of said substitute property is necessary for the purpose specified in Sections 1240.320, 1240.330 and/or 1240.350.
 12. Special counsel, Meyers Nave, is hereby **AUTHORIZED** and **EMPOWERED**:
 - a. To acquire in the name of TAMC by condemnation the Property described in **Exhibit A**, attached hereto and incorporated herein by

reference in accordance with the provisions of the California Eminent Domain Law, the Code of Civil Procedure and the Constitution of the State of California.

- b. To prepare or have prepared and to prosecute in the name of TAMC such proceedings in the proper court as is necessary for such acquisition; and
- c. To deposit the probable amount of just compensation, based on an appraisal.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this ____ day of _____, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ALEJANDRO CHAVEZ, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

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

2789482.1

EXHIBIT "A"
Legal Description of Property

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF Salinas, COUNTY OF Monterey, STATE OF California AND IS DESCRIBED AS FOLLOWS:

PARCEL I:

Lots 9, 10 and 11, in Block 24, as said Lots and Block are shown on the map entitled, "Map of Salinas City, Monterey County, California", commonly known as Sherwood and Hellman's Map of Salinas City, filed November 7, 1868 in Volume 1, Maps of "Cities and Towns", at Page 36, in the Office of the County Recorder of the County of Monterey, State of California.

Except from that portion of said Lot 11 conveyed in the Deed to Charles E. Bugbee, recorded September 16, 1926 in Volume 91, Page 148, Official Records of Monterey County.

PARCEL II:

That portion of State Highway 183 adjoining Block 24 of the City of Salinas, said Block shown on the "Map of Salinas City", filed November 7, 1868 in Volume 1, Maps of "Cities and Towns", at Page 36, Records of Monterey County, described as follows:

Beginning at the southeasterly corner of Lot 9 of said Block 24, which is shown as the intersection of the northwesterly side of Station Place and the northeasterly side line of West Market Street on the Record of Survey Map filed in Volume 21 of Surveys, at Page 105, Records of said County; thence along said northeasterly side line of West Market Street, which is also the northeasterly side line of State Highway 183,

- (1) N. 65° 35' 05" W., 119.23 feet to the southeasterly corner of that portion of Lot 11 of said Block 24 described in the Deed recorded September 16, 1926 in Volume 91, Page 148, Official Records of Monterey County; thence
- (2) S. 24° 24' 55" E., 4.00 feet; thence
- (3) S. 65° 35' 05" E., 119.23 feet
- (4) N. 24° 24' 55" W., 4.00 feet to the point of beginning, as described in the Deed from the State of California, recorded November 7, 2003 in Series No. 2003138117, of Official Records.

APN: 002-171-005

**RESOLUTION NO. 2017-07
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**RESOLUTION OF NECESSITY DETERMINING THAT THE PUBLIC INTEREST
AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN LAND AND
DIRECTING THE FILING OF EMINENT DOMAIN PROCEEDINGS
FOR 52 WEST MARKET STREET & 15 STATION PLACE, SALINAS, CALIFORNIA**

WHEREAS, the Salinas Rail Extension Kick Start Project (the “Project”) is being undertaken for the purpose of easing traffic congestion, improving area-wide mobility, and otherwise furthering the public health, safety and welfare; and

WHEREAS, the Transportation Agency for Monterey County (“TAMC) approved the Project and complied with the requirements of the California Environmental Quality Act (“CEQA”); and

WHEREAS, it is desirable and necessary for TAMC to acquire certain properties in fee located at 52 W. Market Street and 15 Station Place in Salinas, California, more particularly described in **Exhibit A** as **PARCEL II** attached hereto and made a part hereof by this reference, for the construction of the Project; and

WHEREAS, TAMC has investigated and examined alternatives to the Project and the acquisition of the Property, and concluded that both the Project and the acquisition of the Property for the Project are necessary; and

WHEREAS, TAMC is authorized to acquire the subject property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code of Civil Procedure Sections 1230.010 *et seq.*, and Government Code Sections 67930 and 67931; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure of the State of California, notice has been duly given to the owner(s) of the property herein, all of whom have been given a reasonable opportunity to appear and be heard before the Board of Directors of TAMC at the time and place set forth in said notice, regarding the matters specified therein.

NOW, THEREFORE, IT IS FOUND, DETERMINED AND ORDERED as follows:

1. The recitals contained herein are true and correct.
2. Upon examination of the alternatives, TAMC requires the Property for the Project.
3. TAMC is authorized to acquire the Property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code

of Civil Procedure Sections 1230.010 *et seq.*, and Sections 67930 and 67931 of the Government Code; and

4. The public interest and necessity require the Project.
5. The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
6. The entire property in fee described in **Exhibit A** as **PARCEL II** is necessary for the Project.
7. The offer required by Section 7267.2 of the Government Code, together with the accompanying statement of the amount established as just compensation, has been made to the owner or owners of record, which offer and statement were in a format and contained the information required by Government Code Section 7267.2.
8. TAMC has complied with all conditions and statutory requirements, including those prescribed by CEQA, and that are necessary for approval and adoption of the Project.
9. All conditions and statutory requirements necessary to exercise the power of eminent domain (“the right to take”) to acquire the property described herein have been complied with by TAMC.
10. Insofar as any portion of the property has heretofore been appropriated for public use, the proposed use set forth herein will not unreasonably interfere with or impair the continuation of the public use as it exists or may reasonably be expected to exist in the future, and is therefore a compatible public use pursuant to Code of Civil Procedure Section 1240.510, or, as applicable, constitutes a more necessary public use to which the property is appropriated pursuant to Code of Civil Procedure Section 1240.610.
11. The parcel described in **Exhibit A** as **PARCEL II** is being acquired in whole or in part pursuant to the provisions of Code of Civil Procedure Sections 1240.320, 1240.330 and 1240.350, as the case may be, as substitute property necessary for either the relocation of public utility facilities or to provide utility service to the remainder property. It is further found and determined that the taking of said substitute property is necessary for the purpose specified in Sections 1240.320, 1240.330 and/or 1240.350.
12. Special counsel, Meyers Nave, is hereby **AUTHORIZED** and **EMPOWERED**:

- a. To acquire in the name of TAMC by condemnation the Property described in **Exhibit A** as **PARCEL II**, attached hereto and incorporated herein by reference in accordance with the provisions of the California Eminent Domain Law, the Code of Civil Procedure, the Government Code, and the Constitution of the State of California.
- b. To prepare or have prepared and to prosecute in the name of TAMC such proceedings in the proper court as is necessary for such acquisition; and
- c. To deposit the probable amount of just compensation, based on an appraisal.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this ____ day of _____, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ALEJANDRO CHAVEZ, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

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

EXHIBIT "A"

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF MONTEREY, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL I:

Lot 12, in Block 24, as shown as so designated on the "Map of Salinas City, Monterey County, California", commonly known as Sherwood and Hellmans Map of Salinas City, surveyed by W. W. Dodd, Surveyor, filed November 7, 1868 in the office of the County Recorder of the County of Monterey, State of California, in Volume 1 of Maps, "Cities and Towns", at Page 36.

PARCEL II:

Beginning at a point on the Northwestern line of Natividad Street distant thereon 165.4 feet Northeasterly from the point of intersection thereof with the Northeastern line of Market Street (formerly Castroville Street) as said streets are shown on the map hereinafter referred to; said point of beginning being the most Southern corner of that certain piece or parcel of land described in that certain Deed from J.H. Menke et ux to John Hosebeit, dated February 27, 1907 and recorded February 27, 1907 in Volume 96 of Deeds, at Page 81, Monterey County Records; running thence from said point of beginning Northwesterly, at right angles to said line of Natividad Street, and along the Southwestern boundary line of that certain piece or parcel of land hereinabove referred to, 150 feet; thence Southwesterly, at right angles to said last named line, to a point on said line of Market Street; thence Southeasterly and along said last named line 31.5 feet; thence Northeasterly, parallel to and distant Southeasterly 31.5 feet from the Northwestern line of Lot 11 in Block 24, as said lot and block are shown on the map hereinafter referred to, to a point on the Northeastern line of said lot; thence Southeasterly and along the Northeastern line of Lots 11, 10, and 9 in said Block 24, to a point on said line of Natividad Street; thence Northeasterly along said last named line to the place of beginning, being a portion of Lot K, and the Northwestern 31.5 feet of Lot 11 in Block 24, as said lots and block are shown upon that certain map entitled, "Map of Salinas City, Monterey County, California", commonly known as Sherwood and Hellams Map of Salinas City, surveyed by W.W. Dodd, Surveyor, filed for record November 7, 1868 in the office of the County Recorder of the County of Monterey, State of California, in Volume 1 of Maps, "Cities and Towns" at page 36.

APN: 002-171-011(Parcel I), 002-171-006 (Parcel II por.), 002-171-010 (Parcel II por.)

**RESOLUTION NO. 2017-08
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**RESOLUTION OF NECESSITY DETERMINING THAT THE PUBLIC INTEREST
AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN LAND AND
DIRECTING THE FILING OF EMINENT DOMAIN PROCEEDINGS
FOR 54 WEST MARKET STREET, SALINAS, CALIFORNIA**

WHEREAS, the Salinas Rail Extension Kick Start Project (the “Project”) is being undertaken for the purpose of easing traffic congestion, improving area-wide mobility, and otherwise furthering the public health, safety and welfare; and

WHEREAS, the Transportation Agency for Monterey County (“TAMC) approved the Project and complied with the requirements of the California Environmental Quality Act (“CEQA”); and

WHEREAS, it is desirable and necessary for TAMC to acquire certain properties in fee located at 54 W. Market Street, Salinas, California, more particularly described in **Exhibit A** as **PARCEL I** attached hereto and made a part hereof by this reference, for the construction of the Project; and

WHEREAS, TAMC has investigated and examined alternatives to the Project and the acquisition of the Property, and concluded that both the Project and the acquisition of the Property for the Project are necessary; and

WHEREAS, TAMC is authorized to acquire the subject property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code of Civil Procedure Sections 1230.010 *et seq.*, and Government Code Sections 67930 and 67931; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure of the State of California, notice has been duly given to the owner(s) of the property herein, all of whom have been given a reasonable opportunity to appear and be heard before the Board of Directors of TAMC at the time and place set forth in said notice, regarding the matters specified therein.

NOW, THEREFORE, IT IS FOUND, DETERMINED AND ORDERED as follows:

1. The recitals contained herein are true and correct.
2. Upon examination of the alternatives, TAMC requires the Property for the Project.
3. TAMC is authorized to acquire the Property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code

of Civil Procedure Sections 1230.010 *et seq.*, and Sections 67930 and 67931 of the Government Code; and

4. The public interest and necessity require the Project.
5. The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
6. The entire property in fee described in **Exhibit A** as **PARCEL I** is necessary for the Project.
7. The offer required by Section 7267.2 of the Government Code, together with the accompanying statement of the amount established as just compensation, has been made to the owner or owners of record, which offer and statement were in a format and contained the information required by Government Code Section 7267.2.
8. TAMC has complied with all conditions and statutory requirements, including those prescribed by CEQA, and that are necessary for approval and adoption of the Project.
9. All conditions and statutory requirements necessary to exercise the power of eminent domain (“the right to take”) to acquire the property described herein have been complied with by TAMC.
10. Insofar as any portion of the property has heretofore been appropriated for public use, the proposed use set forth herein will not unreasonably interfere with or impair the continuation of the public use as it exists or may reasonably be expected to exist in the future, and is therefore a compatible public use pursuant to Code of Civil Procedure Section 1240.510, or, as applicable, constitutes a more necessary public use to which the property is appropriated pursuant to Code of Civil Procedure Section 1240.610.
11. The parcel described in **Exhibit A** as **PARCEL I** is being acquired in whole or in part pursuant to the provisions of Code of Civil Procedure Sections 1240.320, 1240.330 and 1240.350, as the case may be, as substitute property necessary for either the relocation of public utility facilities or to provide utility service to the remainder property. It is further found and determined that the taking of said substitute property is necessary for the purpose specified in Sections 1240.320, 1240.330 and/or 1240.350.
12. Special counsel, Meyers Nave, is hereby **AUTHORIZED** and **EMPOWERED**:

- a. To acquire in the name of TAMC by condemnation the Property described in **Exhibit A** as **PARCEL I**, attached hereto and incorporated herein by reference in accordance with the provisions of the California Eminent Domain Law, the Code of Civil Procedure, the Government Code, and the Constitution of the State of California.
- b. To prepare or have prepared and to prosecute in the name of TAMC such proceedings in the proper court as is necessary for such acquisition; and
- c. To deposit the probable amount of just compensation, based on an appraisal.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this ____ day of _____, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ALEJANDRO CHAVEZ, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

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

EXHIBIT "A"

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF MONTEREY, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL I:

Lot 12, in Block 24, as shown as so designated on the "Map of Salinas City, Monterey County, California", commonly known as Sherwood and Hellmans Map of Salinas City, surveyed by W. W. Dodd, Surveyor, filed November 7, 1868 in the office of the County Recorder of the County of Monterey, State of California, in Volume 1 of Maps, "Cities and Towns", at Page 36.

PARCEL II:

Beginning at a point on the Northwestern line of Natividad Street distant thereon 165.4 feet Northeasterly from the point of intersection thereof with the Northeastern line of Market Street (formerly Castroville Street) as said streets are shown on the map hereinafter referred to; said point of beginning being the most Southern corner of that certain piece or parcel of land described in that certain Deed from J.H. Menke et ux to John Hosebeit, dated February 27, 1907 and recorded February 27, 1907 in Volume 96 of Deeds, at Page 81, Monterey County Records; running thence from said point of beginning Northwesterly, at right angles to said line of Natividad Street, and along the Southwestern boundary line of that certain piece or parcel of land hereinabove referred to, 150 feet; thence Southwesterly, at right angles to said last named line, to a point on said line of Market Street; thence Southeasterly and along said last named line 31.5 feet; thence Northeasterly, parallel to and distant Southeasterly 31.5 feet from the Northwestern line of Lot 11 in Block 24, as said lot and block are shown on the map hereinafter referred to, to a point on the Northeastern line of said lot; thence Southeasterly and along the Northeastern line of Lots 11, 10, and 9 in said Block 24, to a point on said line of Natividad Street; thence Northeasterly along said last named line to the place of beginning, being a portion of Lot K, and the Northwestern 31.5 feet of Lot 11 in Block 24, as said lots and block are shown upon that certain map entitled, "Map of Salinas City, Monterey County, California", commonly known as Sherwood and Hellams Map of Salinas City, surveyed by W.W. Dodd, Surveyor, filed for record November 7, 1868 in the office of the County Recorder of the County of Monterey, State of California, in Volume 1 of Maps, "Cities and Towns" at page 36.

APN: 002-171-011(Parcel I), 002-171-006 (Parcel II por.), 002-171-010 (Parcel II por.)

**RESOLUTION NO. 2017-12
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**RESOLUTION OF NECESSITY DETERMINING THAT THE PUBLIC INTEREST
AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN LAND AND
DIRECTING THE FILING OF EMINENT DOMAIN PROCEEDINGS
FOR 21 HAPP PLACE, SALINAS, CALIFORNIA**

WHEREAS, the Salinas Rail Extension Kick Start Project (the “Project”) is being undertaken for the purpose of easing traffic congestion, improving area-wide mobility, and otherwise furthering the public health, safety and welfare; and

WHEREAS, the Transportation Agency for Monterey County (“TAMC) approved the Project and complied with the requirements of the California Environmental Quality Act (“CEQA”); and

WHEREAS, it is desirable and necessary for TAMC to acquire fee simple interests in certain property identified as part of Assessor’s Parcel Nos. 002-031-030 and 002-171-028 located at 21 Happ Place, Salinas, California, more particularly described in **Exhibit A** and a Temporary Construction Easement more particularly described in **Exhibit B** for 48 months and depicted in **Exhibit C** attached hereto and made a part hereof by this reference, for the construction of the Project; and

WHEREAS, TAMC has investigated and examined alternatives to the Project and the acquisition of the Property, and concluded that both the Project and the acquisition of the Property for the Project are necessary; and

WHEREAS, TAMC is authorized to acquire the subject property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code of Civil Procedure Sections 1230.010 *et seq.*, and Government Code Sections 67930 and 67931; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure of the State of California, notice has been duly given to the owner(s) of the property herein, all of whom have been given a reasonable opportunity to appear and be heard before the Board of Directors of TAMC at the time and place set forth in said notice, regarding the matters specified therein.

NOW, THEREFORE, IT IS FOUND, DETERMINED AND ORDERED as follows:

1. The recitals contained herein are true and correct.
2. Upon examination of the alternatives, TAMC requires the Property for the Project.

3. TAMC is authorized to acquire the Property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code of Civil Procedure Sections 1230.010 *et seq.*, and Sections 67930 and 67931 of the Government Code; and
4. The public interest and necessity require the Project.
5. The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
6. Fee simple interests in the property described in **Exhibit “A”** and a Temporary Construction Easement interest in the property described in **Exhibit B** as both depicted in **Exhibit C** are necessary for the Project.
7. The offer required by Section 7267.2 of the Government Code, together with the accompanying statement of the amount established as just compensation, has been made to the owner or owners of record, which offer and statement were in a format and contained the information required by Government Code Section 7267.2.
8. TAMC has complied with all conditions and statutory requirements, including those prescribed by CEQA, and that are necessary for approval and adoption of the Project.
9. All conditions and statutory requirements necessary to exercise the power of eminent domain (“the right to take”) to acquire the property described herein have been complied with by TAMC.
10. Insofar as any portion of the property has heretofore been appropriated for public use, the proposed use set forth herein will not unreasonably interfere with or impair the continuation of the public use as it exists or may reasonably be expected to exist in the future, and is therefore a compatible public use pursuant to Code of Civil Procedure Section 1240.510, or, as applicable, constitutes a more necessary public use to which the property is appropriated pursuant to Code of Civil Procedure Section 1240.610.
11. The parcel described in **Exhibit A** is being acquired in whole or in part pursuant to the provisions of Code of Civil Procedure Sections 1240.320, 1240.330 and 1240.350, as the case may be, as substitute property necessary for either the relocation of public utility facilities or to provide utility service to the remainder property. It is further found and determined that the taking of said substitute property is necessary for the purpose specified in Sections 1240.320, 1240.330 and/or 1240.350.

12. Special counsel, Meyers Nave, is hereby **AUTHORIZED** and **EMPOWERED**:
- a. To acquire in the name of TAMC by condemnation the Property described in **Exhibit A** in fee simple absolute, unless a lesser estate is described therein, and to acquire the property described in **Exhibit B** as a temporary construction easement whose duration will be for a period of 48 months to commence upon possession, both depicted in **Exhibit C** attached hereto and incorporated herein by reference in accordance with the provisions of the California Eminent Domain Law, the Code of Civil Procedure, the Government Code, and the Constitution of the State of California.
 - b. To prepare or have prepared and to prosecute in the name of TAMC such proceedings in the proper court as is necessary for such acquisition; and
 - c. To deposit the probable amount of just compensation, based on an appraisal.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this ____ day of _____, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ALEJANDRO CHAVEZ, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

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

EXHIBIT "A"

Legal Description For
TRANSPORTATION AGENCY OF MONTEREY COUNTY

Certain real property, situate in the City of Salinas, Monterey County, California, being a portion of that certain 4.696 acre tract of land as shown on map filed in Vol. 21 of Surveys at Page 105, records of said county, being more particularly described as follows:

PARCEL A

BEGINNING at the most northerly point of said tract, said point being 236.14 feet from the centerline of Vale Street;

Thence leaving said northerly corner the following Six (6) courses:

South 64°45'01" East, 326.59 feet;
Thence South 26°24'37" West, 48.80 feet;
Thence North 64°44'40" West, 230.17 feet;
Thence South 25°15'20" West, 14.00 feet;
Thence North 64°43'21" West, 39.79 feet;
Thence North 26°24'37" East, 48.80 feet to the Point of Beginning.

Parcel A contains an area of 0.243 acres, more or less.

PARCEL B

BEGINNING at the most northerly point of said tract, said point being 236.14 feet from the centerline of Vale Street;

Thence leaving said northerly corner South 64°45'01" East, 326.59 feet to the True Point of Beginning;

Thence from said point of beginning the following Four (4) courses:

South 64°45'01" East, 586.93 feet;
Thence South 26°04'08" West, 27.69 feet;
Thence North 64°44'40" West, 586.97 feet;
Thence North 26°08'34" East, 27.63 feet to the True Point of Beginning.

Parcel B contains an area of 0.373 acres, more or less.

PARCEL C

BEGINNING at the most southerly point of said tract, said point also being on the centerline of Palmetto Street as shown on said tract;

Thence from said point of beginning the following Four (4) courses:

North 26°07'56" East, 113.47 feet;

Thence North 63°51'42" West, 37.50 feet;

Thence South 26°07'56" West, 113.47 feet;

Thence South 63°51'42" East, 37.50 feet to the Point of Beginning.

Parcel C contains an area of 0.098 acres, more or less

As shown on plat attached hereto as EXHIBIT "B" and made a part hereof.

This description was prepared by me or under my direction in conformance with the requirements of the Professional Land Surveyors Act.

By: _____
John Koroyan
P.L.S. No. 8883

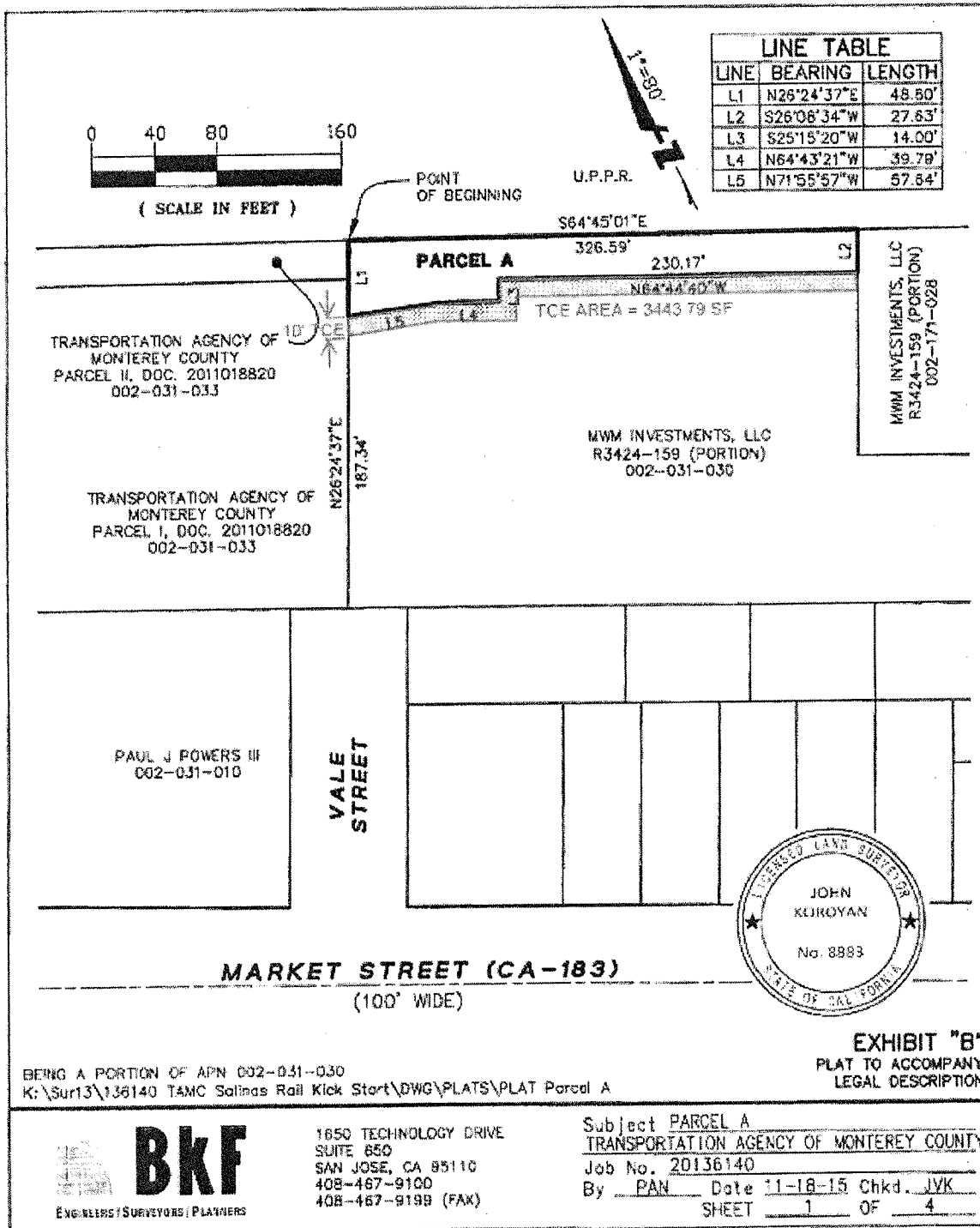


Dated: _____

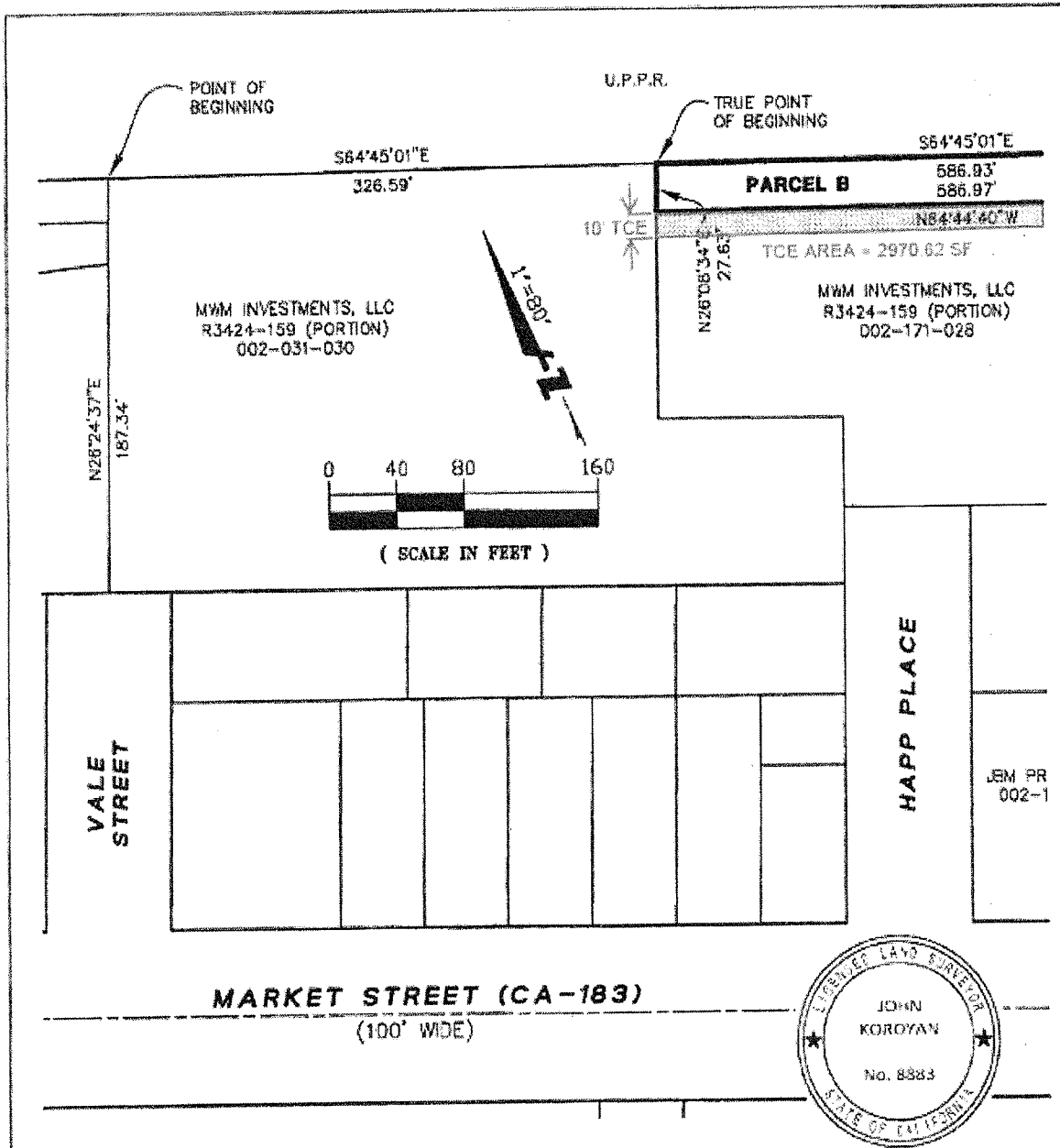
EXHIBIT B

EXHIBIT C

PARCEL A and TCE



PARCEL B and TCE



BEING A PORTION OF APN 002-171-028
K:\Sur13\136140 TAMC Salinas Rd Kick Start\DWG\PLATS\PLAT Parcel B

EXHIBIT "B"
PLAT TO ACCOMPANY
LEGAL DESCRIPTION



1650 TECHNOLOGY DRIVE
SUITE 850
SAN JOSE, CA 95110
408-487-9100
408-487-9199 (FAX)

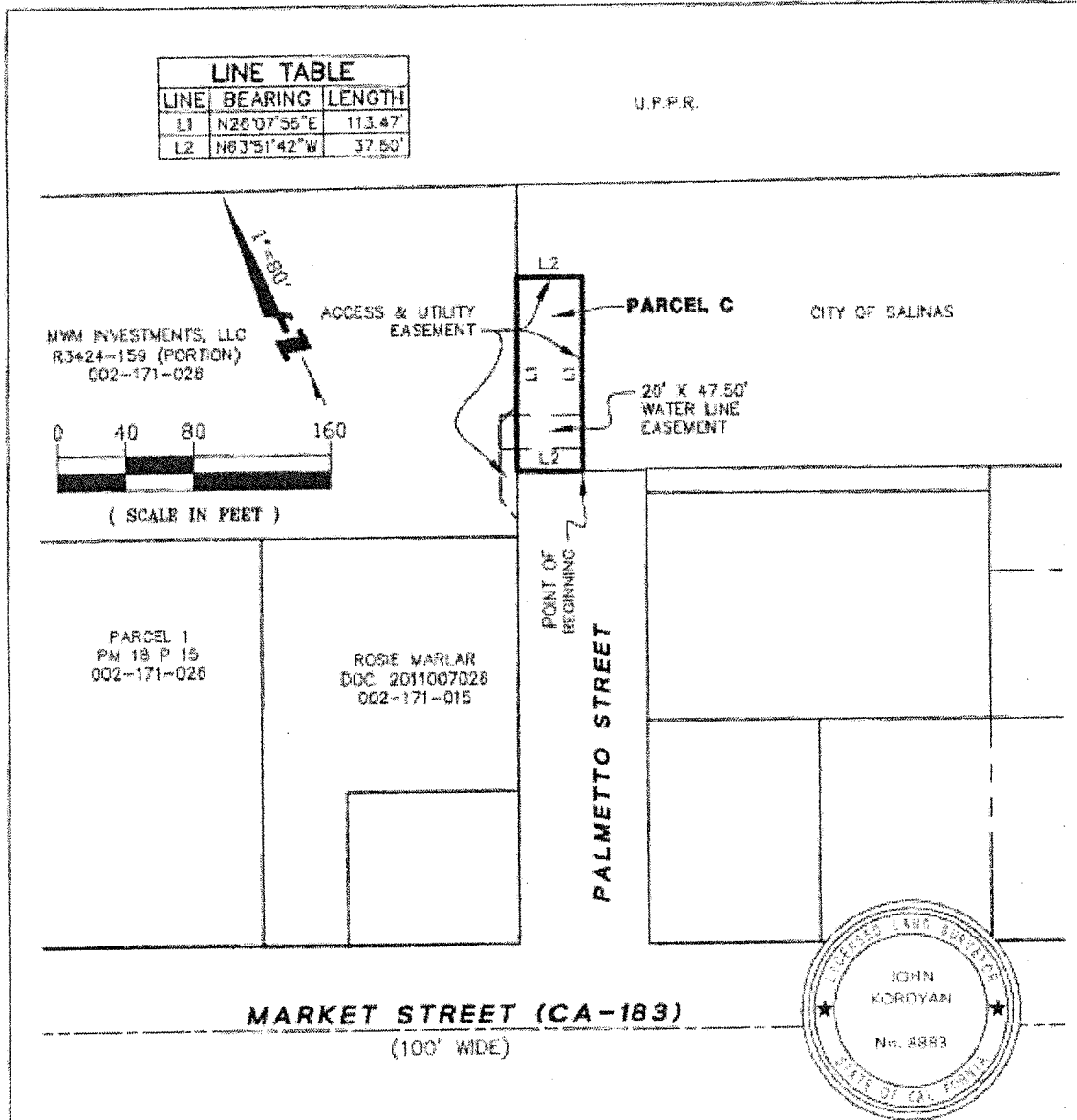
Subject: PARCEL B
TRANSPORTATION AGENCY OF MONTEREY COUNTY
Job No. 20136140
By PAN Date 11-18-15 Chkd. JVK
SHEET 2 OF 4



1850 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

Subject PARCEL A
TRANSPORTATION AGENCY OF MONTEREY COUNTY
Job No. 20138140
By PAN Date 11-18-15 Chkd. JVK
SHEET 1 OF 4

PARCEL C



BEING A PORTION OF APN 002-171-028
K:\Sur\13\138140 TAMC Salinas Rail Kick Start\DWG\PLATS\PLAT Parcel C

EXHIBIT "B"
PLAT TO ACCOMPANY
LEGAL DESCRIPTION



1850 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

Subject PARCEL C
TRANSPORTATION AGENCY OF MONTEREY COUNTY
Job No. 20138140
By PAN Date 11-18-15 Chkd. JVK
SHEET 4 OF 4



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Michael Zeller, Principal Transportation Planner
Meeting Date: March 22, 2017
Subject: **2017 Programming Guidelines & Competitive Grants**

RECOMMENDED ACTION:

Programming Guidelines & Competitive Grants:

1. **APPROVE** programming three years (2017/18/19) of Regional Surface Transportation Program fair share funds to the cities and County;
2. **APPROVE** programming 10% of Regional Surface Transportation Program funds to the RSTP Reserve;
3. **RELEASE** a call for projects to program competitive RSTP funds; and
4. **APPROVE** programming three years (2017/18/19) Transportation Development Act 2% for Bicycle and Pedestrian projects funding for the Fort Ord Regional Trail and Greenway project, pending the receipt of a Federal Lands Access Program (FLAP) grant.

SUMMARY:

The Transportation Agency periodically programs upcoming Regional Surface Transportation Program, Transportation Development Act 2%, and Regional Development Impact Fee funds to local and regional projects. Agency staff is recommending several programming actions to establish the fair share and competitive RSTP programs, a reserve for Agency-managed projects, and pre-construction funding for FORTAG.

FINANCIAL IMPACT:

The three-year estimated funding of Regional Surface Transportation Program for fiscal years 2017/18/19 is \$3.6 million for fair share, \$6.95 million for competitive grants and \$1.32 million for RSTP Reserve. An additional \$1.33 million from this cycle was programmed to the Holman Highway Roundabout project during the last RSTP funding cycle. TDA 2% funding for the same period is estimated to be \$900,000.

DISCUSSION:

The Surface Transportation Program is a federal program that provides states and local

jurisdictions with funding for highway improvements, street rehabilitation and transportation enhancements. The Transportation Agency receives an annual apportionment of Regional Surface Transportation Program funding, passed through the State. Because Monterey County didn't have an urbanized area with a population of greater than 200,000 in the 1990 census, it qualified for the state exchange Surface Transportation Program, whereby Caltrans keeps the federal Surface Transportation Program apportionments for a region and gives the regional agency an equivalent amount of state cash.

The Transportation Agency distributes Regional Surface Transportation Program funding as fair-share and competitive grant programs and retains 10% as a reserve fund. Reserve funds have been used for Complete Street implementation and yet to be determined urgent projects. Monterey County and the cities receive fair-share Regional Surface Transportation Program funds based on their population and lane miles. The total fair share allocation over the next three years was set by the Transportation Agency Board of Directors at \$3.6 million. This fair share amount would be distributed to the jurisdictions as follows.

Jurisdiction	2015 Population	2015 Lane Miles	3-Year Fair Share Funding
Carmel-by-the Sea	3,824	60	\$ 42,705
Del Rey Oaks	1,655	19	\$ 15,510
Gonzales	8,411	19	\$ 43,425
Greenfield	16,947	44	\$ 90,379
King City	14,008	56	\$ 83,427
Marina	20,496	129	\$ 143,249
Monterey	28,576	235	\$ 224,673
Pacific Grove	15,251	129	\$ 121,390
Salinas	159,486	578	\$ 923,066
Sand City	376	9.83	\$ 5,980
Seaside	34,185	177	\$ 221,901
Soledad	24,809	39	\$ 120,567
County of Monterey	104,613	2,512	\$ 1,563,728
Fair-Share Total:	432,637	4,007	\$ 3,600,000

The Transportation Agency distributes part of the Regional Surface Transportation Program funding on a competitive basis to transportation projects based on a variety of criteria, including traffic volume and project deliverability. With the Transportation Agency now seeking to begin a new grant cycle, this process would involve the release of grant materials by the Transportation Agency, and establishing a subcommittee of Technical Advisory Committee and Bicycle Pedestrian Committee members to review and rank project proposals. The estimated three-year total available for competitive grant funds is \$6.95 million (see **Attachment 1**).

Agency staff is proposing to award the competitive grants in two tiers, based on the availability of funding. The first tier would be funded with the estimated \$6.95 million in RSTP. The second tier would be funded with any deprogrammed funds from the last competitive grants cycle.

In the 2014 Competitive Grants cycle, the Transportation Agency also included Transportation Development Act 2% funding with the Regional Surface Transportation Program funding to increase the overall amount of competitive funding that was available.

However, this cycle, Agency staff is proposing to limit the competitive pot to Regional Surface Transportation Program funds and program the Transportation Development Act 2% Bicycle and Pedestrian funds to pre-construction activities for the Fort Ord Regional Trail and Greenway, pending receipt of a Federal Lands Access Program grant, to help advance the project and make it a better candidate for State and federal grants. Proposals for the grant program are due in May 2017, with winning projects scheduled to be awarded in the fall. If the Agency is not successful in securing a FLAP grant, the Transportation Development Act 2% funding would be made available for the competitive pot.

Transportation Agency staff has updated its policies and procedures document related to the Regional Surface Transportation Program (**Web Attachment**) and has reviewed these materials with the Technical Advisory, Bicycle and Pedestrian Facilities Advisory, and Executive Committees. The proposed guidelines establish policies for the distribution of fair share allocations, the timely use of funds, use of interest, project eligibility, and criteria and procedures for grant cycles. The draft schedule for the grant cycle activities is included as **Attachment 2**.

ATTACHMENTS:

- ▣ 2017 Fund Estimate
- ▣ Draft 2017 Competitive Grants Schedule

WEB ATTACHMENTS:

[2017 RSTP Guidelines & Policies](#)

Transportation Agency for Monterey County
Regional Surface Transportation Program
2017 Fund Estimate

Fund Estimate:

FY 17/18	\$4,400,000
FY 18/19	\$4,400,000
FY 19/20	\$4,400,000
Total Fund Estimate	\$13,200,000

Fund Distribution:

RSTP Reserve (10% of total)	\$1,320,000
Holman Highway 68 Roundabout	\$1,329,671

Total Funds Available **\$10,550,329**

Jurisdiction	2015 Population	2015 Lane Miles	3-Year Fair Share Funding
Carmel-by-the Sea	3,824	60	\$ 42,705
Del Rey Oaks	1,655	19	\$ 15,510
Gonzales	8,411	19	\$ 43,425
Greenfield	16,947	44	\$ 90,379
King City	14,008	56	\$ 83,427
Marina	20,496	129	\$ 143,249
Monterey	28,576	235	\$ 224,673
Pacific Grove	15,251	129	\$ 121,390
Salinas	159,486	578	\$ 923,066
Sand City	376	9.83	\$ 5,980
Seaside	34,185	177	\$ 221,901
Soledad	24,809	39	\$ 120,567
County of Monterey	104,613	2,512	\$ 1,563,728
Fair-Share Total:	432,637	4,007	\$ 3,600,000

Total Competitive Grant Funding **\$6,950,329**

Transportation Agency for Monterey County
Regional Surface Transportation Program
2017 Competitive Grant Schedule (Three-Year Program Covering 2017, 2018, and 2019)

Tasks	Schedule
TAMC Board Action	
Grant application approval	March 22, 2017
Call for projects	March 27, 2017
Establish Review Committee	
Bicycle & Pedestrian Committee recommends nominees to the Technical Advisory Committee	April 5, 2017
Technical Advisory Committee will appoint a Subcommittee, generally comprised of Technical Advisory Committee members, Bicycle and Pedestrian Committee members, partner agency staff, and Transportation Agency staff without a conflict of interest, to evaluate and rank all applications	April 6, 2017
Grant Applications Due	
For each application submitted, applicant must include three paper copies and a PDF copy	June 1, 2017
Review Committee Scores Applications	
Initial review committee member scoring completed	June 23, 2017
Review Committee Meeting to Finalize Recommendations	June 26, 2017
BPC & TAC Recommendations to TAMC Board	
The BPC will forward their recommendations on to the TAC for consideration	August 2, 2017
The TAC will recommend approval for funding by the Transportation Agency Board. Alternative projects may also be listed in case recommended projects fail to be constructed	August 3, 2017
Draft Resolution to TAMC Board	
Finalize legal review and staff report	August 15, 2017
TAMC Board Approval	
Board approves projects for Competitive Grants via resolution	August 23, 2017



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: March 22, 2017
Subject: **Transportation Safety & Investment Plan Citizens Oversight Committee**

RECOMMENDED ACTION:

Transportation Safety & Investment Plan Citizens Oversight Committee:

1. **RECEIVE** nominations for the Transportation Safety & Investment Plan Citizens Oversight Committee; and
2. **APPOINT** committee members and alternates, with staggered terms, to the Transportation Safety & Investment Plan Citizens Oversight Committee, to be known as the *eXcellent Transportation Oversight Committee*.

SUMMARY:

The Policies & Project Descriptions document for the Transportation Safety & Investment Plan states that a Citizens Oversight Committee representing a diverse range of community interests shall be formed within 6 months of voter approval of Measure X. Representatives of these interests must be nominated by their organizations and appointed to serve on the Citizens Oversight Committee by the Transportation Agency’s Board of Directors.

FINANCIAL IMPACT:

The Transportation Safety & Investment Plan, placed on the November 8, 2016 ballot is anticipated to generate an estimated \$600 million over thirty years through a retail transactions and use tax of a three-eighths’ of one-percent (3/8%). This funding would make a significant dent in the billions of dollars in unmet road repair needs and regional road safety and mobility project needs; which have been further exacerbated by this year’s winter storms.

DISCUSSION:

The Transportation Safety & Investment Plan, known as Measure X, was approved by over 2/3rds of Monterey County voters on November 8, 2016. In accordance with the requirement to establish the Citizens Oversight Committee within 6 months passage of the

measure, this report proposes a list of committee members and alternates, nominated by the bona fide organization they are representing, as specified in the Transportation Safety and Investment Plan Policies and Project Descriptions document. The Policies further state that additional members may be appointed by the Transportation Agency Board of Directors, to assure that a broad range of geographic and stakeholders' interests are represented, as long as total committee membership (excluding alternates) does not exceed 20.

The attached list proposes a Citizens Oversight Committee with 16 members, excluding alternates. In addition, the list shows the staggering of member terms, per the adopted Policies, with half the membership serving a 2-year term and half serving a 3-year term. Note that the Policies also allow any member to be reappointed to a 2-year term for an unlimited number of terms.

Staff requests that the Transportation Agency's Board of Directors receive these nominations and appoint the nominees to the specified terms to the Transportation Safety & Investment Plan Citizens Oversight Committee.

ATTACHMENTS:

- eXcellent Transportation Committee Nominee List

Nominees for eXcellent Transportation Oversight Committee

MEASURE X CATEGORY	ORGANIZATION	REPRESENTATIVE	ALTERNATE	TERM (Yrs)
League of Women Voters	League of Women Voters	Janet Brennan	Howard Fosler	2
A bona fide taxpayers association - Salinas Valley	Salinas Valley Taxpayers Association	Kevin Dayton	Rick Giffin	3
A bona fide taxpayers association - Monterey Peninsula	Monterey Peninsula Taxpayers Assn	Tom Rowley	Jack Jensen	2
Senior or disabled services agency	Community Voice for Aging	Kalah Bumba	Teresa Sullivan	3
Bicycling Advocate	n/a	Victoria Beach	Claire Rygg	2
Transit users	Building Healthy Communities	Cesar Lara, Boardmember	Soon-to-be hired Land Use Coordinator	3
Labor Organization	Monterey Bay Central Labor Council	Rod Smalley	Glen Schaller	2
Central Coast Builders Exchange	Central Coast Builders Exchange	Christie Cromeenes	Cliff Fasnacht	3
Chamber of Commerce – Salinas Valley	Salinas Valley Chamber of Commerce	John Haupt, Haupt Construction	John Bailey	2
Chamber of Congress – Monterey Peninsula	Monterey Peninsula Chamber of Commerce	Dan Limesand, Community Hospital	Jody Hansen	3
Habitat Preservation	Sierra Club, Ventana Chapter	Scott Waltz	Rita Dalessio	2
Hospitality	Monterey Peninsula Hospitality Assn	Barbara Meister, Monterey Bay Aquarium	Pending	3
Agriculture	Monterey County Farm Bureau	Norm Groot	Kurt Gollnick	2
Education	Monterey County Office of Education	Joshua Jorn, Traffic Safety Officer	Ruben Parra Patrick Deberdt	3
Additional rep: South County	Southern Monterey County Rural Community Coalition	Paula Getzelman	Pending	2
Additional rep: Latino Organization	Salinas LULAC Council	Chris Barrera	Pending	3



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant
Meeting Date: March 22, 2017
Subject: **Reports from Transportation Providers**

RECOMMENDED ACTION:

RECEIVE reports from Transportation Providers:

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

ATTACHMENTS:

- ▣ Caltrans Director Report
- ▣ Caltrans Project Update



Highway 1 at Anderson Canyon in Monterey County

SPRING 2017

Caltrans District 5



District Director
Timothy Gubbins

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

District Director's Report

A quarterly publication for our transportation partners



Highway 9 in Santa Cruz County

Major Storm Damage

Caltrans is working day and night in some locations to address extensive damages resulting from recent heavy rains and winds. Numerous roadways have sustained mudslides and closures, including Highways 1, 17, 35, 9 and 41 in Monterey, Santa Cruz and San Obispo counties.

So far, an estimated \$600 million in storm damages have occurred statewide at nearly 200 locations.

Many emergency contracts are under way to open and restore the roadways to the traveling public.



Zero Emission Vehicle Charging Stations

The Governor's 2016 ZEV Action Plan calls for 1.5 million zero emission vehicles on California's roadways by 2025. This supports the state's goal of reducing greenhouse gas emissions 20 percent to 2010 levels by 2020, and 40 percent below 1990 levels by 2030. This includes reducing petroleum use by up to 50 percent in the latter timeframe.

District 5 has identified locations for possible charging stations for zero emission electric vehicles on US 101 at Safety Roadside Rest Areas at Camp Roberts in Monterey County and Shandon in San Luis Obispo County. Additional stations are needed to accommodate long distance travel in ZEVs, fill service gaps along major state highways and increase workplace charging opportunities statewide.

The action plan's top priorities include the following regarding ZEVs:

- Raising consumer awareness and education.
- Ensuring accessibility to a broad range of Californians.
- Making technologies commercially viable for both medium and heavy-duty vehicles and freight.
- Aiding market growth beyond the state's boundary.

So far, California has an estimated 14,000 electric vehicle charging stations. The state supports providing a network of hydrogen fueling stations statewide. More information: https://www.gov.ca.gov/docs/2016_ZEV_Action_Plan.pdf.



QuickMap Phone App

Smart phone users can now download the free QuickMap app. Special features include real-time information on traffic speed, road closures, California Highway Patrol incidents, chain controls, fire locations, electronic highway sign messages and live traffic cameras. As a reminder, please do not use QuickMap while driving. More information: <http://dot.ca.gov/ca511/trafficMapFaq.html>.



Access Management Plan

Caltrans recently completed the *Highway 17 Access Management Plan*, a long-range plan addressing existing and future access along the seven-mile corridor from the Granite Creek Road interchange to the Santa Cruz-Santa Clara county line.

The plan focuses on preserving both the function and operation of the highway corridor and local road network, reducing conflict points and coordinating land use and transportation planning.

Suggested improvements include median barrier management, more efficient entrances and exits, and grade-separated interchanges to fully eliminate left turns across the highway.

Caltrans' partners on this major planning effort included Santa Cruz County Supervisor John Leopold, District 1; Santa Cruz County

Supervisor Bruce McPherson, District 5; Santa Cruz County; Santa Cruz County Regional Transportation Commission; California Highway Patrol; and the City of Scotts Valley. More information at:

http://www.cahwy17amp.org/files/managed/Document/302/Hwy17_Access_Management_Plan.pdf.



Critical Urban/Rural Freight Corridors

Caltrans and its local partners are working to designate US 101 and Highways 46 and 156 as critical urban/rural freight corridors providing critical connectivity to the National

Highway Freight Network. This designation, which must meet specific criteria, is important in securing federal funding for improving system performance and freight mobility efficiency. Currently, Caltrans is facilitating a technical work group for this major planning effort. More information:

<https://ops.fhwa.dot.gov/FREIGHT/infrastructure/nfn/index.htm>.

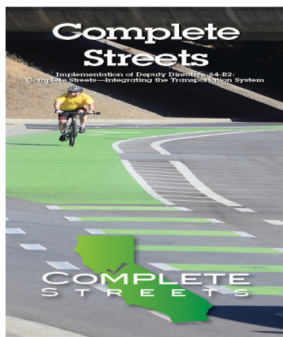


Final Bicycle Plan Coming Soon

The draft Caltrans 2017 *Toward an Active California State Bicycle and Pedestrian Plan* is out for public review and comment through March 10, 2017.

The plan features policies and actions for Caltrans and its partners to achieve the state's goals to double walking and triple bicycling statewide by 2020. Its main objectives include safety, mobility, preservation and social equity.

It also highlights the best practices around the world where active bicycling networks are thriving. The final plan is scheduled for completion in April 2017. More information: <http://www.cabikepedplan.org/>



Sustainable Grants Produce Capital Projects

Since 2000, Caltrans has awarded multiple sustainable transportation planning grants statewide to numerous regional and local agencies. In District 5, two conceptual planning proposals recently became capital projects funded through Caltrans' Active Transportation Program (ATP).



Monterey Multimodal Mobility Plan

This Community-Based Transportation Planning grant created a multimodal plan for Monterey. Based on the city's *Bicycle Transportation Plan*, the \$36,000 project featured a pedestrian component connecting mixed-use and residential, and visitor-serving areas to popular destinations such as parks, open spaces, visitor attractions, commercial services and schools. It also identified needs for bicycle racks, complete changing stations and safe storage facilities. The city later received a \$495,000 ATP grant (Cycle 2) for its transportation demand management system.



Santa Cruz Complete Streets Plan

This Community-Based Transportation Planning grant project developed the *Santa Cruz City Schools Complete Streets Master Plan*. The \$178,000 project identified barriers to safe, sustainable transportation at 10 city schools. Parents, administrators and students all participated in bicycling and walking audits at each school with staff from Public Works and the non-profit Ecology Action. The plan also included extensive community outreach at each educational facility. The city later received a \$1.4 million ATP grant (Cycle 2) for its *Santa Cruz Citywide Safe Routes to School Crossing Improvement Program*.

More information: <http://www.dot.ca.gov/hq/tpg/grants.html>



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE MARCH 22, 2017 TRANSPORTATION AGENCY FOR MONTEREY COUNTY'S MEETING

CONSTRUCTION PROJECTS									
	Project	Location/Post Mile	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager/ (Resident Engineer)	Contractor	Comments
1.	Highway 1 Monterey to Marina CAPM (1A7604)	From Sloat Avenue undercrossing to South Marina overhead (PM R77.56-R85.3)	Pavement preservation (CAPM)	Fall 2016 – Winter 2017	\$9.2 million	SHOPP	Kathy DiGrazia (TL)	Granite Construction Company, Watsonville, CA	Project completed February 15, 2017
2.	Highway 68 Salinas River Bridge Widening (0F7004)	Near Salinas, east of Reservation Road undercrossing to Spreckels Boulevard undercrossing (PM R17.4/R18.0)	Bridge widening	April 19, 2016 - Winter 2018	\$9.8 million	SHOPP	David Rasmussen (BR)	Viking Construction Company, Rancho Cordova, CA	Ongoing construction activities
3.	US 101 CURE Safety Improvements near King City (0T990)	From Central Avenue to south of Teague Avenue (PM 45.8/49.8)	Eucalyptus tree and metal beam guardrail removal	Fall 2017	\$2.5 million	SHOPP	David Rasmussen (PM)	The Professional Tree Care Company, Berkeley, CA	Started construction in March
4.	US 101 Soledad CAPM (1F69U4)	North of Greenfield overcrossing to north of Gonzales overcrossing (PM 55.2-73.8)	Pavement preservation	Spring 2016 - Winter 2017	\$22.9 million	SHOPP	Aaron Henkel (RH)	Graniterock, Watsonville, CA	Construction began in April 2016 and extended to March 2017 for extra diamond grinding and slab replacement



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE MARCH 22, 2017 TRANSPORTATION AGENCY FOR MONTEREY COUNTY'S MEETING

PROJECTS IN DEVELOPMENT								
	Project	Location/Post Mile	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager/ (Resident Engineer)	Comments
1.	Highway 1 Paul's Slide Repair (0T850)	Near the community of Lucia, north of Limekiln Creek Bridge to south of Lucia (PM 21.6/22.1)	Install catchment, improve drainage	Fall 2019	\$16.1 million	SHOPP	Ken Dostalek (PM)	Project will either be cancelled or replaced with an Emergency Opening contract or the scope will be changed significantly due to recent storm damage in the area
2.	Highway 1 Safety Upgrades: Hurricane Point to Rocky Creek Viaduct (1A000)	North of Big Sur, south of Bixby Creek Bridge to south of Rocky Creek Bridge (PM 58.3/59.8)	Shoulder widening, guardrail upgrades, potential retaining wall	Summer 2020	\$5.3 million	SHOPP	Ken Dostalek (PM)	Project is in PS&E which is due to be completed in November of 2018
3.	Highway 1 Big Sur CAPM (1F680)	Near Big Sur from Torre Canyon Bridge to Carpenter Street (PM 39.8/74.6)	Pavement rehabilitation	Fall 2021	\$24 million	SHOPP	David Rasmussen (PM)	Environmental study work has begun
4.	Highway 68 Pacific Grove Shoulder Widening (1C250)	Pacific Grove to Scenic Drive (PM 1.6/L4.0)	Shoulder widening, rumble strips, guardrail	Spring 2021	\$2.5 million	SHOPP	David Rasmussen (PM)	Project is expected to begin Design in early 2017
5.	Highway 68 Pacific Grove Centerline Rumble Strip (1G450)	East of Piedmont Avenue to West of the 1/68 Junction (PM 1.6/L4.1)	Centerline rumble strip & open grade asphalt concrete	Summer 2018	\$1.7 million	SHOPP	David Rasmussen (PM)	Project is currently in Design
6.	US 101 San Antonio River Bridge-Seismic Retrofit (1F820)	Near King City at the San Antonio River Bridge (PM R6.7)	Seismic retrofit 2 bridges	Winter 2021	\$7 million	SHOPP	David Rasmussen (PM)	Project is in the environmental studies phase



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE MARCH 22, 2017 TRANSPORTATION AGENCY FOR MONTEREY COUNTY'S MEETING

PROJECTS IN DEVELOPMENT (Continued)								
	Project	Location/Post Mile	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager/ (Resident Engineer)	Comments
7.	US 101 Paris Valley 2R Rehab (1F740)	Near King City south of Paris Valley Road overcrossing to Rancho undercrossing (PM R28.0/R30.6)	Pavement rehabilitation	Summer 2019	\$26.9 million	SHOPP	Aaron Henkel (PM)	Project is in Design and will go out to bid December 2018
8.	US 101 Salinas River Bridge Seismic Retrofit (1C960)	Near King City at the Salinas River Bridge (PM R41.-R41.8)	Seismic retrofit	Winter 2021	\$1.4 million	SHOPP	Aaron Henkel (PM)	Project is in PA&ED. The environmental document is currently being finished and it is expected to be in Design by April 2017
9.	US 101 North King City Barrier (1H620)	At Salinas River Bridge to crossover at Teague Avenue (R41.6-R47.7)	Median barrier	Begin Winter 2018/2019	\$6.5 million	SHOPP	Aaron Henkel	Ready to list in summer of 2018; Construction to start in February 2019
10.	US 101 King City Rehabilitation (1F750)	Near King City from just south of wild Horse Road to just north of Jolon Road (PM R36.9/43.2)	Pavement rehabilitation	Fall 2018	\$57.6 million	SHOPP	Aaron Henkel (PM)	Project is currently in Design and is schedule to go to bid in June 2018
11.	US 101 North Greenfield Median Barrier (1G380)	North of Walnut Avenue (PM 53.9-57.1)	Median barrier and inside shoulder rumble strip with shoulder widening	Fall 2017 - Fall 2018	\$4.1 million	SHOPP	Aaron Henkel (PM)	Project design complete and ready to advertise
12.	US 101 North Soledad OH Deck Replacement (0F970)	North Soledad overhead bridge (PM 62.1 – 63.2)	Bridge replacement	Summer 2021	\$6.6 million	SHOPP	Ken Dostalek	Project is in PS&E phase which is scheduled to be completed in May 2020.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE MARCH 22, 2017 TRANSPORTATION AGENCY FOR MONTEREY COUNTY'S MEETING

PROJECTS IN DEVELOPMENT (Continued)								
	Project	Location/Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager/ (Resident Engineer)	Comments
13.	US 101 Salinas CAPM (1F700)	North of Gonzales to East Market Street (PM 73.8/87.3)	Pavement preservation	Summer 2019	\$19 million	SHOPP	David Silberberger (PM)	The project team is currently working on the design of the project
14.	US 101 Salinas Rehabilitation (1C890)	East Market Street overcrossing to just south of Russell/Espinosa Road (PM 87.31/R91.5)	Roadway rehabilitation	Winter 2018	\$34 million	SHOPP	Aaron Henkel (PM)	Project is in Design and will go out to bid by April 2018
15.	Highway 156 West Corridor (31600)	Between Castroville and Prunedale (PM R1.6-T5.2)	Construct new 4-lane divided freeway and new interchanges	Fall 2019-Fall 2023	\$264 million	STIP / Federal Demo	David Silberberger (PM)	The project team continues to focus their attention on delivering a Supplemental EIR. Caltrans and TAMC are partnering to produce the final document. The Supplemental EIR process will provide important information regarding the feasibility of moving ahead with tolling as a source of revenue for this project
16.	Highway 183 Blackie Road Rumble Strip Project (1G390)	Davis Road to Blackie Road (PM 1.8/R8.6)	Centerline/shoulder rumble strip and resurfacing	Fall 2017	\$1.4 million	SHOPP	Aaron Henkel (PM)	Project out to bid as of February 1, 2017; pending award and approval
17.	Highway 198 North Fork Widening (1C660)	East of San Lucas (PM 22.4/22.8)	Widen shoulders and correct super elevation	Fall 2017	\$1.8 million	SHOPP	Aaron Henkel (PM)	Design complete; project going to bid



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE MARCH 22, 2017 TRANSPORTATION AGENCY FOR MONTEREY COUNTY'S MEETING

ACRONYMS USED IN THIS REPORT:

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant
Meeting Date: March 22, 2017
Subject: **Approve minutes**

RECOMMENDED ACTION:

APPROVE minutes of the Transportation Agency for Monterey County (TAMC), the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for February 22, 2017.

ATTACHMENTS:

- TAMC Board Draft Minutes

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

Draft Minutes of February 22, 2017 TAMC Board Meeting
Held at the
Agricultural Center Conference Room
1428 Abbott Street, Salinas

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

TAMC STAFF	FEB 16	MAR 16	APR 16	MAY 16	JUN 16	AUG 16	SEP 16	OCT 16	DEC 16	JAN 17	FEB 17
D. Delfino, Finance Officer/Analyst	P	P	P	P	P	P	P	P	P	P	E
R. Goel, Dir. Finance & Administration	P	E	P	P	P	P	E	E	P	P	P
A. Green, Transportation Planner	P	P	P	E	P	E	E	E	E	E	E
D. Hale, Executive Director	P	P	P	P	P	P	E	P	P	P	P
G. Leonard, Transportation Planner	P	P	P	E	P	P	P	P	P	P	P
M. Montiel, Administrative Assistant	P	E	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	E	E	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	E	P	P	P	P	P	P	P	P	P	P
L. Terry, Accountant Assistant	E	E	P	E	E	P	E	E	P	E	E
C. Watson, Principal 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
M. Zeller, Senior Trans. Planner	P	P	P	P	P	E	P	P	P	P	P

OTHERS PRESENT

Michael Martinez	Access Monterey Peninsula	Eric Petersen	Salinas resident
Alex Vasquez	Access Monterey Peninsula	Jose Gomez	RMA – Public Works
Mario Romo	Access Monterey Peninsula		
Lisa Gonzalez	District 1 office		

1. CALL TO ORDER

Chair Chavez called the meeting to order at 9:01 a.m., and Board member LeBarre led the pledge of allegiance.

1.1 ADDITIONS OR CORRECTIONS TO THE AGENDA:

None.

2. PUBLIC COMMENTS

None.

3. CONSENT AGENDA

M/S/C Smith/Orozco/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 January 25, 2017.
- 3.1.2** Accepted the list of checks written for the month of January 2017 and credit card statements for the month of December 2016.
- 3.1.3** Accepted the State of California Transportation Development Act Compliance and Audit Reports for fiscal year ending June 30, 2016.

BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES

- 3.2.1** Adopted Resolution 2017-03 apportioning Local Transportation Funds for Fiscal Year 2017-18 in the amount of \$15,965,000.

PLANNING

- 3.3.1** No items this month.

PROJECT DELIVERY and PROGRAMMING

- 3.4.1** Approved Amendment #1 to the contract with Pathways for Wildlife extending the term of the agreement to December 31, 2017.
- 3.4.2** Regarding Call Box Maintenance and Improvements – Contract Amendment #1:
 - 1. Approved Amendment #1 to the contract with Case Systems, Inc. extending the term of the Agreement to June 30, 2020 and increasing the not to exceed amount by \$300,329 to a total of \$721,463 for the contract period from March 2014 to June 2020; and
 - 2. Approved the use of \$300,329 in Service Authority and Freeways and Expressways funds for Call Box Maintenance and Improvements for the contract period from March 2017 to June 2020.

RAIL PROGRAM

- 3.5.1** No items this month.

REGIONAL DEVELOPMENT IMPACT FEE

- 3.6.1** No items this month.

COMMITTEE MINUTES

3.7.1 Accepted minutes from Transportation Agency committees:

- Executive Committee – Draft February 1, 2017.
 - Bicycle & Pedestrian Facilities Advisory Committee – Draft February 1, 2017..
 - Rail Policy Committee – Draft February 6, 2017.
 - Technical Advisory Committee – Draft February 2, 2017.
-

4. UNMET TRANSIT NEEDS PUBLIC HEARING

The Board received a presentation on the unmet transit needs process;

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

Chair Chavez opened the Public Hearing;

Board member Alejo commented that there is a need for transit service that better connects South County to the Monterey Courthouse on Aguajito Road in Monterey.

Chair Chavez closed the Public Hearing.

5. MEASURE X ELECTION DEBRIEF

The Board received a debrief on the election results of Measure X, the Transportation Safety and Investment Plan placed on the November 8, 2016, Presidential General Election Ballot.

Theresa Wright, Community Outreach Coordinator, gave an in-depth analysis of the Measure X Transportation Safety & Investment Plan and Retail Transactions & Use Tax election results. She noted that the measure received 67.71% voter approval and reviewed the results by Supervisorial District, city and county unincorporated areas.

6. SALINAS RAIL EXTENSION-PROPERTY ACQUISITION UPDATE

The Board received an update on the proposed property acquisitions for the Salinas Rail Extension Kick Start project.

Mike Zeller, Principal Transportation Planner, reported the Transportation Agency for Monterey County is proposing to extend passenger rail service from Santa Clara County south to Salinas, noting that this project has an approved California Environmental Quality Act Environmental Impact Report and is currently at 75% design. The Salinas Rail Extension Kick Start project requires acquisition of parcels near the Salinas Rail Station in order to construct an extension of Lincoln Avenue, improve parking and access to the rail station, and to build a train layover facility. He noted that appraisals have been completed, offers of just compensation were made to the property owners at fair market value, and the Agency is continuing to engage in good faith negotiations with the property owners. The Salinas Rail Extension project includes funding for consultant work related to right-of-way acquisition. Staff proposes to use Traffic Congestion Relief Program or Proposition 116 bond funds for the property acquisitions. The project right-of-way phase is estimated to cost \$17.4 million, which includes relocation costs.

Board member Craig expressed concerns about the process and requested that Agency staff meet with City staff to coordinate on the acquisitions and overall delivery of the project.

7. DRAFT OVERALL WORK PROGRAM AND BUDGET (FY 17/18-FY 19/20)

M/S/C Parker/Smith/unanimous

The Board authorized the Executive Director to submit the draft fiscal year 2017/18 budget and overall work program to state funding agencies for initial review; provided direction and guidance to staff on the three-year budget for fiscal years 2017/18 through 19/20, and the overall work program for fiscal year 2017/18; and directed the Executive Director to bring the final three-year budget and one-year overall work program back to the Board on May 24, 2017 for approval.

The annual Transportation Agency for Monterey County Overall Work Program describes the activities that the Agency will undertake during the next fiscal year, and provides the basis for the 2017/18 budget. Director Muck highlighted the summary of all the projects and work elements, noting a new work element is Measure X, 8000 for administration and 7000 for direct programs. Deputy Executive Director Muck reported that the Executive Committee has reviewed the budget and overall work program and recommends approval. February approval of the draft three-year budget and one-year overall work program is required in order to meet state review deadlines. Staff will respond to Caltrans and Board comments and will bring the final documents back for approval in May, 2017.

Director of Finance & Administration Goel reported the Agency budget separates expenditures into two types: operating and direct programs. Operating expenditures include staff salaries and benefits, materials and supplies, and equipment purchases. Direct program expenditures include outside consultants, contracts, expenditures that apply to specific project delivery tasks such as rail program, highway projects, bicycle and pedestrian program. The proposed fiscal year 2017-2018 operating expenditure budget is \$2,842,024, a net increase over fiscal year 2016-2017 of \$225,286. The proposed fiscal year current direct program expenditure budget is \$21,145,861 a net increase over fiscal year 16/17 of \$6,280,066. This increase is primarily due to a shift in expenditures on the Rail Extension to Salinas project, and the addition of the Measure X program expenditures. The Agency continues to control expenditures to stay within its budget, and maintains a prudent cash reserve.

8. REPORTS FROM TRANSPORTATION PROVIDERS

Caltrans – Tim Gubbins, Caltrans Director reported that the Board of Supervisors took action regarding the Route 1 Big Sur road closure at Pfeiffer Canyon. He reported that it has been a busy month for Caltrans crews there has been many road closures and slides everywhere. He noted that one of the columns of the Pfeiffer Canyon Bridge has shifted, and it is damaged beyond repair. He reported that Caltrans is looking at ways to bring supplies in to the people who are landlocked, and is working with CA State Parks to develop helicopter landing zones. He asked that everyone plan accordingly, take your time, be patient through the winter storms. He noted that the Caltrans Mile Marker is a quarterly publication that provides a transparent, plain language accounting of Caltrans' Performance and is available at: <http://www.dot.ca.gov/milemarker/>.

Monterey Regional Airport District – Bill Sabo reported that it has been a busy week for the Monterey and Salinas airport, flights came in without delay. He thanked the traveling public, noting the traffic counts are up substantially, even with their competition in San Jose. He reported that the Airport is doing well, keeping flights and carriers. In conclusion, he reminded the Board to “Fly Monterey”.

Monterey-Salinas Transit District – Carl Sedoryk, General Manager, reported MST has opened comment for the unmet transit needs, and is accepting comments, public participation until the public hearing and adoption on April 10th. MST started testing their data application for text, voice recordings and google maps. More information available at www.mst.org.

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

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

None this month.

10. EXECUTIVE DIRECTOR'S REPORT

Executive Director Hale reported that the Highway 68 corridor study and 156 traffic revenue study will be presented to the Board in May. She announced that new legislation requires that if a local agency provides any type of compensation, salary, or stipend to a local agency official of that agency, then that official must provide proof sexual harassment prevention training and education. She asked that Board members submit a copy of the completed certificate to TAMC. Director Hale also announced that Assembly member Caballero is carrying AB696 legislation, similar to the bill introduced last year by then Assembly member Alejo, to assure that the proceeds from the sale of excess properties on the Prunedale Bypass and for the proceeds of sale to be used for transportation projects in the US 101 Corridor.

11. ANNOUNCEMENTS AND/OR COMMENTS FROM TRANSPORTATION AGENCY MEMBERS

Chair Chavez welcomed Oscar Rios, ex officio representative of City of Watsonville.

Board member Delgado expressed his sincere appreciation to staff on the success of Measure X.

12. ADJOURNMENT

Chair Chavez adjourned the meeting at 11:03 a.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Dave Delfino, Finance Officer / Analyst
Meeting Date: March 22, 2017
Subject: Checks and Credit Card Statements

RECOMMENDED ACTION:

ACCEPT the list of checks written for the month of February 2017 and credit card statements for the month of January 2017.

SUMMARY:

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

FINANCIAL IMPACT:

The checks processed this period total \$ 268,800.88 which, included checks written for February 2017 and payments of the December 2016 Platinum Plus for Business Credit Card statement.

DISCUSSION:

During the month of February 2017 normal operating checks were written, as well as a check for \$25,000.00 to AMBAG for TAMC's share for the preparation of the 2040 MTP/SCS/RTP Environmental Impact Report, a check for \$4,875.00 to mySidewalk to provide public outreach and social engagement services, a check for \$10,675.00 to Associated Right of Way Services Inc. for right of way services regarding the purchase of real property for the Salinas Rail Extension Kick-Start Project, a check for \$18,577.48 to Kimley-Horn & Associates, Inc. for services for a Level 2 traffic and revenue study of Highway 156, a check for \$3,320.00 to Pathways For Wildlife for a wildlife study for Highway 68 Scenic Plan Salinas/Monterey Corridor and a check for \$2,384.53 to Chicago Title Company for an escrow deposit for the rail property purchase of the Favaloro Property.

ATTACHMENTS:

- ▣ Checks February 2017
- ▣ Credit Cards January 2017

Transportation Agency for Monterey County (TAMC)
 Union Bank Operating Account
 February 28, 2017

DATE	ITEM	NAME	CHECK	DEPOSIT	DESCRIPTION
02/03/2017	17239	AT & T (Carol Stream, Il.)	388.17		Telecommunications, Call Box - Phone Service and Rideshare
02/03/2017	17240	AT&T Wireless Services	32.75		SAFE Call Box - Phone Service
02/03/2017	17241	Enterprise Rent-a-Car	62.76		Auto Rental
02/03/2017	17242	JEA & Associates/John E. Arriaga	2,083.33		Legislative Consultants
02/03/2017	17243	Smile Business Products	358.17		Office Copier Expenses
02/03/2017	17244	University Corporation at Monterey Bay	550.00		Room Rental for Meeting
02/03/2017	17245	Verizon Wireless	118.25		Call Box - Phone Service
02/08/2017	EFT	Graniterock		7,356.36	Railroad Right of Way Rent
02/09/2017	DEP	State of California		28,741.02	SAFE Revenue December
02/09/2017	DEP	P & S Real Estate, Portola , Haedrich County of Monterey, Saroyan and Jaguar		7,838.51	Railroad Right of Way Rent
02/10/2017	17246	Alvarez Technology Group, Inc.	181.41		Telecommunications
02/10/2017	17247	Delta Dental	741.64		Employee Benefits
02/10/2017	17248	FedEx (Printing)	421.62		Agenda Printing
02/10/2017	17249	JEA & Associates/John E. Arriaga	2,083.33		Legislative Consultants
02/10/2017	17250	Salinas FARP (False Alarm Reduction Prog.)	21.00		Office Expenses
02/10/2017	17275	United Way of Monterey County	65.00		Employee Deduction - Charitable
02/10/2017	EFT	CalPers Health Benefits	8,396.83		Employee Benefit
02/10/2017	EFT	Payroll	33,557.68		Payroll
02/10/2017	EFT	United States Treasury	9,150.08		Payroll Taxes & Withholding
02/10/2017	EFT	EDD	3,139.62		Payroll Taxes & Withholding
02/10/2017	EFT	EDD	175.17		Payroll Taxes & Withholding
02/10/2017	EFT	Pers Retirement	6,174.85		Employee Benefits
02/10/2017	EFT	Pers Retirement PEPRA	962.09		Employee Benefits
02/10/2017	EFT	CalPERS	6,115.21		Employee Benefits
02/10/2017	EFT	Todd Muck	289.17		RCTF Training
02/10/2017	EFT	Christina Watson	117.47		Reimbursement for 125 Plan and Travel for HSR Meeting
02/10/2017	EFT	Mike Zeller	14.05		Travel for CTC/STP Meeting
02/17/2017	17251	Alvarez Technology Group, Inc.	2,850.00		Computer Support
02/17/2017	17252	Associated Right of Way Services Inc.	10,675.00		Right of Way Costs for Salinas Rail Extension Kick-Start Project
02/17/2017	17253	Business Card	1,656.26		Office and Meeting Supplies, Staff Travel & Professional Training
02/17/2017	17254	California Towing and Transport	42,113.88		Freeway Service Patrol / Nov., Dec. and Jan.
02/17/2017	17255	Case Systems Inc.	6,878.00		SAFE Call Box - Maintenance
02/17/2017	17256	CDS Net, LLC	448.80		Safe Call Boxes - Maintenance
02/17/2017	17257	Comcast	132.52		Telecommunications
02/17/2017	17258	Costco Wholesale	162.21		Office and Meeting Supplies
02/17/2017	17259	Dave Potter	220.88		Mileage for CRCC meeting 1/23/2017
02/17/2017	17260	Elaine Molinari, Trustee	2,800.00		Right of Way Costs for Salinas Rail Extension Kick-Start Project
02/17/2017	17261	mySidewalk, Inc.	4,875.00		Licensing cost for Use of Public Survey Site
02/17/2017	17262	Office Depot	344.75		Office Supplies
02/17/2017	17263	Pathways For Wildlife	3,320.00		HWY 68 Salinas/Monterey Scenic Plan : Wildlife Study
02/17/2017	17264	Peninsula Messenger LLC	375.00		Courier Service
02/17/2017	17265	Portobello's	699.49		Self Help Meeting Costs Hosted in Salinas
02/17/2017	17266	Pure Water	49.20		Water
02/17/2017	17267	Smile Business Products	120.19		Office Copier Expenses
02/17/2017	EFT	Superior Press	298.61		Office Supplies
02/21/2017	17274	Chicago Title Company	2,384.53		Escrow Deposit for Rail Property Purchase
02/21/2017	DEP	Cardinale and Portola		2,270.00	Railroad Right of Way Rent

02/24/2017	17268	AMBAG	25,000.00	Share of Costs of EIR for the RTP
02/24/2017	17269	De Lage Landen Financial Services	277.30	Office Copier Lease
02/24/2017	17270	Fedex (Postage)	99.86	Delivery Service
02/24/2017	17271	Kimley-Horn & Associates, Inc.	18,577.48	Services for Level 2 Traffic and Revenue Study for HWY 156
02/24/2017	17272	Oppidea, LLC	2,335.00	Accounting Services
02/24/2017	17273	Plaza Circle, Ltd	8,268.44	Office Rent
02/24/2017	17276	United Way of Monterey County	55.00	Employee Deduction - Charitable
02/24/2017	17277	Shell	93.57	Auto Expense - Gasoline
02/24/2017	EFT	Payroll	32,962.61	Payroll
02/24/2017	EFT	United States Treasury	8,997.74	Payroll Taxes & Withholding
02/24/2017	EFT	EDD	34.35	Payroll Taxes & Withholding
02/24/2017	EFT	EDD	3,088.18	Payroll Taxes & Withholding
02/24/2017	EFT	Pers Retirement	6,174.85	Employee Benefits
02/24/2017	EFT	Pers Retirement PEPRA	969.82	Employee Benefits
02/24/2017	EFT	CalPERS	6,121.11	Employee Benefits
02/24/2017	EFT	Theresa Wright	95.04	Mileage Reimbursement
02/27/2017	EFT	Union Bank	46.56	Bank Service Charges
TOTAL			268,800.88	46,205.89



DEBRA L HALE

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January 05, 2017 - February 04, 2017

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Payment Information

New Balance Total \$55.66
Minimum Payment Due **\$10.00**
Payment Due Date **03/02/17**

Late Payment Warning: If we do not receive your minimum payment by the date listed above. You may have to pay a fee based on the outstanding balance on the fee assessment date:
\$19.00 for balance less than \$100.01
\$29.00 for balance less than \$1,000.01
\$39.00 for balance less than \$5,000.01
\$49.00 for balance equal to or greater than \$5,000.01

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

Account Summary

Previous Balance \$166.32
Payments and Other Credits -\$196.66
Balance Transfer Activity \$0.00
Cash Advance Activity \$0.00
Purchases and Other Charges \$86.00
Fees Charged \$0.00
Finance Charge \$0.00

New Balance Total \$55.66
Credit Limit \$5,000
Credit Available \$4,944.34
Statement Closing Date 02/04/17
Days in Billing Cycle 31

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
Payments and Other Credits				
01/16	01/14	PAYMENT - THANK YOU		-166.32
01/18	01/17	DNH*GODADDY.COM 480-5058855 AZ		-30.34
TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD				-\$196.66
Purchases and Other Charges				
01/09	01/06	AMTRAK.CO0060623027426 08008727245 DC HALE/DEBRA 0060623027426		36.00

Account Number:
January 05, 2017 - February 04, 2017

New Balance Total \$55.66
Minimum Payment Due **\$10.00**
Payment Due Date **03/02/17**

Enter payment amount

\$

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

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
		Departure Date: 01/06/17 Airport Code: SJC		
		2V S SAC		
01/30	01/27	MAILCHIMP	MAILCHIMP.COMGA	50.00
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$86.00

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	24.74% V	\$0.00	\$0.00

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

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

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For Lost or Stolen Card:
1.800.673.1044, 24 Hours

Business Offers:
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Payment Information		Account Summary	
New Balance Total	\$1,600.60	Previous Balance	\$428.10
Minimum Payment Due	\$16.01	Payments and Other Credits	-\$657.25
Payment Due Date	03/02/17	Balance Transfer Activity	\$0.00
Late Payment Warning: If we do not receive your minimum payment by the date listed above. You may have to pay a fee based on the outstanding balance on the fee assessment date: \$19.00 for balance less than \$100.01 \$29.00 for balance less than \$1,000.01 \$39.00 for balance less than \$5,000.01 \$49.00 for balance equal to or greater than \$5,000.01		Cash Advance Activity	\$0.00
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.		Purchases and Other Charges	\$1,829.75
		Fees Charged	\$0.00
		Finance Charge	\$0.00
		New Balance Total	\$1,600.60
		Credit Limit	\$5,000
		Credit Available	\$3,399.40
		Statement Closing Date	02/04/17
		Days in Billing Cycle	31

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
Payments and Other Credits				
01/10	01/10	AMAZON MKTPLACE PMTS	AMZN.COM/BILLWA	- 229.15
01/16	01/14	PAYMENT - THANK YOU		- 428.10
TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD				-\$657.25
Purchases and Other Charges				
01/05	01/04	NOB HILL #607	SALINAS CA	127.51
01/05	01/04	THE BAGEL CORNER	SALINAS CA	21.50
01/06	01/05	THE BAGEL CORNER	SALINAS CA	19.45

Account Number: !
January 05, 2017 - February 04, 2017

New Balance Total \$1,600.60
Minimum Payment Due **\$16.01**
Payment Due Date **03/02/17**

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ELOUISE BOBBINETT

January 05, 2017 - February 04, 2017

Page 3 of 4

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
01/09	01/06	DEVICE MAGIC INC RALEIGH NC		30.00
01/16	01/13	UCB ITS TECHTRANSFER P 05106653631 CA		375.00
01/16	01/14	UCB ITS TECHTRANSFER P 05106653631 CA		375.00
01/20	01/19	AMERICAN PUBLIC WORKS 08165955273 MO		245.00
01/20	01/19	MICHAELS STORES 5052 SALINAS CA		41.35
01/20	01/19	USPS PO 0567020320 SALINAS CA		34.60
01/23	01/19	STARBUCKS STORE 06629 SALINAS CA		53.70
01/23	01/20	THE BAGEL CORNER SALINAS CA		38.90
01/26	01/24	STARBUCKS STORE 06629 SALINAS CA		47.85
01/30	01/27	NOB HILL #607 SALINAS CA		20.93
01/30	01/27	ASSOCIATION OF ENVIRO PALM DESERT CA		225.00
02/02	02/01	NOB HILL #607 SALINAS CA		135.06
02/02	02/01	THE BAGEL CORNER SALINAS CA		19.45
02/03	02/02	THE BAGEL CORNER SALINAS CA	0	19.45
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$1,829.75

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	24.74% V	\$0.00	\$0.00

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

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Todd Muck, Deputy Executive Director
Meeting Date: March 22, 2017
Subject: **Conferences and Training**

RECOMMENDED ACTION:

RECEIVE report on conferences or trainings attended by agency staff.

SUMMARY:

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

FINANCIAL IMPACT:

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

DISCUSSION:

On February 24th, Transportation Planners Virginia Murillo and Grant Leonard attended the 2017 Advanced California Environmental Quality Act (CEQA) Workshop at the Santa Clara Valley Water District in San Jose. The workshop was hosted by the Association for Environmental Professionals, which is an association of public and private sector environmental planning professionals. Transportation projects implemented by the Transportation Agency for Monterey County, as well as partner agencies’ non-transportation land use developments reviewed by the Transportation Agency frequently require compliance with CEQA. The workshop improved there understanding about the CEQA process and current trends in CEQA, which will assist the Agency with document review and project development. A summary of the training is attached.

ATTACHMENTS:

- CEQA Training Summary Report



Memorandum

To: Board of Directors

From: Virginia Murillo, Transportation Planner
Grant Leonard, Transportation Planner

Subject: **2017 Advanced California Environmental Quality Act Training**

On February 24th, we attended the 2017 Advanced California Environmental Quality Act (CEQA) Workshop at the Santa Clara Valley Water District in San Jose. The workshop was hosted by the Association for Environmental Professionals, which is an association of public and private sector environmental planning professionals. Transportation projects implemented by the Transportation Agency for Monterey County, as well as partner agencies' non-transportation land use developments reviewed by the Transportation Agency frequently require compliance with CEQA. The workshop improved our understanding about the CEQA process and current trends in CEQA, which will assist us with document review and project development.

A panel of CEQA experts, which included environmental planners and environmental attorneys, taught the workshop sessions. The workshop began with a review of 2016 CEQA legal decisions, a session on expected environmental legislations, and session on development of updated CEQA guidelines. The afternoon workshops provided a discussion of CEQA streamlining efforts, and energy impact analysis. The workshop concluded with a discussion on greenhouse gas analysis.

Several sessions of the workshop proved to be of specific interest to the work TAMC does. In particular:

- The continued discussion of implementing SB 743, which changes the way that public agencies evaluate the impacts of projects under CEQA by using Vehicle Miles Traveled (VMT) as a measure of a project's environmental impact rather than the Level of Service measure, which measures delay at intersections; and
- Clarification on environmental document tiering and CEQA streamlining, which is particularly relevant to projects that are included in a programmatic Environmental Impact Review and is particularly relevant to defining the level of environmental review that projects in the Regional Transportation Plan should undergo; and
- Updates to the state's CEQA guidelines to incorporate recent legislation and court findings.

As Agency staff reviews CEQA documents for new projects in Monterey County, staff will need to be cognizant of recent court rulings and state legislation to ensure that project sponsors are adhering to current CEQA practices.

The CEQA workshop was well attended by professionals from the private and public sector from around the Monterey Bay Area. We also were able to meet professionals from the Bay Area that may be useful contacts in the future. More importantly, the CEQA workshop provided us with more technical project management skills that will be of use in future Transportation Agency projects.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Virginia Murillo, Transportation Planner
Meeting Date: March 22, 2017
Subject: Cap and Trade Funds for Transit

RECOMMENDED ACTION:

Cap and Trade Funds for Transit:

1. **ADOPT** Resolution 2017-04 designating the Transportation Agency's allocation of \$192,808 of FY 2016/17 Low Carbon Transit Operations funds to the Monterey-Salinas Transit District for free fares on the weekends on routes that serve East Salinas and 600 summer youth passes to be distributed to youth living in a disadvantaged community; and
2. **AUTHORIZE** the Executive Director to sign and submit required documentation to Caltrans.

SUMMARY:

The California Legislature established the Low Carbon Transit Operations Program to distribute cap and trade funds to implement transit priority projects that reduce greenhouse gas emissions, with a priority on serving disadvantaged communities. Program funds are distributed to regional agencies and transit agencies using the State Transit Assistance distribution formula.

FINANCIAL IMPACT:

This action will allocate \$192,808, which is the Transportation Agency's share of of FY 2016/17 Program funds, to the Monterey-Salinas Transit District for transit services in East Salinas.

DISCUSSION:

The Low Carbon Transit Operations Program provides operating and capital assistance for transit projects that reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. This program is administered by Caltrans in coordination with the California Air Resources Board and the State Controller's Office. A total of \$34.6 million in Program funds are available statewide for the 2016/2017 fiscal

year. The Program receives an ongoing cap and trade revenues allocation of 5%.

As a transportation planning agency, the Transportation Agency is a designated recipient of Program funds for Monterey County, and can act as a lead agency on eligible projects or as a “contributing sponsor” that can pass funds to MST to support an eligible project. Program funds are allocated to regional transportation planning agencies and to transit operators using the State Transit Assistance distribution formula, which allocates funding to transportation planning agencies based on population and to transit operators based on transit operator revenues. The Transportation Agency’s allocation of Program funds is \$192,808 and MST’s allocation is \$31,163 for a Monterey County total of \$223,971.

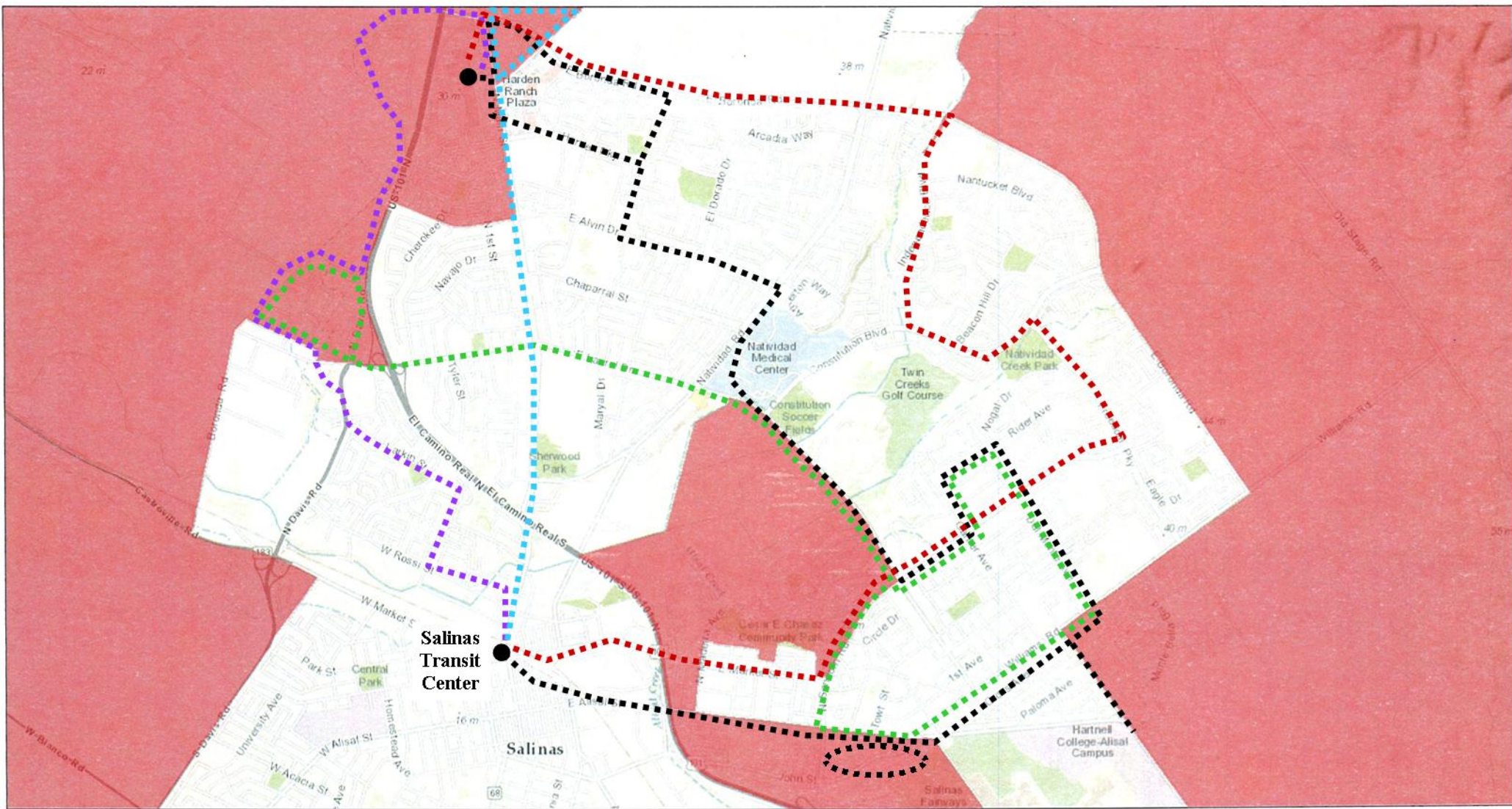
At its March 13, 2017 meeting, the MST Board of Directors approved an allocation request to use the \$192,808 of Transportation Agency’s share of Program funds for free fares on weekends on Lines 41, 42, 44, 45 and 49 (**Attachment 1**). In addition, MST will distribute 600 summer youth passes to youth living in a disadvantaged community. This program of fares and summer passes supports transit services in North and East Salinas as well as Salinas residents living in the Santa Rita area, which are disadvantaged communities. In addition, MST’s program is an eligible project that is consistent with the Low Carbon Transit Operations Program guidelines.

Staff recommends that the Transportation Agency act as a “contributing sponsor” and release its FY 2016/17 Low Carbon Transit Operations Program allocation to MST for a new all electric bus for transit services in East Salinas and authorize the Executive Director to sign and submit required documentation to Caltrans (**Attachment 2**).

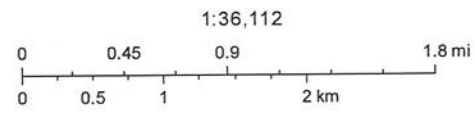
ATTACHMENTS:

- Map of MST Free Weekend Fare Routes
- Resolution 2017-04: Allocation of Low Carbon Transit Operation Funds

SB 535 Disadvantaged Communities



- Line 41**
- Line 42** (will require re-route to charge at STC)
- Line 44**
- Line 45**
- Line 49**



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

**RESOLUTION NO. 2017-04
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

***ALLOCATION OF \$192,808 OF LOW CARBON TRANSIT OPERATIONS PROGRAM
(LCTOP) FUNDS TO THE MONTEREY-SALINAS TRANSIT DISTRICT FOR FREE
FARES ON WEEKENDS ON ROUTES THAT SERVE EAST SALINAS AND 600 SUMMER
YOUTH PASSES TO BE DISTRIBUTED TO YOUTH LIVING IN A DISADVANTAGED
COMMUNITY AND AUTHORIZING EXECUTION OF AGREEMENTS***

WHEREAS, the State of California enacted the Transit, Affordable Housing and Sustainable Communities Program (SB 862) in 2014 to reduce greenhouse gas emissions from the transportation sector; and

WHEREAS, SB 862 established the Low Carbon Transit Operating Program (LCTOP) to receive revenue from the sale of emission allowances in California's Cap-and-Trade program and distribute these funds to Regional Transportation Planning Agencies (RTPAs) and transit operators eligible to receive State Transit Assistance funds pursuant to Sections 99313 and 99314 of the Public Utility Code (PUC) for transit projects which reduce greenhouse gas emissions; and

WHEREAS, the Transportation Agency for Monterey County (TAMC) and the Monterey-Salinas Transit District (MST) are the eligible recipients of LCTOP funds in Monterey County;

WHEREAS, TAMC may elect to act as a contributing sponsor and transfer its share of funds to MST; and

WHEREAS, MST has determined that establishing a new transit service connecting East Salinas to the Westridge Shopping Center would be the most productive use of the Fiscal Year 2014/2015 (FY15) allocation of LCTOP funds and requests that the Board of Directors designate its allocation of FY15 LCTOP funds to MST; and

WHEREAS, MST has committed to use funds in accordance with applicable statutes, regulations, and guidelines for the Low Carbon Transit Operations Program; and

WHEREAS, the free fares on weekend for routes that serve East Salinas and the 600 summer youth passes for youth living in a disadvantaged community is expected to increase transit ridership, reduce greenhouse gas emissions, serve disadvantaged communities, and is consistent with the Monterey County Regional Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Transportation Agency for Monterey County shall act as a “contributing sponsor” and transfer its \$192,808 Fiscal Year 2016/2017 allocation of Low Carbon Transit Operations Program funds to for free fares on the weekends on routes that serve East Salinas and 600 summer youth passes to be distributed to youth living in a disadvantaged community; and
2. The Executive Director is authorized to sign and execute on behalf of the Transportation Agency for Monterey County any actions and agreements necessary to pass funds through to Monterey-Salinas Transit.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this 22nd day of March 2017, by the following votes:

AYES:

NOES:

ABSENT:

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

ATTEST:

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Grant Leonard, Transportation Planner
Meeting Date: March 22, 2017
Subject: **2017 Bicycle Secure Program**

RECOMMENDED ACTION:

2017 Bicycle Secure Program

1. **APPROVE** funding each 2017 Bicycle Secure Program application, with a partial allocation to the Monterey Bay Air Resources Board; and
2. **APPROVE** opening the program for additional applications this calendar year; and
3. **APPROVE** use of surplus funds to fund additional applications this calendar year.

SUMMARY:

On December 7, 2016, the Agency released the call for 2017 Bicycle Secure Program applications. The applications were due on February 2, 2017. The Agency received eight applications, requesting a total of 19 bicycle racks, one request for artistic bicycle rack funding, one bicycle repair station, and 11 skateboard racks.

FINANCIAL IMPACT:

The Transportation Agency's FY 2016/17 budget has \$30,000 in Regional Surface Transportation Program funds designated for the Bicycle Secure Program. This year's applications are estimated to cost approximately \$20,000, leaving a program surplus of approximately \$10,000.

DISCUSSION:

The Agency received applications from the King City Library, the Castroville Library, the City of Marina, Seaside Middle School, the Monterey Library, Bay View Academy, Pacific Grove Middle School, and the Monterey Air Resources District. In total, the applications requested parking for 42 bicycles, 84 skateboards (including scooters), and one repair station. A summary of the applications is included as an attachment to this report.

Two of the applications include artistic elements for bicycle racks. The City of Marina has requested inverted U-racks that include a sun and wave aesthetic design in the center of the

U-rack that is intended to give the racks more character. Additionally, the Monterey Air Resources District requested funding support for an artistic rack that will be installed near the entrance to their building. Both of these applications further the bicycle Secure Program's goal of increasing the amount of artistic bicycle racks in Monterey County.

All the 2017 applicants have demonstrated a need for bicycle or skateboard parking facilities, as well as the potential for usage. As such, each applicant has demonstrated that they meet the goals and criteria of the program. However, the Monterey Air Resources District acknowledged in their application that their location sees limited bicycle traffic, and that the bicycle repair station was a low priority for them. Given these considerations, staff is recommending that Monterey Air Resources District not be awarded the bicycle repair station at this time.

For the first time in the program's three year history, the estimated cost for the requested racks, repair station, and funding support is less than the programs budget. After purchasing the requested equipment, including shipping and taxes, staff estimates the program will have a reserve of approximately \$10,000. The Agency occasionally receives requests for equipment outside of the grant cycle, and having a funding reserve will allow the Agency to provide additional equipment should the Agency receive requests during the year.

Once the applications have been approved, staff will purchase the racks and oversee the installation process. Staff will also coordinate with the Monterey Bay Air Resources District on the development and installation of their artistic rack. All the racks are to be installed within one month of receipt by the applicant, unless other arrangements have been made with Agency staff.

ATTACHMENTS:

- Bicycle Secure Program Applications Summary

Attachment 1: Bicycle Secure Program Application Summaries

Applicant	City	Items	Bike Spaces	Skateboard/Scooter Spaces	Repair Stations
King City Library	King City	One Bike Rack	4	0	0
Castroville Library	Castroville	Skateboard Rack and Scooter Rack	0	8	0
City of Marina - Council Chambers, Teen Center, Windy Hill Park, and Vince DiMaggio Park	Marina	6 U-Racks, 2 Skateboard Racks	12	12	0
Seaside Middle School	Seaside	3 Skateboard Racks	0	24	0
City of Monterey Library	Monterey	3 Angled Rack	12	0	0
Bay View Academy	Monterey	5 U-Racks 1 Skateboard Rack	10	8	0
Pacific Grove Middle School	Pacific Grove	4 Skateboard Racks	0	32	0
Air Resources District	Air Resources District	6 Wall Mounted Bike Racks 1 Repair Station 1 Artistic Rack Funding	4	0	1
Total			42	84	1



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Michael Zeller, Principal Transportation Planner
Meeting Date: March 22, 2017
Subject: Marina - Salinas Multimodal Corridor MOA

RECOMMENDED ACTION:

Marina - Salinas Multimodal Corridor Memoranda of Agreement:

1. **FIND** that the proposed actions are within the scope of the Marina-Salinas Multi-Modal Corridor Plan, which was identified and reviewed as part of the Monterey County Regional Transportation Plan and the 2035 MPT/SCS, and that no new environmental documentation is required.
2. **APPROVE** the Memorandum of Agreement to terminate the 2010 agreement on the Marina-Salinas Multimodal Corridor; and
3. **APPROVE** the Memorandum of Agreement to establish the revised alignment for the Marina-Salinas Multimodal Corridor.

SUMMARY:

The Fort Ord Base Reuse Plan calls for the development of a multi-modal transit corridor to facilitate transportation between Highway 1 and the City of Salinas. The Agency has coordinated with the relevant partner agencies and local jurisdictions to develop a revised alignment for the Marina-Salinas Multimodal Corridor that satisfies all parties. These Memoranda of Agreement would (1) terminate the 2010 agreement on the previous alignment, and (2) describe a revised alignment as the preferred alternative that all parties would work towards implementing.

FINANCIAL IMPACT:

The total estimated cost to fully implement and construct the Marina-Salinas Multimodal Corridor is \$169,798,000 and is expected to be implemented in phases over the next 15 – 20 years. The second of the Memoranda of Agreement seeks to confirm the planned alignment of the project, but does not commit the Agency or any jurisdiction to a construction or funding action at this time.

DISCUSSION:

The Fort Ord Reuse Authority hosted a series of stakeholder meetings in 2006 to advance adjustments and refinements to the proposed multi-modal corridor plan along Intergarrison / Reservation Road / Davis Road serving traffic from the Salinas Area to Marina. Stakeholders included the Transportation Agency, Monterey-Salinas Transit, the Fort Ord Reuse Authority (FORA), City of Marina, Monterey County, California State University Monterey Bay (CSUMB), and the University of California Monterey Bay Education, Science and Technology Center (UCMBEST). The stakeholders entered in to a Memorandum of Agreement (MOA) outlining the multi-modal alignment plan line in February 2010.

Since that time, several stakeholders, including CSUMB, requested that the alignment be reevaluated. The Transportation Agency prepared the analysis of alternative alignments, utilizing grant funds, local match, and a \$15,000 FORA contribution. After a series of stakeholder meetings and community workshops, Agency staff proposed a preferred multi-modal corridor route and a conceptual plan along 8th Street / Imjin Parkway / Reservation Road / Davis Road / Alisal Street which culminated in the Marina-Salinas Multi-Modal Corridor Plan (Plan). In June, 2015, the Transportation Agency Board approved the Plan and adopted Resolution 2015-15 determining that the Plan is within the scope of the 2014 Monterey County Regional Transportation Plan's Environmental Impact Report certified by the Association of Monterey Bay Area Governments (AMBAG). Further environmental review will be needed by affected jurisdictions at the project-level to develop environmental disclosure and potential environmental impacts for individual projects.

Proposed improvements along the corridor identified in the Plan include:

- Roadway widening – widen existing roadways to increase capacity for cars, trucks, transit, and bicyclists
- Roundabouts – proposed roundabouts along Imjin Parkway
- Bicycle facilities – green lanes, buffered lanes, protected/separated paths, bicycle phase/signals
- Sidewalks and multiuse paths
- Transit stops/shelters
- Transit prioritization at signalized intersections
- Dedicated bus rapid transit facilities
- Pedestrian crossing enhancements

The total estimated cost to fully implement and construct the Marina-Salinas Multimodal Corridor is \$169,798,000 and is expected to be implemented in phases over the next 15 – 20 years. The greatest expense is related to roadway widening designed to benefit all modes of travel. The County's Davis Road bridge and widening project makes up the bulk of the cost (~\$70 Million), for which environmental review funding is already underway. The bicycle, pedestrian and transit-only improvements identified in the plan would be good candidates for state and federal grants. Transportation Agency staff will work with partner agencies to secure as much outside funding as possible to implement the plan.

In order to confirm the new preferred alignment and the parties' agreement to work in good faith to consider and integrate aspects of the Plan into their own documents and efforts, Agency staff is requesting approval of the Termination MOA (Attachment 1) to terminate the Memorandum of Agreement dated November 2, 2010, and approval of a new Memorandum of Agreement (Attachment 2) between the partner agencies that agrees to work towards the new preferred alignment. The attached Memoranda of Agreement were circulated for review and comment from August 2016 to February 2017, and the participating agencies are now scheduling the agreements for approvals.

ATTACHMENTS:

- Multimodal Corridor MOA - Termination of Previous Agreement
- Multimodal Corridor MOA - Agreement on New Alignment

WEB ATTACHMENTS:

1. [Multimodal Corridor Agreement - Exhibit 1](#)
2. [Multimodal Corridor Agreement - Exhibit 2](#)
3. [Multimodal Corridor Agreement - Exhibit 3](#)

**AGREEMENT TERMINATING MEMORANDUM OF AGREEMENT
AMONG AND BETWEEN
THE FORT ORD REUSE AUTHORITY, CITY OF MARINA, MARINA
REDEVELOPMENT AGENCY, CALIFORNIA STATE UNIVERSITY MONTEREY
BAY, UNIVERSITY OF CALIFORNIA SANTA CRUZ, GOLDEN GATE UNIVERSITY,
MONTEREY SALINAS TRANSIT, TRANSPORTATION AGENCY FOR MONTEREY
COUNTY, THE REDEVELOPMENT AGENCY OF THE COUNTY OF MONTEREY
AND THE COUNTY OF MONTEREY CONCERNING THE REALIGNMENT OF THE
MULTI-MODAL CORRIDOR TRANSIT ON THE FORMER FORT ORD**

THIS AGREEMENT is made and signed on this ____ day of _____, 2016, by and among the FORT ORD REUSE AUTHORITY (“FORA”), the CITY OF MARINA (“MARINA”), THE SUCCESSOR AGENCY TO THE MARINA REDEVELOPMENT AGENCY (“MRA SUCCESSOR”), CALIFORNIA STATE UNIVERSITY MONTEREY BAY (“CSUMB”), UNIVERSITY OF CALIFORNIA SANTA CRUZ (“UCSC”), GOLDEN GATE UNIVERSITY (“GGU”), MONTEREY SALINAS TRANSIT DISTRICT (as successor to Monterey-Salinas Transit and hereinafter referred to as “MST”), the TRANSPORTATION AGENCY FOR MONTEREY COUNTY (“TAMC”), THE SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY OF THE COUNTY OF MONTEREY (“AGENCY”) and the COUNTY OF MONTEREY (“COUNTY”) (with FORA, MARINA, MRA SUCCESSOR, CSUMB, UCSC, GGU, MST, TAMC, AGENCY and COUNTY each being from time to time hereinafter referred to as a “Party”, and together being from time to time collectively hereinafter referred to as the “Parties”).

RECITALS

- A. In June 1997, the FORA Board of Directors adopted a Final Environmental Impact Report and a Fort Ord Base Reuse Plan (hereinafter referred to as the “BRP”). The BRP included the designation of a multi-modal transit corridor along the “Imjin Parkway/Blanco Road” corridor, as shown on Figures 4.2-2, 4.2-3 and 4.2-5 of the BRP Reuse Plan Element (hereinafter referred to as the “Transit Corridor”). The Transit Corridor is intended to serve as a major transportation route from Highway 1 to Salinas, through former Fort Ord lands.
- B. The original alignment (hereinafter referred to as the “Original Alignment”) of the Transit Corridor extended from Highway 1 along 12th Street and Imjin Road to Reservation Road, along Reservation Road to Blanco Road, and then along Blanco Road to Salinas, as generally shown in Exhibit 1A.
- C. Problems arose with the implementation of the Original Alignment, including potential impacts to wildlife habitat lands and impacts to agricultural operations.
- D. In 2010 the Parties identified and reviewed a proposed new alignment (the “2010 Alignment”) to the Transit Corridor, as shown in Exhibit 1B. The Parties then entered into that Memorandum of Agreement dated November 2, 2010 (the “2010 Memorandum of Agreement”), a copy of which is attached hereto as Exhibit 1C.

E. The 2010 Alignment avoided certain impacts, but raised others. Additionally, some of the development that was anticipated in 2010 has since failed to occur.

F. Due to the desire of the Parties to reassess the 2010 Alignment, TAMC led the development of a Marina-Salinas Multi-Modal Corridor Conceptual Plan, which identified a new alignment (shown in Exhibit 2) based on input from the Parties, stakeholders and the public.

G. On June 24, 2015, TAMC approved the Marina-Salinas Multi-Modal Corridor Plan and adopted Resolution 2015-15 (a copy of which is attached as Exhibit 3), determining that the Marina-Salinas Multi-Modal Corridor Plan is within the scope of the 2014 Monterey County Regional Transportation Plan which was previously analyzed by the Environmental Impact Report certified by the Association of Monterey Bay Area Governments and considered by TAMC in adopting its Resolution No. 2014-10.

**NOW, THEREFORE, IT IS MUTUALLY AGREED BETWEEN THE PARTIES
HERETO AS FOLLOWS:**

1. Termination of 2010 Memorandum of Agreement. The Parties hereby agree to terminate the 2010 Memorandum of Agreement, which shall hereafter be of no further force or effect.

2. Counterparts. This Agreement may be signed in any number of counterparts, each of which shall be deemed an original and all of which taken together shall constitute one and the same complete instrument. The signature page of each counterpart may be detached from such counterpart and attached to a single document which shall for all purposes be treated as an original. Faxed, photocopied or e-mailed signatures shall be deemed originals for all purposes. This Agreement shall be effective as to each Party when that Party has executed and delivered a counterpart hereof.

IN WITNESS WHEREOF, the Parties have executed this Agreement on the day and year set out opposite their respective signatures.

FORT ORD REUSE AUTHORITY

Date: _____

By: _____

Executive Officer
Michael A. Houlemard, Jr.

APPROVED AS TO FORM:

By: _____

CITY OF MARINA

Date: _____

By: _____

APPROVED AS TO FORM:

By: _____

THE SUCCESSOR AGENCY TO THE MARINA REDEVELOPMENT AGENCY

Date: _____

By: _____

APPROVED AS TO FORM:

By: _____

CALIFORNIA STATE UNIVERSITY MONTEREY BAY

Date: _____

By: _____

APPROVED AS TO FORM:

By: _____

UNIVERSITY OF CALIFORNIA SANTA CRUZ

Date: _____

By: _____

APPROVED AS TO FORM:

By: _____

GOLDEN GATE UNIVERSITY
a California nonprofit public benefit corporation

Date: _____

By: _____

APPROVED AS TO FORM:

By: _____

MONTEREY-SALINAS TRANSIT DISTRICT

Date: _____

By: _____

APPROVED AS TO FORM:

By: _____

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Date: _____

By: _____

APPROVED AS TO FORM:

By: _____

**SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY
OF THE COUNTY OF MONTEREY**

Date: _____

By: _____

APPROVED AS TO FORM:

By: _____

COUNTY OF MONTEREY

Date: _____

By: _____

APPROVED AS TO FORM:

By: _____

**MEMORANDUM OF AGREEMENT
AMONG AND BETWEEN
THE FORT ORD REUSE AUTHORITY, CITY OF MARINA, CITY OF SALINAS,
CALIFORNIA STATE UNIVERSITY MONTEREY BAY, UNIVERSITY OF
CALIFORNIA SANTA CRUZ, MONTEREY SALINAS TRANSIT DISTRICT,
TRANSPORTATION AGENCY FOR MONTEREY COUNTY, AND THE COUNTY OF
MONTEREY CONCERNING THE REALIGNMENT OF THE MULTI-MODAL
CORRIDOR TRANSIT ON THE FORMER FORT ORD**

THIS MEMORANDUM OF AGREEMENT (this “Agreement”) is made and signed on this ____ day of _____, 2016, by and among the FORT ORD REUSE AUTHORITY (“FORA”), the CITY OF MARINA (“MARINA”), the CITY OF SALINAS (“SALINAS”), CALIFORNIA STATE UNIVERSITY MONTEREY BAY (“CSUMB”), UNIVERSITY OF CALIFORNIA SANTA CRUZ (“UCSC”), MONTEREY SALINAS TRANSIT DISTRICT (“MST”), the TRANSPORTATION AGENCY FOR MONTEREY COUNTY (“TAMC”), and the COUNTY OF MONTEREY (“COUNTY”) (with FORA, MARINA, SALINAS, CSUMB, UCSC, MST, TAMC, and COUNTY each being from time to time hereinafter referred to as a “Party,” and together being from time to time collectively hereinafter referred to as the “Parties”).

RECITALS

A. In June 1997, the FORA Board of Directors adopted a Final Environmental Impact Report and a Fort Ord Base Reuse Plan (hereinafter referred to as the “BRP”). The BRP included the designation of a multi-modal transit corridor along the “Imjin Parkway/Blanco Road” corridor, as shown in Figures 4.2-2, 4.2-3 and 4.2-5 of the BRP Reuse Plan Element (hereinafter referred to as the “Transit Corridor”). The Transit Corridor is intended to serve as a major transportation route from Highway 1 to Salinas, through former Fort Ord lands.

B. The original alignment (hereinafter referred to as the “Original Alignment”) of the Transit Corridor extended from Highway 1 along 12th Street and Imjin Road to Reservation Road, along Reservation Road to Blanco Road, and then along Blanco Road to Salinas, as generally shown in Exhibit 1A.

C. Problems arose with the implementation of the Original Alignment, including potential impacts to wildlife habitat lands, and impacts to agricultural operations.

D. In 2010 the Parties identified and reviewed a proposed new alignment (the “2010 Alignment”) to the Transit Corridor, as shown in Exhibit 1B. The 2010 Alignment avoided certain impacts, but raised others. Additionally, some of the development that was anticipated in 2010 has since failed to occur.

E. Due to the desire of the Parties to reassess the 2010 Alignment, TAMC led the development of a Marina-Salinas Multi-Modal Corridor Conceptual Plan, which identified a new alignment (shown in Exhibit 2) based on input from the Parties, stakeholders and the public.

F. On June 24, 2015, TAMC approved the Marina-Salinas Multi-Modal Corridor Plan (the “Plan”) and adopted Resolution 2015-15 (a copy of which is attached as Exhibit 3), determining that the Plan is within the scope of the 2014 Monterey County Regional Transportation Plan which was previously analyzed by the Environmental Impact Report certified by the Association of Monterey Bay Area Governments and considered by TAMC in adopting its Resolution No. 2014-10.

NOW, THEREFORE, IT IS MUTUALLY AGREED BETWEEN THE PARTIES HERETO AS FOLLOWS:

1. Agreement to Cooperate. The Parties agree to cooperate with each other to consider and integrate applicable provisions of the Plan in accordance with law and to incorporate the concepts and provisions of the Plan into their respective planning and design documents.
2. Engineering and Design. Each Party shall be responsible for its own engineering or design costs resulting from the integration of the Plan into its planning and design documents.
3. Agreement to Grant Right of Way Reservations/Easements. To the extent that land on which the Transit Corridor described in the Plan will be located is held by FORA, the Parties agree to permit the imposition of necessary easements and/or reservations of rights of way consistent with the Plan over such property by FORA in any conveyance.
4. Agreement to Release Conflicting Prior Right of Way Reservations and Easements. To the extent that right of way reservations or easements were placed on property previously conveyed but on which the Transit Corridor described in the Plan is no longer intended to be located, the Parties agree to take such action as is necessary and appropriate to release any easements or right of way reservations over such land which are not consistent with the alignment of the Transit Corridor as described in the Plan.
5. Costs. If any Party elects to incur costs or expenses with respect to the subject matter of this Agreement, then such Party shall be solely responsible for paying for those costs or expenses.
6. Amendment by Written Recorded Instrument. This Agreement may be amended or modified in whole or in part, only by a written and recorded instrument executed by all of the Parties.
7. Release and Mutual Indemnification. Each Party hereto agrees to indemnify, defend and hold each other Party harmless from and against any loss, cost claim or damage directly related to such Party’s actions or inactions under this Agreement.
8. Governing Law. This Agreement shall be governed by and interpreted by and in accordance with the laws of the State of California.
9. Entire Agreement. This Agreement along with any exhibits and attachments hereto, constitutes the entire agreement between the Parties concerning the subject matter hereof.

10. Interpretation. This Agreement has been arrived at through negotiation and that no Party is to be deemed the Party which prepared this Agreement within the meaning of Civil Code Section 1654.

11. Counterparts. This Agreement may be signed in any number of counterparts, each of which shall be deemed an original and all of which taken together shall constitute one and the same complete instrument. The signature page of each counterpart may be detached from such counterpart and attached to a single document which shall for all purposes be treated as an original. Faxed, photocopied or e-mailed signatures shall be deemed originals for all purposes. This Agreement shall be effective as to each Party when that Party has executed and delivered a counterpart hereof.

IN WITNESS WHEREOF, the Parties have executed this Agreement on the day and year set out opposite their respective signatures.

FORT ORD REUSE AUTHORITY

Date: _____

By: _____

Executive Officer
Michael A. Houlemard, Jr.

APPROVED AS TO FORM:

By: _____

CITY OF MARINA

Date: _____

By: _____

APPROVED AS TO FORM:

By: _____

CITY OF SALINAS

Date: _____

By: _____

APPROVED AS TO FORM:

By: _____

CALIFORNIA STATE UNIVERSITY MONTEREY BAY

Date: _____

By: _____

APPROVED AS TO FORM:

By: _____

UNIVERSITY OF CALIFORNIA SANTA CRUZ

Date: _____

By: _____

APPROVED AS TO FORM:

By: _____

MONTEREY-SALINAS TRANSIT DISTRICT

Date: _____

By: _____

APPROVED AS TO FORM:

By: _____

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Date: _____

By: _____

APPROVED AS TO FORM:

By: _____

COUNTY OF MONTEREY

Date: _____

By: _____

APPROVED AS TO FORM:

By: _____



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: March 22, 2017
Subject: State Legislative Update

RECOMMENDED ACTION:

RECEIVE state legislative update and **ADOPT** positions on bills of interest to the Agency.

SUMMARY:

The bill list has been updated with new bills introduced in 2017. The Executive Committee discussed this list at its March 1, 2017 meeting and recommended Board adoption of positions on bills of interest to the Agency.

FINANCIAL IMPACT:

The lack of reliable and consistent transportation funding is a constant struggle for transportation agencies statewide.

DISCUSSION:

The main focus of transportation advocates in Sacramento is the \$6 billion/year transportation funding package (Senate Bill 1 and Assembly Bill 1) proposed by the legislative transportation committee chairs, Senator Beall and Assembly Member Frazier, and the Governor's draft budget that includes \$4.3 billion/year for transportation. The Governor has indicated an April deadline for negotiating a transportation funding package. **Attachment 1** is a memo outlining the specifics of these three proposals.

Assembly Member Frazier also introduced urgency legislation (AB 28) to permanently extend Caltrans authority as a federal environmental review (National Environmental Policy Act, NEPA) delegate, authority originally approved in 2006. The legislation has support in both houses and is being fast-tracked through the legislative process - the Assembly approved it on February 13, and it is poised to be approved by the Senate as of this writing.

The deadline for bill introduction was February 17, 2017. One bill was introduced for TAMC's legislative priorities by the bill introduction deadline:

- **AB 696 (Caballero): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (web attachment 1).**

The Prunedale Bypass right-of-way was acquired with state transportation funding back in the 1970's. 353 acres had been retained by Caltrans for potential habitat mitigation for future transportation projects; however, Caltrans has reviewed each of the 145 parcels and has determined that the Bypass land has limited habitat preservation value. As a result, the property will soon be on the state list for sale as excess property. Without any change to state law, the proceeds from the sale of this excess property, as with all other highway projects, will accrue to the state General Fund.

This bill would require the net proceeds from the sale of the excess properties from the Prunedale Bypass to be reserved in the State Highway Account for programming and allocation by the California Transportation Commission, with the concurrence of TAMC, to a highway project in the US 101 corridor. This funding would not offset any other funds that TAMC would receive in the State Transportation Improvement Program or from other state sources.

This legislation is modeled on similar bills signed into law for the disposal of excess property in the Highway 238 corridor in Alameda County and the I-710 corridor in Los Angeles County. The net result of this legislation is estimated between \$5-12 million.

Attachment 2 is the updated list of transportation legislation pending from last year, and introduced this year, as of March 3. New bills added to the list since the March 1 Executive Committee meeting are indicated with underline. **Web Attachment 2** is the Agency's adopted 2017 legislative program.

Chair Chavez and Agency staff participated in a series of meetings with Central Coast Coalition legislators and transportation legislative experts on March 8. During these meetings, the Coalition expressed support for increasing the State Transportation Improvement Program, general support for SB 1 and increasing funding for transportation overall, and concern about the definition of Disadvantaged Communities.

ATTACHMENTS:

- Self-Help Counties Coalition Funding Proposal Memo
- Draft bill list as of March 3, 2017

WEB ATTACHMENTS:

[1. AB 696 \(Caballero\)](#)

2. TAMC Adopted 2017 Legislative Program



*Alameda County
Transportation Commission*

*Contra Costa
Transportation Authority*

*Fresno County
Transportation Authority*

*Imperial County
Transportation Commission*

*Los Angeles County
Metropolitan Transportation
Authority*

*Madera County
Transportation Commission*

*Transportation Authority
Of Marin*

*Merced County Association
of Governments*

*Transportation Agency for
Monterey County*

*Napa Valley Transportation
Authority*

*Orange County
Transportation Authority*

*Riverside County
Transportation Commission*

*Sacramento
Transportation Authority*

*Santa Barbara County
Association of Governments*

*San Bernardino
County Transportation
Authority*

*Santa Clara Valley
Transportation Authority*

*Santa Cruz County Regional
Transportation Commission*

*San Diego
Association of Governments*

*San Francisco County
Transportation Authority*

*San Joaquin
Council of Governments*

*San Mateo County
Transportation Authority*

*Sonoma County
Transportation Authority*

*Stanislaus Council of
Governments*

*Tulare County
Association of Governments*

January 10, 2017

MEMO THE GOVERNOR'S & LEGISLATIVE FUNDING PROPOSALS

Governor's Proposal for Revenues to Support New Investment:

The Governor today introduced a 10-year-funding plan that would provide approximately \$43 billion (over 10 years) in new funding and redirected savings from efficiencies for transportation priorities. Specifically, the Governor's proposal includes annualized resources as follows:

- Road Improvement Charge—\$2.1 billion from a new \$65 fee on all vehicles, including hybrids and electrics.
- Stabilize Gasoline Excise Tax—\$1.1 billion by setting the gasoline excise tax at the 2013-14 rate of 21.5 cents and eliminating the current annual adjustments. The broader gasoline tax would then be adjusted annually for inflation to maintain purchasing power.
- Diesel Excise Tax—\$425 million from an 11-cent increase in the diesel excise tax. This tax would also be adjusted annually for inflation to maintain purchasing power.
- Cap and Trade—\$500 million in additional Cap and Trade proceeds.
- Caltrans Efficiencies — \$100 million in cost-saving reforms.
- \$706 million in loan repayments over the next three years. The funds will support additional investments in the Transit and Intercity Rail Capital Program, trade corridor improvements, and repairs to the state highway system.
- Active Transportation Program—\$1 billion Cap and Trade for Caltrans to expand the grant program for local projects that encourage active transportation such as bicycling and walking, with at least 50 percent of the funds directed to benefit disadvantaged communities.
- Local Streets and Roads/Local Partnership Funds—About \$11.4 billion in Shared Revenues to be allocated by the Controller to cities and counties for local road maintenance according to existing statutory formulas, and over \$2.2 billion in state-local partnership grants.
- Sustainable Transportation Grants — An increase of \$25 million annually for competitive planning grants to assist regions and local governments in achieving the sustainable transportation requirements in Chapter 728, Statutes of 2008 (SB 375), and other State objectives.

- Corridor Mobility Improvements — An increase of over \$2.7 billion for multi-modal investments on key congested commute corridors that demonstrate best practices for quality public transit and managed highway lanes such as priced express lanes or high-occupancy vehicle lanes. Included is also \$25 million annually to expand the freeway service patrol program.
- Transit and Intercity Rail Capital Program—An increase of over \$4.2 billion (including \$4 billion in additional Cap and Trade as well as \$256 million from loan repayments) for transit capital investments that provide greenhouse gas reductions, with at least 50 percent of the funds directed to benefit disadvantaged communities.
- Highway Repairs and Maintenance — An increase of almost \$18 billion (including \$1 billion from Caltrans efficiency savings) for Caltrans to fund repairs and maintenance on the state highway system.
- State Transportation Improvement Program (STIP) — An augmentation and stabilization to the STIP, which should not only allow the California Transportation Commission to restore funding for \$750 million worth of projects cut from the program in 2016, but also program approximately \$800 million in new projects in the 2018 STIP.
- Trade Corridor Improvements — An increase of over \$2.8 billion (including \$2.5 billion in new revenues and \$323 million from loan repayments) for Caltrans to fund projects along the state’s major trade corridors, providing ongoing funding for a program originally established with \$2 billion in one-time Proposition 1B bond funding.

LEGISLATIVE PROPOSALS SB 1 and AB 1

\$6 Billion Transportation Funding Proposals Introduced, by Senator Beall and Assembly Member Frazier introduced similar transportation funding proposals on December 5, 2016, under SB 1 and AB 1, respectively.

Upon full implementation, AB 1 and SB 1 would generate approximately \$6 billion annually

Additional Revenues (Approximate)

- \$1.8 billion from a 12 cent increase to the gasoline excise tax, adjusted every 3 years for inflation. The revenue generated from this particular increase would help restore the gas tax’ lost purchasing power due to inflation. The funds attributable to the 12 cent increase would be transferred to the newly created Road Maintenance and Rehabilitation Account (RMRA) for distribution.
- ✓ **Key Difference: SB 1 (Beall) phases in the 12 cent increase over 3 years, while AB 1 (Frazier) does not include a phase in period.**
- \$1.1 billion from ending the Board of Equalization (BOE) “true up” and resetting the rate to the historical average of 17.3 cents per gallon, adjusted every 3 years for inflation. This provision would “reset” the priced based excise tax on gasoline to its original rate of 17.3 cents. Funds would be distributed using current formulas.
- \$1.3 billion from a \$38 increase to the Vehicle Registration Fee, adjusted every 3 years for inflation. After the California Department of Motor Vehicles deducts their administrative costs from imposing and collecting the fee, the funds from the increase would be deposited into the RMRA for distribution.

- \$500 million from restoration of half the truck weight fees to transportation projects. Restoration of truck weight fee revenue would be phased-in over a five-year period and half would no longer be allowed to be transferred out of the state highway account (SHA) after the 2020-21 fiscal years. The funds would remain in the SHA, which would prevent HUTA funds from the variable gas tax from having to offset the SHA weight fee transfer.
- ✓ **Key Difference: SB 1 phases in a percentage of the truck weight fees back to transportation projects, while AB 1 phases in specific weight fee amounts every year. SB 1 caps the weight fee transfer at 50% in FY 2020-21, while AB caps the weight fee transfer at \$500,000,000 in FY 2020-21.**
- \$600 million from a 20 cent per gallon increase to the diesel excise tax, adjusted every 3 years for inflation. The funds attributable to the 20 cent increase to the diesel excise tax would be transferred to the Trade Corridors Improvement Fund (TCIF). Federal FAST Act funds for freight would also be deposited into the TCIF.
- \$300 million from unallocated cap and trade funds. This continuous appropriation of cap and trade funds would essentially double the amount going towards the Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP).
- \$263 million from 3.5 Percent Increase to the diesel sales tax. The funds generated through the additional 3.5 percent increase to the diesel sales tax would deposit \$263 million into the State Transportation Account for transit and intercity rail purposes.
- ✓ **Key Difference: SB 1 would impose an additional 0.5 percent to this sales tax which would generate a \$40 million set aside for intercity rail and commuter rail.**
- \$60 million from miscellaneous transportation revenues. The bills delete the transfer of miscellaneous revenues to the Transportation Debt Service Fund and instead redirect the funds to the RMRA.
- \$20 million from Vehicle Registration Fee on zero emission vehicles, starting in the 2nd year of ownership, adjusted every 3 years for inflation. Per the authors, this provision will help make up for the fact that owners of zero emission vehicles do not pay any gas tax to maintain the roads they drive on. Revenues would be deposited into the RMRA for distribution.
- ✓ **Key Difference: SB 1 imposes a \$100 Vehicle Registration Fee on zero emission vehicles generating, while AB 1 (Frazier) imposes a \$165 Vehicle Registration Fee**

The revenues generated from these proposals, would provide the following allocations:

From the \$3.2 billion in the RMRA:

- State Highway System - \$1.45 billion annually for maintenance and rehabilitation of the state highway system.
- Local Streets and Roads – \$1.45 billion annually for maintenance and rehabilitation of local streets and roads.
- **Self-help counties – \$200 million for existing and aspiring self-help counties.**
- Active Transportation Programs – \$80 million annually for Active Transportation and up to an additional \$70 million through Caltrans efficiencies.
- Advanced Mitigation – \$120 million one-time funds for implementation of the Advanced Mitigation program over the first four years.
- California State University – \$2 million for transportation research and workforce training.
- ✓ **Key Difference: University of California – \$3 million under AB 1 (Frazier) for the Institutes for Transportation Studies.**

From restoration/returned revenue from the HUTA

- State Transportation Improvement Program - \$770 million annually for capital projects and improvements on the state's highway system.
- State Highway Operation and Protection Program – \$210 million annually for maintenance and rehabilitation of the state highway system.
- Local Streets and Roads - \$770 million annually for local streets and roads.

From Cap and Trade revenues and diesel tax increase

- Transit and Intercity Rail – \$563 million annually for transit and intercity rail capital projects and operations, \$40 million additionally set aside for intercity and commuter rail under SB 1 (Beall).

From the TCIF

- Freight, trade corridors, and goods movement – \$600 million annually for freight, trade corridors, and goods movement.

From loan Repayments

- \$706 million one-time funds for transportation loan repayment.

Proposed Reforms

- Establishes local reporting requirements. Cities and counties would be required to send the CTC a list of projects they propose to fund with Road Maintenance and Rehabilitation Account (RMRA) funds, specifying the location, description, proposed schedule, and estimated useful life for each project each fiscal year.
- Makes permanent the National Environmental Protection Act (NEPA) delegation authority. Permanently extends the authority for Caltrans to participate in the federal NEPA delegation pilot program, which allows projects involving federal funds to be delivered faster.
- Promotes employment and training opportunities through pre-apprenticeship. Requires state and local agencies to create programs that promote employment in advanced construction through pre-apprenticeship as a condition of receiving RMRA funds.
- Incorporates “complete streets” design concept into the Highway Design Manual. Requires Caltrans to incorporate the “complete streets” design concept into the Highway Design Manual.
- Restores independence to the California Transportation Commission (CTC). The bills move the CTC out from under the California State Transportation Agency, establishing it as its own entity within state government to help it fulfill its oversight role.
- Creates the Office of Transportation Inspector General as an independent entity and office within state government. Its role will be to ensure that all other state agencies that receive state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The Inspector General would be appointed by the Governor to a six-year term and would have the authority to conduct audits and investigations involving state transportation funds with all affected state agencies.
- Permanently extends and expands the limited CEQA exemption for transportation repair, maintenance, and minor alteration projects to existing roadways. The bills delete the January 1, 2020 sunset of the existing law and expand the exemption to cities and counties with populations greater than 100,000 and apply the exemption to state roadways.

- Creates an Advanced Mitigation program for transportation projects. The bills authorize the Natural Resources Agency to prepare, approve, and implement advance mitigation plans for one or more planned transportation projects. An advanced mitigation plan is defined as a regional or statewide plan that estimates the potential future mitigation requirements for one or more transportation projects and identifies mitigation projects, sites, or credits that would fulfill some or all of those requirements. The Agency would be authorized to administer the program, establish mitigation banks, secure areas for the purpose of providing mitigation, and allow transportation agencies to use mitigation credits to fulfill mitigation requirements. The program's intention is to supplant existing CEQA requirements, not substitute for them.

TAMC Bill List
March 3, 2017

Assembly bills

AB 1 (Frazier) Transportation funding

Introduced: 12/5/2016

Status: 1/19/2017-Referred to Committees on Transportation and Natural Resources

Summary: Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Would require the CTC to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. Would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.

Priority: 1S

Position: SUPPORT

Action Taken: Letter sent 12/16/16

AB 17 (Holden) Transit Pass Program: free or reduced-fare transit passes

Introduced: 12/5/2016

Status: 1/19/2017-Referred to Committee on Transportation

Summary: Would create the Transit Pass Program to be administered by Caltrans. Would require the Controller to allocate moneys made available for the program, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students.

Priority: 15S

Position: Watch

AB 28 (Frazier) Department of Transportation: environmental review process: federal pilot program

Introduced: 12/5/2016

Status: 3/1/2017-Referred to Committee on Appropriations

Summary: Current federal law requires the U.S. Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law, until January 1, 2017, provided that California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program. This bill would reinstate the operation of the latter provision.

Priority: 6S/2F

Position: SUPPORT

Action Taken: Letter sent 12/16/16

AB 65 (Patterson) Transportation bond debt service

Introduced: 12/13/2016

Status: 1/19/2017-Referred to Committee on Transportation

Summary: Current law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for

high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.

Priority: 1S

Position: Watch

AB 351 (Melendez) Transportation funding

Introduced: 2/8/2017

Status: 2/21/2017-Referred to Committee on Transportation

Summary: This bill would retain the weight fee revenues in the State Highway Account and would delete the requirement to transfer these revenues to the Transportation Debt Service Fund, thereby providing for these revenues to be used for any transportation purpose authorized by statute, upon appropriation by the Legislature.

Priority: 1S

Position: SUPPORT

AB 496 (Fong) Transportation funding

Introduced: 2/13/2017

Status: 2/27/2017-Referred to Committees on Transportation and Natural Resources

Summary: Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. Would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues.

Priority: 1S

Position: Watch

AB 577 (Caballero) Disadvantaged communities

Introduced: 2/14/2017

Status: 2/27/2017-Referred to Committees on Environmental Safety & Toxic Materials and Local Government

Summary: Existing law defines a disadvantaged community as a community with an annual median household income that is less than 80% of the statewide annual median household income for various purposes, that include, but are not limited to, the Water Quality, Supply, and Infrastructure Improvement Act of 2014, eligibility for certain entities to apply for funds from the State Water Pollution Cleanup and Abatement Account, and authorization for a community revitalization and investment authority to carry out a community revitalization plan. This bill would instead define a disadvantaged community as a community with an annual per capita income that is less than 80% of the statewide annual per capita income.

Priority: 9S

Position: Watch

AB 696 (Caballero) Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties

Introduced: 2/15/2017

Status: 3/2/2017- Referred to the Transportation Committee, which may hear it on March 20

Summary: Would require the net proceeds from the sale of any excess properties originally acquired for a replacement alignment for State Highway Route 101 in the County of Monterey, known as the former Prunedale Bypass, to be reserved in the State Highway Account for programming and allocation by the CTC, with the concurrence of TAMC, for other state highway projects in the State Highway Route 101 corridor in that county. Would exempt these funds from the distribution formulas otherwise applicable to transportation capital improvement funds.

Priority: 3S

Position: SUPPORT (SPONSOR)

AB 778 (Caballero) Insurance: community development investments

Introduced: 2/15/2017

Status: 2/16/2017-From printer. May be heard in committee March 18.

Summary: Would define a community development investment as certain projects, developments, or activities that, among other things, benefit low- to moderate-income individuals or families. Would include investments in reservation-based communities and investments in rural areas in community development investments. Would define community development infrastructure as all California debt where all or a portion of the debt has as its primary purpose community development for, or that directly benefits, low- to moderate-income communities.

Priority: 9S

Position: Watch

AB 863 (Cervantes) Affordable Housing and Sustainable Communities Program

Introduced: 2/16/2017

Status: 2/17/2017-From printer. May be heard in committee March 19.

Summary: Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 20% for the Affordable Housing and Sustainable Communities Program administered by the Strategic Growth Council. This bill would require the Strategic Growth Council, in selecting projects for funding under the program, to seek methods for inclusion of local entrepreneurs in the implementation of the projects and workforce training and certification of workers hired to work on the projects.

Priority: 9S

Position: Watch

AB 1063 (Fong) Transportation funds

Introduced: 2/16/2017

Status: 2/17/2017-From printer. May be heard in committee March 19.

Summary: Current law requires funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to a specified sequence of priorities. Current law requires Caltrans to provide certain information to the Legislature to substantiate Caltrans' proposed capital outlay support budget. Spot bill.

Priority: 1S

Position: Watch

AB 1113 (Bloom) State Transit Assistance program

Introduced: 2/17/2017

Status: 2/19/2017-From printer. May be heard in committee March 21.

Summary: Would revise and recast the provisions governing the State Transit Assistance (STA) program. Would provide that only STA-eligible operators are eligible to receive an allocation from the portion of program funds based on transit operator revenues. Would provide for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator.

Priority: 2S

Position: Watch

AB 1218 (Oberholte) California Environmental Quality Act: exemption: bicycle transportation plans

Introduced: 2/17/2017

Status: 2/19/2017-From printer. May be heard in committee March 21.

Summary: CEQA, until January 1, 2018, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. CEQA, until January 1, 2018, also exempts from its requirements projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan under certain conditions. This bill would extend indefinitely those 2 exemptions.

Priority: 6S

Position: SUPPORT

AB 1223 (Caballero) Construction contract payments: Internet Web site posting

Introduced: 2/17/2017

Status: 2/19/2017-From printer. May be heard in committee March 21.

Summary: Current law imposes specified requirements on state and local agencies regarding payment of construction contracts. This bill would require, within 10 days of making a construction contract payment, a state or local agency to post to its Internet Web site the names of each construction contractor paid and the date and amount of the payment.

Priority: N/A

Position: Concern

AB 1233 (Cunningham) Transportation Inspector General

Introduced: 2/17/2017

Status: 2/19/2017-From printer. May be heard in committee March 21.

Summary: Would create the Office of the Transportation Inspector General, as an independent office, to ensure that Caltrans and the High-Speed Rail Authority are operating efficiently, effectively, and in compliance with federal and state laws.

Priority: N/A

Position: Watch

AB 1282 (Mullin) Transportation: task force: permit processing

Introduced: 2/17/2017

Status: 2/19/2017-From printer. May be heard in committee March 21.

Summary: Would establish a transportation permitting task force consisting of representatives from Caltrans, the CTC, state environmental permitting agencies, and other transportation planning entities to develop a process for early engagement for all parties in the development of transportation projects.

Priority: 6S

Position: Watch

AB 1363 (Baker) Transportation revenues

Introduced: 2/17/2017

Status: 2/19/2017-From printer. May be heard in committee March 21.

Summary: Current law requires certain revenues in the State Highway Account to be transferred to the Transportation Debt Service Fund, and requires the Controller to transfer from the fund to the General Fund to offset the current year debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would, on July 1, 2018, delete the transfer of these revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service Proposition 116 of 1990.

Priority: 1S

Position: Watch

AB 1421 (Dababneh) Intercity rail services: noise and vibration

Introduced: 2/17/2017

Status: 2/19/2017-From printer. May be heard in committee March 21.

Summary: Current law authorizes Caltrans to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. This bill would require the department to conduct a study to determine the noise and vibration levels, associated with the operation of state-funded intercity rail passenger services, that impact residential areas or schools along railroad lines where the department contracts for those services.

Priority: N/A

Position: OPPOSE

AB 1441 (Committee on Environmental Safety and Toxic Materials) Hazardous waste: transportation: electronic manifests

Introduced: 2/17/2017

Status: 2/19/2017-From printer. May be heard in committee March 21.

Summary: Current law, which is part of the hazardous waste control law, imposes various manifest requirements for transporting hazardous waste. This bill would authorize specified manifest requirements for transporting hazardous waste, including requirements to give, provide, send, forward, or return to another person a copy of a manifest, to sign a manifest or manifest certification by hand, or to keep or retain a copy of a manifest, to be satisfied through the use of the United States Environmental Protection Agency electronic manifest (e-Manifest) system, once it comes online.

Priority: 12S

Position: Watch

AB 1519 (Cervantes) State highways

Introduced: 2/17/2017

Status: 2/19/2017-From printer. May be heard in committee March 21.

Summary: Current law establishes Caltrans and the CTC and provides that the department has full possession and control of all state highways. Spot bill.

Priority: TBD

Position: Watch

AB 1523 (Obernalte) Transportation funds

Introduced: 2/17/2017

Status: 2/19/2017-From printer. May be heard in committee March 21.

Summary: Current law requires Caltrans and the CTC to develop estimates of available state and federal funds in the state transportation improvement program. Spot bill.

Priority: 1S

Position: Watch

AB 1630 (Bloom) California Transportation Plan: wildlife movement

Introduced: 2/17/2017

Status: 2/19/2017-From printer. May be heard in committee March 21.

Summary: Current law provides for Caltrans to prepare the California Transportation Plan as a long-range planning document. The plan is required to consider various subject areas for the movement of people and freight, including environmental protection. This bill would add wildlife movement across transportation infrastructure to the areas that the plan is required to consider.

Priority: 10S

Position: Watch

AB 1640 (Garcia, Eduardo) Transportation funding: low-income communities

Introduced: 2/17/2017

Status: 2/19/2017-From printer. May be heard in committee March 21.

Summary: Would require, beginning January 1, 2020, each regional transportation improvement program to allocate a minimum of 25% of available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in certain identified communities or to riders of transit service that connects low-income residents to critical amenities and services.

Priority: 9S

Position: Watch

AB 1652 (Kalra) Public transportation

Introduced: 2/17/2017

Status: 2/19/2017-From printer. May be heard in committee March 21.

Summary: Current law provides various sources of funding for transportation purposes, including public transportation. Spot bill.

Priority: 2S

Position: Watch

Senate Bills

SB 1 (Beall) Transportation funding

Introduced: 12/5/2016

Last Amended: 1/26/2017

Status: 3/1/2017-Set for Committee on Governance & Finance hearing March 8.

Summary: Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Would require the CTC to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program.

Priority: 1S

Position: SUPPORT

Action Taken: Letter Sent 12/16/16

SB 2 (Atkins) Building Homes and Jobs Act

Introduced: 12/5/2016

Status: 3/1/2017 – passed Committee on Transportation & Housing and referred to Committee on Governance & Finance

Summary: Would enact the Building Homes and Jobs Act. Would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. Would impose a fee of \$75 to be paid at the time of the recording of every real estate instrument, per each transaction per single parcel of real property, not to exceed \$225.

Priority: 5S

Position: Watch

SB 3 (Beall) Affordable Housing Bond Act of 2018

Introduced: 12/5/2016

Status: 3/1/2017 – passed Committee on Transportation & Housing and referred to Committee on Governance & Finance

Summary: Would enact the Affordable Housing Bond Act of 2018, which would authorize the issuance of bonds in the amount of \$3 billion to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs.

Priority: 5S

Position: Watch

SB 4 (Mendoza) Goods Movement: allocation of federal funds: Goods Movement and Clean Trucks Bond Act

Introduced: 12/5/2016

Status: 1/12/2017-Referred to Committees on Transportation & Housing and Governance & Finance

Summary: Would, subject to voter approval at the June 5, 2018, statewide primary election, enact the Goods Movement and Clean Trucks Bond Act to authorize \$600 million of state general obligation bonds as follows: \$200 million to the CTC for the Trade Corridors Improvement Fund; \$200 million to the State Air Resources Board for the Goods Movement Emission Reduction Program; and \$200 million to the State Air Resources Board for the use of zero- and near-zero emission trucks in areas of the state that are severe or extreme nonattainment areas for ozone and particulate matter.

Priority: 1S

Position: SUPPORT

SB 5 (De León) California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018

Introduced: 12/5/2016

Status: 3/1/2017-Set for Committee on Natural Resources and Water hearing March 1

Summary: Would enact the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018, which, if approved by the voters, would authorize the issuance of bonds in an amount of \$3 billion to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program.

Priority: 5S

Position: Watch

SB 158 (Monning) Commercial driver's license: education

Introduced: 1/19/2017

Status: 2/2/2017 - Referred to Committee on Transportation & Housing

Summary: This bill would require the DMV, no later than February 7, 2020, to adopt regulations related to entry-level driver training requirements for drivers of commercial motor vehicles including specified minimum hours of behind-the-wheel training and in compliance with the requirements of specified federal regulations. The bill would also require, for issuance of an original commercial driver's license, upon adoption of these regulations, a person to provide proof of successful completion of a course of instruction from a commercial motor vehicle driver training institution, or a program offered by an employer, that is listed on the Training Provider Registry of the Federal Motor Carrier Safety Administration.

Priority: N/A

Position: SUPPORT

SB 224 (Jackson) California Environmental Quality Act: baseline conditions

Introduced: 2/2/2017

Status: 2/16/2017-Referred to Com. on Environmental Quality

Summary: Would prohibit a CEQA lead agency, in determining the baseline physical conditions by which a lead agency determines whether a project has a significant effect on the environment, from considering the effects of unpermitted and/or illegal activities on the environment.

Priority: 6S

Position: Watch

SB 389 (Roth) State highways

Introduced: 2/14/2017

Status: 2/23/2017-Referred to Committee on Rules

Summary: Current law establishes Caltrans and the CTC and provides that the department has full possession and control of all state highways. Spot bill.

Priority: TBD

Position: Watch

SB 423 (Cannella) Indemnity

Introduced: 2/15/2017

Status: 2/23/2017-Referred to Committee on Rules

Summary: Current law provides, with respect to contracts with a public agency for design professional services, that all provisions, clauses, covenants, and agreements contained in, collateral to, or affecting these contracts or amendments to contracts that purport to require the design professional to defend the public agency under an indemnity agreement, including the duty and the cost to defend,

are unenforceable, except for claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the design professional. Spot bill.

Priority: N/A

Position: Watch

SB 594 (Beall) Highway Users Tax Account

Introduced: 2/17/2017

Status: 2/21/2017-From printer. May be acted upon on or after March 23.

Summary: Current law authorizes the Controller to use the funds in the Highway Users Tax Account in the Transportation Tax Fund for cashflow loans to the General Fund. Spot bill.

Priority: 1S

Position: Watch

SB 711 (Hill) Infrastructure finance: Local-State Sustainable Investment Incentive Program

Introduced: 2/17/2017

Status: 2/21/2017-From printer. May be acted upon on or after March 23.

Summary: The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the Infrastructure and Economic Development Bank. The bank is authorized to issue bonds, approve the issuance of certain bonds, invest moneys, and make loans. This bill would establish the Local-State Sustainable Investment Incentive Program, to be administered by the Strategic Growth Council.

Priority: 1S

Position: Watch

SB 732 (Stern) Transportation funding

Introduced: 2/17/2017

Status: 2/21/2017-From printer. May be acted upon on or after March 23.

Summary: Would require the Department of Finance (DOF), on or before March 1, 2018, to compute the amount of outstanding loans made from specified transportation funds. Would require the DOF to prepare a loan repayment schedule and would require the outstanding loans to be repaid pursuant to that schedule. Would require the repaid funds to be transferred, pursuant to a specified formula, to cities and counties and to Caltrans for maintenance of the state highway system and for purposes of the state highway operation and protection program.

Priority: 1S

Position: Watch

SB 760 (Wiener) Transportation funding: active transportation: complete streets

Introduced: 2/17/2017

Status: 2/21/2017-From printer. May be acted upon on or after March 23.

Summary: Would establish a Division of Active Transportation within Caltrans and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting Caltrans' active transportation program goals and objectives. Would require the CTC to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.

Priority: 1S

Position: Watch

SB 768 (Allen) Transportation funds

Introduced: 2/17/2017

Status: 2/21/2017-From printer. May be acted upon on or after March 23.

Summary: Current law requires Caltrans and the CTC to develop estimates of available state and federal funds for the State Transportation Improvement Program. Spot bill.

Priority: 1S

Position: Watch

SB 771 (De León) California Environmental Quality Act: continuing education: public employees

Introduced: 2/17/2017

Status: 2/21/2017-From printer. May be acted upon on or after March 23.

Summary: Would establish a continuing education requirement for employees of public agencies who have responsibility for overseeing compliance with CEQA.

Priority: 6S

Position: Watch

SCA 6 (Wiener) Local transportation measures: special taxes: voter approval

Introduced: 2/13/2017

Status: 2/23/2017-Referred to Committees on Governance & Finance, Transportation & Housing, and Rules

Summary: Would require that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes be submitted to the electorate and approved by 55% of the voters voting on the proposition.

Priority: N/A

Position: SUPPORT



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: March 22, 2017
Subject: State Legislative Analyst Request for Proposals

RECOMMENDED ACTION:

AUTHORIZE staff to issue a Request for Proposals for state legislative assistance, not to exceed \$30,000 per year as noted in the fiscal year 2017/18 Agency budget, for two years and the option for a one-year renewal.

SUMMARY:

The Agency has employed the services of a state legislative analyst/advocate since 1999 to assist with requesting state funds for transportation projects in Monterey County and seeking other state actions. The current contract expires on June 30, 2017. Staff requests authorization to release a Request for Proposals for state legislative assistance starting in 2017/18 for two years and the option for a one-year renewal, for a total contract cost of \$60,000-\$90,000.

FINANCIAL IMPACT:

The Agency budget contains an allowance of \$30,000 in local funds for services of state legislative assistance in fiscal year 2017/18. Staff proposes to set up a contract for two years and the option for a one-year renewal for a total cost of \$60,000-\$90,000. Utilizing state legislative assistance may result in the protection or allocation of several millions of dollars in additional transportation funds being devoted to transportation projects in the region. Funding for this type of assistance will come from local revenue sources and not any state or federal funds.

DISCUSSION:

TAMC's state legislative analyst/advocate provides key assistance in pursuing the Agency's legislative program. Aside from funding efforts, for which staff is primarily responsible, key issues on the 2017 legislative program that would require this assistance include:

- **2S.** Encourage the state to increase investments in passenger rail and bus transit projects and seek funding for Monterey County projects.
- **3S.** 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.
- **4S.** 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.
- **9S.** 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.
- **10S.** 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.

The anticipated timeline for this RFP is as follows:

March 22, 2017	Release RFP
April 6, 2017	Questions Due
April 13, 2017	Revised RFP released (if necessary)
April 27, 2017	Proposals Due
April 27-May 8, 2017	Sub-committee Review and Ranking of Submittals
May 8-17, 2017	Interviews, if necessary
May 18, 2017	Recommendation to the Executive Director
May 25, 2017	Executive Director Recommendation to the Executive Committee
June 7, 2017	Executive Committee Recommendation to TAMC Board
June 28, 2017	TAMC Board Approval of Consultants

Attached are the draft RFP and Scope of Services.

ATTACHMENTS:

- State Legislative Analyst RFP
- State Legislative Analyst Scope of Services



REQUEST FOR PROPOSALS

*THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
INVITES CONSULTANTS TO SUBMIT THEIR PROPOSALS FOR THE:*

STATE LEGISLATIVE ANALYST/ ADVOCATE

You are invited to submit your proposal for the services to complete the above project. Proposals are due in the office of the Executive Director of the Transportation Agency for Monterey County, 55 B Plaza Circle, Salinas, CA 93901-2901 by **12:00 noon on PST on Thursday, April 27, 2017.**

Copies of the RFP and the detailed information regarding the submission of the proposal are available at the TAMC offices and may be obtained upon request. This RFP is available at the TAMC website (www.tamcmonterey.org) in Adobe Acrobat (PDF) format. You may call Christina Watson, Principal Transportation Planner, at (831) 775-0903 to obtain a copy and for further information.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

DATE: March 22, 2017
TO: Interested Consultants
FROM: Debra L. Hale, Executive Director
SUBJECT: State Legislative Analyst/ Advocate Services

INVITATION

You are invited to submit a Proposal for the referenced services together with a Fee Schedule that includes an estimate of costs per task to complete the project. Please include your estimate of other direct costs charged to this project. Please submit three (3) paper copies and one (1) digital copy of your Proposal.

Your Proposal is due in the office of the Transportation Agency for Monterey County (TAMC), **55 B Plaza Circle, Salinas, CA, 93901**, by **12:00 noon on Thursday, April 27, 2017**. Proposals received after the date and time specified above will not be considered.

Proposals shall be considered firm offers to enter into a contract, as described in this RFP for a period of ninety (90) days from the time of submittal.

Proposals and inquiries relating to this Request for Proposals shall be submitted to:

Christina Watson, Principal Transportation Planner
Transportation Agency for Monterey County
55 B Plaza Circle, Salinas, CA 93901-2901
831-775-0903 ~ christina@tamcmonterey.org

Email inquiries relating to this Request for Proposals should include “State Legislative Analyst/ Advocate Services” in the subject header.

BACKGROUND

The Transportation Agency for Monterey County (TAMC) is the designated Regional Transportation Planning Agency (RTPA) for Monterey County. TAMC represents thirteen jurisdictions, including the cities of Carmel-By-The-Sea, Del Rey Oaks, Gonzales, Greenfield, King City, Marina, Monterey, Pacific Grove, Salinas, Sand City, Seaside, Soledad and the County of Monterey. In addition, TAMC has five ex-officio member agencies, including the Association of Monterey Bay Area Governments (AMBAG), the Monterey Peninsula Airport District (MPAD), Monterey-Salinas Transit (MST), the Monterey Bay Unified Air Pollution Control District (MBUAPCD), and Caltrans District 5.

TAMC is a state-designated public agency with regional transportation planning responsibilities that cross city-county boundaries. TAMC is committed to planning, funding and delivering transportation projects for the region. The Agency is also committed to providing information to the public about its projects, plans and activities, ensuring public participation and fostering public understanding of its functions.

TAMC's Board of Directors includes twenty-three members who consist of local officials from each of its twelve incorporated cities and five county supervisorial districts, and ex-officio members from six public agencies.

The mission of TAMC is to proactively fund and plan a transportation system that enhances mobility, safety, access, environmental quality and economic activities by investing in regional transportation projects for Monterey County residents, businesses and visitors.

PROJECT DESCRIPTION

TAMC invites the submission of proposals by qualified Professional Firms for State Legislative Analyst/ Advocate Services that covers the three consecutive fiscal years for FYs 2017/18, 2018/19, and 2019/20.

TAMC is looking for proposals from qualified consultants to provide financial advisory services in accordance with the proposed Scope of Work (Attachment A). This work will consist of providing key assistance in securing state transportation funding and pursuing other issues, pursuant to the adopted legislative program. It is anticipated that the term of any Agreement with TAMC will be for a two-year period, with an option for TAMC to extend the Agreement for an additional year.

A final Scope of Work will be made a part of the professional services Agreement between TAMC and the consultant. A copy of the template lump sum Agreement anticipated to be used by TAMC is included in Attachment B. A single document will be prepared between the Consultant and TAMC consistent with the provisions of these attachments. Submission of a response to this RFP is an indication by the Responder that the terms contained in the sample Agreement are acceptable, unless there is a specific identification of any term requested to be changed, along with proposed language and a justification therefore.

It is important that the consultant have the capability to work closely with TAMC staff. The consultant or consultant team must be prepared to undertake whatever liaison and meetings are required to satisfy this requirement.

SELECTION PROCESS

TAMC will establish a committee to review the proposals. This review may be followed by an interview between a review committee and the firm(s) that responds best to the RFP. Based on the recommendations of the review committee, Transportation Agency staff will issue a “Tentative Award” notice to all responders, indicating staff’s intent to negotiate with the specific firm considered to be the most qualified consultant or consultant team. Staff will then attempt to negotiate a final Scope of Work and a Fee Schedule for the project with that firm. The final Scope of Work will include a full description of each task, a description of deliverable products, and a schedule of the due dates for the deliverable products and other important milestones. Upon successful completion of negotiations the consultants or consultant teams will be recommended to the TAMC Board for final selection and contract approval.

Should the most qualified consultant or consultant team and TAMC fail to successfully negotiate a final scope of work and a mutually agreed upon Fee Schedule for these consulting services, then TAMC reserves the right to enter negotiations with the next most qualified candidate for performance of the work.

Further, the Agency may, or may not, also negotiate contract terms with selected proposers prior to award, and expressly reserves the right to negotiate with several proposers simultaneously and, thereafter, to award a contract to the proposer offering the most favorable terms to the Agency. Proposals submitted, therefore, should contain the proposers’ most favorable terms and conditions, because the selection and award may be made without further discussion with any proposer. The Agency reserves the right to accept or reject any and all submitted proposals, to waive minor irregularities, and to request additional information or revisions to offers, and to negotiate with any or all proposers at any stage of the evaluation.

Factors to be considered in selecting the consultant(s) are indicated below:

- 1) *Responsiveness*: Demonstrates a history of providing timely responses to requests for information in a manner appropriate to the urgency of the request. (20 points)
- 2) *Proactiveness*: Suggests bills and transportation-related developments or proposals to watch, hearings to attend, and/or grants to pursue. Shows ability to draft and promote Agency-sponsored bills and suggest a bill author. (20 points)
- 3) *Positive Relationships*: Gets positive feedback/references from elected representatives, administration representatives, and California Transportation Commissioners. For example, receives positive comments from legislators, and shows success in setting up meetings in a timely manner and, as applicable, engaging with sponsors and author(s) of potential Agency bills. (20 points)

- 4) *Quality of Work*: Produces written work of a high quality and with sufficient detail that would not require Legislative and/or Agency staff to rewrite or redo. (20 points)
- 5) *Project Understanding*: Exhibits an understanding of the Agency's priority projects and ability to promote those priority projects. Exhibits a depth of knowledge of transportation funding and policy issues. (20 points)

The evaluation committee will review and rank the Proposals and may conduct interviews, if necessary. The evaluation committee will forward its recommended rankings to the TAMC Executive Director, who will make a recommendation to the Executive Committee, who will make a recommendation to the TAMC Board of Directors. The TAMC Board of Directors will finalize the rankings and select a consultant. The TAMC Board will select the consultant based upon demonstrated competence and professional qualifications.

QUESTION & ANSWERS, REQUESTS FOR CLARIFICATION OR EXCEPTIONS, ADDENDA

This Request for Proposals and any addenda will be posted on TAMC's website (www.tamcmonterey.org). Questions and answers regarding the request for proposals will also be posted on the website. All potential bidders are responsible for checking the website for any addenda to the bid documents. To receive email notifications of addendums to this Request for Proposals, prospective proposers must submit an email request to the Project Manager.

Any requests for clarification or exceptions to requirements in this Request for Proposals must be received by the Agency no later than **12 noon, Pacific Standard Time, on Thursday, April 6, 2017**, to guarantee response or consideration. Responses to questions concerning this Request for Proposals posed before this deadline will be posted on the Agency's website (www.tamcmonterey.org).

SUBMITTAL REQUIREMENTS/ PROPOSAL FORMAT

All interested firms are required to submit ***three (3) double-sided hard copies AND one (1) digital copy*** of their Proposal to perform the requested consulting services. The Proposal must include the names and qualifications of all personnel to be employed on the project. The Proposal should provide a short description of the firm's experience with projects that relate to this Scope of Work. A list of relevant past clients should be included.

A. Project Team

The Proposal shall clearly identify a Project Manager and include the names and qualifications of all personnel of the proposed team to be assigned to the contract and a chart representing the proposed organizational structure of the team. The Proposal shall demonstrate that the key personnel have the time available to work on the project. The Proposal shall include the estimated number of hours individual personnel will dedicate to the project.

B. Demonstrated Knowledge

The Proposal shall include the assigned project team's demonstrated knowledge of, expertise and experience with providing similar services and completing similar types of contracts.

C. Work Plan

The Proposal shall include the consultant's proposed approach to the development and implementation of the scope of work, broken out by tasks which demonstrate the consultant's knowledge and understanding of the project and the constraints and challenges associated with performing the tasks outlined in the scope of work.

D. Cost Proposal

The Proposal must include a cost proposal. The annual not-to-exceed amount is Thirty Thousand Dollars (\$30,000). The anticipated contract will be for a two-year period with an optional one-year extension. The contract will be paid in lump sum progress payments at the end of the month based on the receipt of a progress report citing work done that month. The Proposal must contain an overall cost for the project as well as cost by task. An estimate of hours by task is also required.

E. Proposed Schedule of Work and Deadlines

The Proposal must include availability of the Project Team to conduct work within the anticipated timeframes.

F. References

The Proposal shall include at least three (3) recent references from past clients for similar types of work. Include contact person, e-mail address and phone number.

All Proposals shall be submitted to the office of Christina Watson, Principal Transportation Planner, Transportation Agency for Monterey County, 55 B Plaza Circle, Salinas, CA 93901-2901 ***no later than 12:00 noon on Thursday, April 27, 2017.***

Late submittals will not be accepted.

PROPOSED SCHEDULE

Date/ Timeframe	Task
March 22, 2017	Release RFP
April 6, 2017	Questions Due
April 13, 2017	Revised RFP released (if necessary)
April 27, 2017	Proposals Due
April 27-May 8, 2017	Sub-committee Review and Ranking of Submittals
May 8-17, 2017	Interviews, if necessary
May 18, 2017	Recommendation to the Executive Director
May 25, 2017	Executive Director Recommendation to the Executive Committee
June 7, 2017	Executive Committee Recommendation to TAMC Board
June 28, 2017	TAMC Board Approval of Consultants

MISCELLANEOUS**A. Modification or Withdrawal of Submittals**

Any Proposals received prior to the date and time specified above for receipt may be withdrawn or modified by written request of the proposer. To be considered, however, the modified Proposal must be received by the time and date specified above.

B. Property Rights

Any Proposals received within the prescribed deadline become the property of TAMC and all rights to the contents therein become those of TAMC.

C. Confidentiality

Before award of the contract, all Proposals will be designated confidential to the extent permitted by the California Public Records Act. After award of the contract (or if not awarded, after rejection of all Proposal), all responses will be regarded as public records and will be subjected to review by the public. Any language purporting to render all or portions of the Proposal confidential will be regarded as non-effective and will be disregarded.

D. Amendments to Request for Proposals

TAMC reserves the right to amend the Request for Proposals by addendum before the final Proposal submittal date.

E. Non-Commitment of TAMC

This Request for Proposals does not commit TAMC to award a contract, to pay any costs incurred in the preparation of a Proposal for this request, or to procure or contract for services.

All products used or developed in the execution of any contract resulting from this Request for Proposals will remain in the public domain at the completion of the contract.

F. Conflict of Interest

The prospective consultant shall disclose any potential financial, business or other relationship with TAMC that may have an impact upon the outcome of this contract or TAMC construction project. The prospective consultant shall also list current clients who may have a financial interest in the outcome of this contract or TAMC projects that will follow. In particular, the prospective consultant shall disclose any financial interest or relationship with any construction company that might submit a bid on TAMC projects.

G. Nondiscrimination

The prospective consultant must certify compliance with nondiscrimination requirements of TAMC pertaining to the development, implementation and maintenance of a nondiscrimination program. The prospective consultant's signature affixed to and dated on the cover letters shall constitute a certification under penalty of perjury under the laws of the State of California that the proposer has, unless exempted, complied with the nondiscrimination program requirements of Government Code Section 12990 and Title 2, California Code of Regulations, Section 8103.

H. Final Selection and Protests

The RFP process is considered concluded when a letter is sent to all participating consultants indicating which consultant will be recommended for Board approval. The firm recommended is not a final selection and no contract is certain until approved by TAMC Board of Directors.

Protestants shall submit a detailed written statement of protest to:

Transportation Agency for Monterey County
55-B Plaza Circle
Salinas, CA 93901

no later than five (5) business days after receipt of the Tentative Award notice described above.

QUESTIONS

For questions regarding this RFP, please contact Christina Watson, Principal Transportation Planner, at 831-775-4406 or by e-mail at christina@tamcmonterey.org, no later than April 6.

Attachments:

- A. Scope of Work
- B. Sample TAMC Standard Lump Sum Agreement for Professional Services
- C. Certification of Consultant
- D. Sample of Cost Proposal

Attachment A

DESCRIPTION OF SERVICES REQUESTED FOR

STATE LEGISLATIVE ANALYST/ ADVOCATE

TAMC seeks a state legislative analyst/ advocate to provide professional services in the areas of legislative and regulatory advocacy and governmental affairs, including securing state transportation funding, pursuing and/or testifying on legislation, and intergovernmental coordination. This work includes presentations at TAMC Board meetings and Executive Committee meetings, as requested, and assistance in setting up meetings with state legislators and transportation experts in Sacramento or in Monterey County, as appropriate. The work also includes the development of and regular updating of a state legislative bill list and assistance in coordinating an annual legislative program, in coordination with local partner agencies.

Issues on the 2017 legislative program that could require this assistance include:

- 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 to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region.
- 4S.** 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.
- 5S.** Support legislation that promotes transit-oriented development, complete streets, alternative commutes, and active transportation projects.
- 6S.** Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.
- 7S.** 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.

- 8S.** 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.
- 9S.** 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.
- 10S.** 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.
- 11S.** Support funding proposals to enable cities and counties to 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 efforts to remove the Transportation Development Act’s Unmet Transit Needs hearing requirement if 100% of the TDA funds are already allocated to transit.
- 14S.** Support continued advance, lump-sum payments of state funds.
- 15S.** 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.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Michael Zeller, Principal Transportation Planner
Meeting Date: March 22, 2017
Subject: **Financial Adviser RFP**

RECOMMENDED ACTION:

AUTHORIZE staff to release a request for proposals for Financial Advisory Services related to Measure X, pending approval by Agency Counsel.

SUMMARY:

With the passage of Measure X, the Agency requires the services of a certified financial adviser to review and provide guidance on issues including, but not limited to, goal setting, bonding strategies, investments, and cash flow projections.

FINANCIAL IMPACT:

The annual not-to-exceed amount for this agreement is \$30,000, for a total not-to-exceed amount of \$90,000 for the proposed three-year term of the agreement. This amount would be funded from the one-percent administrative set-aside from Measure X revenues.

DISCUSSION:

Transportation Agency staff is seeking to retain the services of an on-call financial advisor to assist the Agency with setting financial goals and policies for the implementation of Measure X, maintaining overall program cash flow, and, if determined necessary, issuing bonds to expedite the delivery of measure projects.

A financial advisor would serve as the Transportation Agency's agent for optimizing the Measure X financing strategy and are bound by a fiduciary duty to provide advice in the best interests of their clients, whereas other market participants are not. In short, a financial advisor will both help protect the Transportation Agency's interests and also assist in identifying ways to potentially reduce costs and save money in an overall financing program.

Retaining the services of a financial advisor would provide the following benefits to the

Transportation Agency:

1. Develop a Strategic Plan and Conform to the Plan's Goals and Objectives
2. Assistance with Meeting Securities Law and IRS Requirements
3. Knowledge and Expertise Regarding the Complexities of the Municipal Bond Market
4. Manage the Bond Offering Process
5. Secure the Highest Credit Rating and Lowest Cost of Funds

For this proposed scope of work, the selected financial advisor would provide on-call services including updating strategic plans, developing cash flow models, evaluating various financing scenarios under differing sales tax revenue assumptions, considering other local, state and federal funding sources, assisting with developing debt policies and practices, debt capacity studies, debt monitoring programs, credit rating strategies, investor outreach programs and managing underwriter relations.

If the Agency were to elect to move forward with a bonding strategy, the role of the advisor would be to coordinate the competitive sale of bonds, including advising the agency on market timing, marketing strategy, and issue structure, secure the best possible credit rating for our bond sales, and coordinate a bond sale team of a bond counsel, trustee, verification agent and financial printer.

Aside from assisting the agency on bond sales, the advisor could also develop for board consideration a Measure X investment policy. Measure funds are invested in the County Treasury and the Agency receives the interest rate that is paid by the treasury. The financial advisor could explore options for Board consideration for maximizing the Agency's rate of return within the Treasury or investing funds in some other highly secured fashion, as allowed by state law.

ATTACHMENTS:

- Measure X Financial Advisory Services Draft Scope of Work

ATTACHMENT A

SCOPE OF WORK

I. INTRODUCTION

The Transportation Agency for Monterey County (TAMC) is the designated Regional Transportation Planning Agency (RTPA) for Monterey County. TAMC represents thirteen jurisdictions, including the cities of Carmel-By-The-Sea, Del Rey Oaks, Gonzales, Greenfield, King City, Marina, Monterey, Pacific Grove, Salinas, Sand City, Seaside, Soledad and the County of Monterey. In addition, TAMC has five ex-officio member agencies, including the Association of Monterey Bay Area Governments (AMBAG), the Monterey Peninsula Airport District (MPAD), Monterey-Salinas Transit (MST), the Monterey Bay Unified Air Pollution Control District (MBUAPCD), and Caltrans District 5.

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

II. PURPOSE OF THE RFP

The Transportation Agency for Monterey County invites the submission of proposals by qualified Professional Financial Advisory Firms for Financial Services that covers the remainder of fiscal year 2016/17, and the three consecutive fiscal years for FYs 2017/18, 2018/19, and 2019/20.

III. SCOPE OF WORK

The Transportation Agency for Monterey County is seeking the services of a firm or team of firms experienced in the financial operations of transportation-related public entities, to provide independent financial advice and serve solely the interest of the Transportation Agency for an initial period of three years. These on-call financial advisor services may include analysis, consultation and support for all financial, investment and other related matters affecting TAMC, including the issuance of sales tax revenue notes, bonds or other appropriate financing instruments. The scope includes providing assistance to TAMC in preparing Strategic Plans and plan updates, management of sales tax and other revenue, and delivery of a financing plan for projects listed in the TAMC Measure X Expenditure Plan.

Specifically, the proposed scope of services includes the following:

Goal Setting

- Assist TAMC with the development of financial goals and objectives for the implementation of Measure X.

Strategic Plan

- Prepare a timetable setting forth the actions necessary to accomplish the financing objectives of TAMC;
- Review financial alternatives and scenarios available to TAMC and make recommendations on specific strategies to meet the Strategic Plan's financial and policy principles, goals and protocols including size and timing of recommended debt issuance and appropriate debt issuance instrument;
- Evaluate and assist in refining the Strategic Plan's financial and cash flow principles, goals and protocols; assist in the identification of financing alternatives and recommend adjustments where appropriate; and
- Assist in the development of the financial plan and cash flow for the next Strategic Plan update;

Debt Financing

- Prepare and structure debt issuance, including determination of size, development of financing schedule, recommendations with regard to competitive or negotiable sale and negotiation with underwriter, development of marketing plan, preparation and review of documents, oversight of note/bond sale, final deal summary of documentation, and other matters which may assist in obtaining the lowest practical interest cost and the widest competition for purchase of bonds;
- Coordinate and assist in the selection process for other members of the bond financing team, including Bond Counsel, Trustee, Financial Printer and Verification Agent, and any other team members as appropriate;
- Manage the other members of the bond financing team throughout the bond process;
- Manage the competitive or negotiated sale process. Arrange for advertising and pre-marketing of the issue. Represent TAMC at the bid opening for a public sale and analyze the bids, identify the most favorable bid, and make a recommendation as to award of the bid. After the bid is awarded, prepare an actual debt service table based on accepted coupon rates. In the event of a negotiated offering, assist TAMC in negotiating appropriate terms, reviewing spreads, comparing deals, analyzing market levels, and clarifying syndicate roles with the selected underwriter;
- Analyze the costs and benefits of different structuring and pricing options. This includes, but is not limited to, fixed-rate versus variable-rate bonds, insured versus uninsured bonds, callable versus non-callable bonds, par versus discounted bonds, and use of alternative financing structures;
- Evaluate the projected cash flow from any revenue sources that may constitute security for any obligation incurred;

- Assist in preparation and implementation of strategy and presentations to rating agencies, and credit enhancers to obtain the necessary bond ratings;
- Evaluate tax-exempt bond proceed reimbursement procedures to ensure optimal yields;
- Provide advice as to the effect of federal and state legislation on the TAMC's program;
- Provide advice and expertise in the area of liability management (e.g., interest rate swaps) and ongoing developments in the bond industry that may affect TAMC;
- Monitor TAMC commercial paper and bond issues and advise on refunding opportunities; and
- Provide any and all other support needed to evaluate and secure long-term financing including but not limited to:
 - Assisting with the application for any Internal Revenue Service or Securities and Exchange Commission rulings related to the issuance of the debt;
 - Consulting with rating agencies, bond issuance providers and/or any other agencies or institutions involved with the issuance of debt;
 - Consulting with the TAMC's bond counsel, general counsel or other special counsel;
 - Reviewing all legal and financing documents as prepared by Bond Counsel, TAMC staff and any other relevant parties;
 - Assisting Bond Counsel with the mechanics of the closing;
 - Assisting TAMC with development of a long-term financial and debt capacity model based upon TAMC's long-term capital and operating requirements, the revenues available to meet those requirements and debt service schedule;
 - Developing a long-term debt strategy;
 - Preparing and distributing the preliminary official statement and official statement and any other disclosure documents and materials required to facilitate the bond sale;
 - Preparing a Closing Analysis of the completed transaction;
 - Preparing pre-sale and post-sale market analysis;
 - Making presentation(s) to the Board and its committees and to TAMC management to facilitate an understanding of public sector financing and its implications to governing boards, as required; and
 - Providing other ongoing services as needed.

Other Services

Assist in other financial studies, tasks and services as may be deemed desirable by TAMC, including:

- Assist in capital planning
- Develop expertise of TAMC personnel and Board Members
- Refine Measure X cash flow model and develop or refine plan of financing
- Analyze alternative financing structures and make recommendations
- Provide transaction services as needed
- Provide knowledge of markets and expertise on available resources
- Provide written and oral report for TAMC staff and Board Members
- Dissemination Agency and Continuing Disclosure Consulting Services
- Other related services as determined necessary



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Virginia Murillo, Transportation Planner
Meeting Date: March 22, 2017
Subject: **Monterey County Traffic Counts Program Agreement**

RECOMMENDED ACTION:

Monterey County Traffic Counts Program Agreement:

1. **AUTHORIZE** the Executive Director to execute contract with Quality Traffic Data, LLC in an amount not to exceed \$81,120 to conduct traffic counts in locations throughout Monterey County as part of the regional traffic counts program for the period ending December 31, 2019;
2. **APPROVE** the use of \$81,120 for the term of the agreement in funds budgeted for this purpose; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the contract if such changes do not increase the Agency's net cost, pending approval by Agency counsel; and
4. **AUTHORIZE** the Executive Director to enter into a reimbursement agreement with the City of Monterey, and other TAMC member jurisdictions as requested by those jurisdictions, for the cost of additional counts requested.

SUMMARY:

The Agency conducted a competitive bidding process to select a qualified consultant to conduct traffic counts in locations throughout Monterey County. A review committee has recommended Quality Traffic Data LLC for the contract.

FINANCIAL IMPACT:

The not-to-exceed amount for the three-year contract is \$81,120, which is included in the Agency's approved budget for this purpose.

DISCUSSION:

The Transportation Agency's current agreement for traffic counts services with Quality Traffic Data expired December 31, 2016. On December 7, 2016 the Transportation Agency Board of Directors authorized staff to release a Request for Proposals for the Regional

Traffic Counts program, for a not-to-exceed amount of \$75,000.

On December 8, 2016, staff sent the solicitation to relevant firms listed in the Agency's consultant database and noticed it in the Monterey County Weekly. Agency staff received five submittals by the required due date and time of January 12, 2017. The review committee comprised of Agency staff and staff from the City of Monterey reviewed the submittals from the following firms:

- Blyncsy, Inc.
- NDS All Traffic Data
- Traffic Data Service
- Quality Counts
- Quality Traffic Counts

The review committee chose Quality Traffic Counts based on their qualifications and experience. Their quoted cost was the lowest of all the bidding firms. Staff also checked references and found that Quality Traffic Counts provides good work and are responsive to the needs of their clients. Overall, the references were positive. Their quoted cost, while more than the not-to-exceed amount, was less than the other competitors and is within eight percent of the not-to-exceed amount.

The proposed agreement for services with Quality Traffic Data would be for a three-year time period, terminating on December 31, 2019. The proposed scope of work covers traffic counts for 168 locations to be conducted in March or April and in August or September (**attachment 1**). Staff is coordinating the traffic counts program with the County of Monterey and the City of Salinas, since both agencies also have traffic counts program. Other optional tasks in the proposed scope of work cover additional count types, such as bike and pedestrian counts and bluetooth vehicle counts. Another optional task included in this scope of work allows TAMC member agencies to request counts of varying types and reimburse TAMC for requested counts. The City of Monterey will be the first city to conduct additional counts under this contract, and will reimburse TAMC (**attachment 2**). The proposed action would also permit the Executive Director to amend the agreement as necessary to account for any adjustments to the "not-to-exceed" amount of the agreement made necessary by such reimbursements.

ATTACHMENTS:

- ▢ Scope of Work and Budget
- ▢ City of Monterey Traffic Counts Request

EXHIBIT A

Scope of Work

Breakdown of Regional Traffic Counts Program

QUANTITY	TYPE	FREQUENCY
168	Vehicle Counts	Bi-annually

The Consultant can propose whatever blend of count technology will be most efficient and cost-effective in collecting vehicle and bicycle and/or pedestrian counts.

Tasks to be performed by the Consultant:

- Bi-directional traffic volume counts of two-day duration (Tuesday, Wednesday, and/or Thursday), recorded at 15-minute intervals, midnight to midnight, at locations provided by TAMC, with all counts taken according to the frequency above as directed by staff.
- Bicycle and pedestrian counts of a one-day duration (Tuesday, Wednesday, or Thursday), recorded at 15-minute intervals, midnight to midnight, at locations provided by TAMC.
- Collection of latitude and longitude data at each count location.
- The Consultant is expected to notify the designated officials at the local jurisdictions or the Department of Transportation prior to any counts being taken on their facilities. The consultant is expected to arrange for encroachment permits for any counts on a state highway or within local jurisdictions requiring permits. The terms of the permits are to be complied with in full, and the original permit must be with the consultant while work is being performed.

Method of reporting monitoring results to staff:

- Data to be transferred to TAMC in a Microsoft Excel-compatible format:
 - One spreadsheet for each location, with counts compiled in hourly figures; and
 - A summary spreadsheet listing all locations with the following information: roadway segment, AM and PM peak hour count, total daily count, and coordinates.
- Data to be provided to staff no later than one month after the end of each count cycle. Any deviations in the TAMC traffic monitoring schedule must receive prior approval from staff.
- Results should be consistent and accurate, subject to staff verification. Any situations that might result in invalid counts, such as detours and construction activities, should be immediately reported to TAMC for the purpose of rescheduling the monitoring tasks. TAMC will decide if circumstances warrant alteration of the existing traffic monitoring schedule.

Standards of Performance:

The Consultant shall use all required safety equipment, and shall perform all tasks following industry-standard safety procedures. Vehicle counts will include at least two full twenty-four-hour counts from Tuesday through Thursday, within the month specified by the schedule (unless staff has given prior approval for changes). These monitoring events should not include any state or federal holidays, and, if the quality of any monitoring event is degraded, in the sole judgment of TAMC, it shall be the responsibility of the contractor to repeat the volume count until the results are acceptable.

Optional Tasks:

The Consultant may be asked to conduct the following optional tasks per Project Manager request:

- Additional counts of varying types (i.e. volume, classification, turning movement, Bluetooth, speed, video, ramp, etc.) on an as-needed basis, as directed by TAMC staff.
- Additional counts of varying types as requested by other TAMC member entities, as directed by TAMC staff. These counts will be invoiced separately from TAMC's traffic counts, but shall be conducted at the same rates as set forth herein.

EXHIBIT B

Budget

Overall Project Budget:

The overall project budget for this three-year traffic counts project is \$81,120.

	Counts	Unit Price	Total Cost
2017 Annual Counts			\$27,040
48-hour vehicle counts	256	\$65	\$16,640
48-hour vehicle counts: double tubes	80	\$130	\$10,400
2018 Annual Counts			\$27,040
48-hour vehicle counts	256	\$65	\$16,640
48-hour vehicle counts: double tubes	80	\$130	\$10,400
2019 Annual Counts			\$27,040
48-hour vehicle counts	256	\$65	\$16,640
48-hour vehicle counts: double tubes	80	\$130	\$10,400
			<u>\$81,120</u>

A “Unit Price” is the price of a single location for the period of time specified. A “deliverable” for the purposes of invoicing is the delivery of data for a particular traffic count designated by the TAMC Regional Traffic Counts project manager. It is acknowledged herein that that TAMC project manager will designate all traffic counts under this Agreement, including any Optional Tasks. Annual counts will take place in the off-peak season (either March or April) and in the peak season (either August or September).

Optional Tasks:

Any additional counts shall only occur as directed by the TAMC Regional Traffic Counts project manager in writing. Additional services to be provided by the Consultant include:

Type	Unit Cost
48 hour vehicle counts	\$65
48 hour vehicle counts: double tubes	\$130
24 hour bike and pedestrian counts	\$235
24 hour volume vehicle counts	\$75
24 hour classification vehicle counts	\$75
Turning movement vehicle counts with bike and pedestrian counts in 2 hours in the AM and 2 hours in the PM	\$250

12 hour Bluetooth vehicle counts	\$950
24 hour speed traffic vehicle counts	\$75
Video per hour	\$60
24 hour ramp with volume, class and speed	\$250
Meeting face to face per hour + per hour direct cost	\$150

March 7, 2017

Debra L. Hale
Executive Director
55-B Plaza Circle
Salinas, CA 93901

RE: Cost Reimbursement for Additional 31 Traffic Count Locations Requested by the City of Monterey in 2017

Dear Ms. Hale:

The City appreciates the opportunity to coordinate with the Transportation Agency for Monterey County's traffic counts program. City of Monterey staff assisted in the review of submitted proposals, selection and recommendation of a qualified consultant for TAMC's traffic counts program. Thank you for allowing us to use TAMC's traffic counts consultant to conduct additional counts.

We request that TAMC's traffic counts consultant conduct an additional 31 traffic counts locations for the City of Monterey. We further request that these traffic counts occur two times and be completed no later than December 31, 2017. The traffic count locations are attached. The City's traffic counts will be conducted twice this year, once in the off-peak season in March or April and once in the peak season in August or September. City staff members will work with TAMC staff to provide final instructions to the Consultant.

The City of Monterey agrees to reimburse TAMC for the cost of such traffic counts, which will be conducted by the TAMC's traffic counts consultant in 2017. We understand the cost of these counts is \$65 per traffic count unit and \$130 per traffic count at high traffic volume areas requiring the deployment of two units. Based upon the locations identified below, the estimated total cost of these counts is \$5,720, assuming that 13 locations are high volume locations that will require the deployment of two units and the remaining 18 locations will require just one traffic count unit. The City of Monterey will pay TAMC within thirty (30) business days upon receipt of invoice from TAMC indicating charges related to this request.

If you have any questions, please contact Andrea Renny of my staff at: (831) 646-3705 or renny@monterey.org

Sincerely,

Michael McCarthy
City Manager

City of Monterey 31 Additional Traffic Count Locations

1. **Lighthouse** from: David to Irving
2. **Lighthouse** from: Hoffman to McClellan
3. **Lighthouse** from: Dickman to Reeside
4. **Prescott** from Devisadero to Jessie
5. **Foam** from Irving to David
6. **Cannery Row** from Prescott to David
7. **Wave** from Irving to David
8. **Hawthorne** from McClellan to Drake
9. **Pacific** from: Del Monte to Franklin
10. **Pacific** from: San Bernabe to Via Esperanza
11. **Mar Vista** from: Linda Vista to Monte Vista
12. **Mar Vista** from: Toyon to Via Gayuba
13. **Jefferson** from Pierce to Pacific
14. **Washington** from Franklin to Del Monte
15. **Calle Principal** from Franklin to Del Monte
16. **Alvarado** from Franklin to Del Monte
17. **Tyler** from Franklin to Del Monte
18. **Del Monte** from: Tyler to Alvarado
19. **Del Monte** from: Casa Verde to Palo Verde
20. **Skyline Forest** from: Skyline Forest Drive to Forest Knoll Drive
21. **Skyline Forest** from: Wyndemere to Forest Ridge Road
22. **Mark Thomas** from Aguajito to Sloat
23. **Garden Rd** from Henderson to Olmstead
24. **Madison** from Dutra to Pacific
25. **Casa Verde** from Montecito to N. Fremont
26. **Airport** from Fremont to Bruce Lane
27. **Ramona** from Fremont to Bruce Lane
28. **POM Gate**: Taylor
29. **POM Gate**: Bolio,
30. **POM Gate**: Franklin,
31. **POM Gate**: High



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Michael Zeller, Principal Transportation Planner
Meeting Date: March 22, 2017
Subject: 2017 TAMC Master State and Federal Funding Agreements

RECOMMENDED ACTION:

APPROVE the 2017 Transportation Agency Master State and Federal Funding Agreement for release to local agencies.

SUMMARY:

The Transportation Agency Master Funding Agreement memorializes conditions and requirements for local agencies to use state funds passed through by the Transportation Agency for Monterey County. Each agency receiving Regional Surface Transportation Program, Regional Development Impact Fee, Local Transportation Funds, and Transportation Development Act 2% funds will be required to enter into a master agreement.

FINANCIAL IMPACT:

Over next three fiscal years, the Regional Surface Transportation Program funding is estimated at \$4.4 million per year, the Transportation Development Act 2% bicycle and pedestrian project funding is estimated at \$250,000 annually, and the Local Transportation Fund is estimated at \$15.5 million per year.

DISCUSSION:

The Transportation Agency's Master Funding Agreement is designed to comply with a State requirement that the Transportation Agency for Monterey County enter into contracts with its member agencies for the reimbursement of Regional Surface Transportation Program funds. The Master Funding Agreement details state requirements for several funding sources (Regional Surface Transportation Program, Transportation Development Act 2%, and Local Transportation Fund) and other fiscal provisions required to comply with state and federal regulations. The agreement also covers any Regional Development Impact Fees that are programmed to projects managed by local jurisdictions, requiring them to follow the same provisions as the other fund sources.

These Master Agreements anticipate that specific projects and amounts may vary for any member agency over time and that the parties will only need to approve revised “Exhibit A” documents, rather than the entire Master Agreement. Each Exhibit A will identify the project for which funds are allocated, as well as the timing and amount of such funds for each identified project, in order to ensure compliance with requirements. Exhibit A’s will be updated each time new funds are allocated or existing allocations are modified.

While the majority of the provisions in the Master Funding Agreement reflect the language of the agreement that the Transportation Agency signs with the State to receive Regional Surface Transportation Program funds, Agency staff has also included project completion requirements in this agreement. As part of the Master Funding Agreement, the funding recipient agrees to provide to the Transportation Agency a short report summarizing total project costs and milestones, including before and after photos of the project, for each funded project within sixty days of completion. In addition, the Master Funding Agreement will need to be updated with each agency every three years. Each individual project will have a three year timely use of fund date, timed to the day the award was approved by the Transportation Agency Board of Directors. All projects awarded to a jurisdiction with funds programmed by the Transportation Agency will be included in the Master Agreement, including past awards and fair share allocations. Once a Master Agreement has been executed, then jurisdictions may submit a claim reimbursement form for funds.

ATTACHMENTS:

- 2017 Master Funding Agreement

**AGREEMENT BETWEEN THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY
AND THE CITY OF XXXX
FOR THE ALLOCATION OF FUNDING APPROVED BY
THE TRANSPORTATION AGENCY BOARD OF DIRECTORS**

This agreement is made on _____ by and between the City of XXXX, a public body, hereinafter referred to as “Recipient,” and the Transportation Agency for Monterey County, hereinafter referred to as “TAMC.”

WHEREAS, the TAMC is the state-designated Regional Transportation Planning Agency for Monterey County; and

WHEREAS, as authorized by section 182.6(g) of the Streets and Highways Code, the TAMC has entered into a separate agreement with the State of California, through the Department of Transportation (Caltrans), to assign a defined portion of its annual Regional Surface Transportation Program (RSTP) apportionment to Caltrans in exchange for state funds for specified fiscal year(s); and

WHEREAS, the TAMC is authorized to use these exchanged funds (hereinafter RSTP Exchange Funds) to assist local agencies to promote projects which otherwise qualify for RSTP funds; and

WHEREAS, as authorized by Chapter 2, Title 21, Rule 6640 of the Transportation Development Act, one of the duties of the TAMC is to administer the provisions of the Transportation Development Act in apportioning Local Transportation Funds (LTF) for the Transportation Development Act 2% (TDA 2%) program for bicycle and pedestrian projects pursuant to Article 3 of that law, and to the Cities, County, and Monterey-Salinas Transit;

WHEREAS, as authorized by the Joint Powers Agreement for the Monterey County Regional Development Impact Fee Agency, the TAMC is designated to administer and allocate regional development impact fee revenues (RDIF) to projects identified in the approved Strategic Expenditure Plan; and

WHEREAS, the TAMC Board has approved the allocation of funds toward the projects listed in Exhibit A; and

WHEREAS, it is contemplated by TAMC and the Recipient that the amount of funding and the projects designated in Exhibit A may change from time to time as set forth below; and

WHEREAS, the TAMC has requested the Monterey County Auditor-Controller to establish a separate fund for the Federal Apportionment Exchange Program and such a separate fund has been established.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, THE PARTIES HERETO AGREE AS FOLLOWS:

1. RULES FOR RSTP EXCHANGE FUNDS

- A. The TAMC agrees to allocate RSTP Exchange Funds paid by Caltrans under the Federal Apportionment Exchange Program only for projects as authorized under sections 133(b) and 133 (c) of Title 23, United States Code and Article XIX of the California State Constitution.
- B. The Recipient agrees to use RSTP Exchange Funds only for the RSTP Exchange eligible project(s) described in Exhibit A, as approved by the TAMC Board of Directors, for the amounts awarded for each project.

2. RULES FOR LTF

- A. The TAMC agrees to allocate LTF funds under the Transportation Development Act only for projects as authorized under the Transportation Development Act Section 99230.
- B. The Recipient agrees to use LTF funds only for LTF eligible project(s) described in Exhibit A, as approved by the TAMC Board of Directors, for the amounts awarded for each project.

3. RULES FOR TDA 2%

- A. The TAMC agrees to allocate TDA 2% funds under the Transportation Development Act only for projects as authorized under the Transportation Development Act Section 99234 Claims for Pedestrian and Bicycle Facilities.
- B. The Recipient agrees to use TDA 2% funds only for TDA 2% eligible project(s) described in Exhibit A, as approved by the TAMC Board of Directors, for the amounts awarded for each project.

4. RULES FOR RDIF

- A. The TAMC agrees to allocate RDIF funds under the Joint Powers Agreement only for projects as authorized by the TAMC Board of Directors in the approved Strategic Expenditure Plan.
- B. The Recipient agrees to use RDIF funds only for RDIF eligible project(s) described in Exhibit A, as approved by the TAMC Board of Directors, for the amounts awarded for each project.

5. ADMINISTRATIVE POLICIES

- A. The projects described in Exhibit A, and the amounts allocated therefore, may be amended from time to time without changing the rest of this Master Agreement, by means of approval by the TAMC Board of Directors of a revised Exhibit A, which shall be designated by a date and number (e.g., “Exhibit A-1 (DATE)”).
- B. The Recipient agrees to submit an annual report to TAMC by April 30 describing the progress towards completion for all projects listed in Exhibit A.
- C. The Recipient agrees to mention TAMC’s role in funding the project in any press releases or media events held by the Recipient to promote a funded project.
- D. The TAMC agrees to reimburse the Recipient within 30 days of receipt of a completed claim form (Exhibit B) from the Recipient.
- E. The Recipient agrees to cause the completion of the project(s) within three years from the date funds were awarded by the TAMC Board of Directors, as recorded in Exhibit A. Failure to complete the project(s) in a timely basis shall allow TAMC to refuse reimbursement and to reprogram such funds for other purposes.

6. COST PRINCIPLES

- A. Recipient agrees to comply with Office of Management and Budget Circular A-87, Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirements.
- B. Recipient agrees to:
 - (a) use Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., to determine the allowability of individual project cost items; and
 - (b) comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Costs Principles and Audit Requirements.

Every sub-recipient receiving funds as a contractor or sub-contractor under this AGREEMENT shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Costs Principles and Audit Requirements.

7. THIRD PARTY CONTRACTING

- A. Recipient shall not award a construction contract over \$10,000 or other contracts over \$25,000 on the basis of a noncompetitive negotiation for work to be performed using Funds without the prior written approval of Caltrans. This provision shall not apply to professional service contracts of the type which are required to be procured in accordance with Government Code Sections 4525 (d), (e), and (f).
- B. Recipient agrees that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as project costs only after those costs are incurred and paid for by the subcontractors and only if consistent with Paragraph 10, below.
- C. In addition to the above, the pre-award requirements of third party contractor/ consultants with Recipient shall be consistent with Local Program Procedures as published by Caltrans.

8. ACCOUNTING SYSTEM

Recipient, its contractors and subcontractors, shall establish and maintain an accounting system and records that properly accumulate and segregate expenditures by line item. The accounting system of Recipient, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment claims.

9. RIGHT TO AUDIT

For the purpose of determining compliance with Public Contract Code 10115, et seq. and Title 21, California Code of Regulations, Chapter 21, Section 2500 et seq., when applicable and other matters connected with the performance of the Agreement pursuant to Government Code 8546.7, Recipient shall maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of the Agreement, including but not limited to, the costs of administering the Agreement. All parties shall make such materials available at their respective offices at all reasonable times during the Agreement period and for three years from the date of final payment under the Agreement. The state, State Auditor, TAMC, FHWA, or any duly authorized representative of the Federal Government shall have access to any books, records, and documents of Consultant and its certified public accountants (CPA) work papers that are pertinent to the Agreement and indirect cost rates (ICR) for audit, examinations, excerpts, and transactions, and copies thereof shall be furnished if requested. Subcontracts in excess of \$25,000 shall contain this provision.

10. TRAVEL AND SUBSISTENCE

Payments to Recipient for travel and subsistence expenses of Recipient forces and/or its contractors or subcontractors, claimed for reimbursement or applied as local match credit, shall not exceed rates authorized to be paid exempt non-represented State employees

under current State Department of Personnel Administration (DPA) rules. If the rates invoiced are in excess of those authorized DPA rates, then Recipient is responsible for the cost difference and any overpayments shall be reimbursed to the TAMC on demand.

11. **PROJECT COMPLETION**

Recipient agrees to provide to the TAMC a short report summarizing total project costs and milestones, including before and after photos of the project, for each project within sixty (60) days of completion.

12. **GOVERNING LAWS.** This Agreement shall be construed and enforced according to the laws of the State of California, and the parties hereby agree that the County of Monterey shall be the proper venue for any dispute arising hereunder.

13. **CONFLICT OF INTEREST.** Recipient warrants that it presently has no interest and shall not acquire any interest during the term of this Agreement, which would directly or indirectly conflict in any manner or to any degree with its full and complete performance of all services under this Agreement.

14. **CONSTRUCTION OF AGREEMENT.** The parties agree that each party has fully participated in the review and revision of this Agreement and that any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not apply in the interpretation of this Agreement or any exhibit or amendment. To that end, it is understood and agreed that this Agreement has been arrived at through negotiation, and that neither party is to be deemed the party which prepared this Agreement within the meaning of Civil Code Section 1654. Section and paragraph headings appearing herein are for convenience only and shall not be used to interpret the terms of this Agreement.

15. **WAIVER.** Any waiver of any term or condition hereof must be in writing. No such waiver shall be construed as a waiver of any other term or condition herein.

16. **SUCCESSORS AND ASSIGNS.** This Agreement and all rights, privileges, duties and obligations hereunder, to the extent assignable or delegable, shall be binding upon and inure to the benefit of the parties and their respective successors, permitted assigns and heirs.

17. **TIME IS OF THE ESSENCE.** The parties mutually acknowledge and agree that time is of the essence with respect to every provision hereof in which time is an element. No extension of time for performance of any obligation or act shall be deemed an extension of time for performance of any other obligation or act, nor shall any such extension create a precedent for any further or future extension.

18. **EXECUTION OF AGREEMENT.** Any individual executing this Agreement on behalf of an entity represents and warrants that he or she has the requisite authority to enter into this Agreement on behalf of such entity and to bind the entity to the terms and conditions hereof. This Agreement may be executed in two or more counterparts, each of which

shall be deemed an original, but all of which together shall constitute one and the same agreement.

19. ENTIRE AGREEMENT. This document, including all exhibits hereto, constitutes the entire agreement between the parties, and supersedes any and all prior written or oral negotiations and representations between the parties concerning all matters relating to the subject of this Agreement.
20. TERMINATION DATE. This Agreement shall remain in effect for a period of three (3) years from the date of this Agreement.

IN WITNESS WHEREOF, TAMC and Recipient execute this Agreement as follows:

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Debra L. Hale
Executive Director

Date

Recipient:
CITY OF XXXX

Name, Title

Date

Approved as to Form:

Kathryn Reimann
TAMC Counsel

Date

City Attorney
City of XXX

Date



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Grant Leonard, Transportation Planner
Meeting Date: March 22, 2017
Subject: Freeway Service Patrol Contracts

RECOMMENDED ACTION:

Freeway Service Patrol Contracts

1. **APPROVE** contracts with California Towing and Transport to provide services for the Freeway Service Patrol for fiscal years 2017-2021;
2. **AUTHORIZE** the Executive Director to execute the contracts and changes to the contracts if such changes do not increase the Agency's net cost, subject to approval by Agency Counsel; and,
3. **AUTHORIZE** the use of \$838,975 from State Freeway Service Patrol funding and Service Authority for Freeways and Expressways funding for the contracts.

SUMMARY:

The Transportation Agency's Freeway Service Patrol contracts with the current tow operator will expire in June 30, 2017. In January 2017, the Board released an Request for Proposals provide service for the next four fiscal years. The new contracts will begin July 1, 2017 ensure no gap in service for the program.

FINANCIAL IMPACT:

The total budgeted cost of the new four year Freeway Service Patrol contract is \$838,975, or \$209,743 per year. Funding for this program comes from the California Department of Transportation, with a 25% local match from the Transportation Agency. The local match will come from a \$1 vehicle registration fee collected by the Department of Motor Vehicles for the call box - motorist aid program.

DISCUSSION:

The Freeway Service Patrol is responsible for clearing the freeway of automobiles, motorcycles, small trucks (vehicles with a gross weight of 6,000 pounds or less) and small debris. The Freeway Service Patrol vehicle operators contracting with the Transportation Agency provide "quick fix" items to motorists, e.g., furnishing one gallon of gasoline,

changing flat tires, providing a "jump" start, taping or repairing cooling system hoses, refilling radiators or similar minor repairs. They also provide towing needs for minor collisions. If the disabled vehicle cannot be repaired in this manner, it is towed to a California Highway Patrol designated drop location. In that case, the motorist can request the vehicle operator to contact the California Highway Patrol Communication center to call a rotational tow, specified tow or a friend/relative to assist them. The Freeway Service Patrol program is managed by a partnership of the Transportation Agency for Monterey County, the California Department of Transportation, and the California Highway Patrol.

The Freeway Service Patrol operates on two road segments or beats: Highway 101 from Airport Boulevard to Highway 101/156 interchange (Beat 1) and State Route 1 between Carpenter Road and Reservation Road (Beat 2). Freeway Service Patrol drivers patrol these two beats during times of peak traffic congestion from 7:00-9:00 a.m. and 3:00-7:00 p.m., Monday through Friday. A modified Beat 1 operates from Highway 156 to the San Benito County Line on Sundays during the summer months to accommodate the increase in traffic due to tourists visiting the Monterey County area, while the regular Beat 2 operated on Saturdays during the summer months to accommodate increased tourist traffic.

The current service contract cycle will expire on June 30, 2017, ending a four-year contract period. The new contract cycle will be from July 1, 2017 to June 30, 2021.

On January 26, 2017, the Board released a Request for Proposals for the new contract period. The Agency received two proposals, one from our current contractor, California Towing and Transport, and one from a USA Towing. The proposals were evaluated on several criteria, including: 1) cost per truck, 2) towing experience, 3) management ability, and 4) proposal quality. After an extensive evaluation process, including site visits and inspections, the evaluation committee, formed with members from the California Highway Patrol, Santa Cruz Regional Transportation Commission and the Transportation Agency, determined that the current contractor, California Towing and Transport, has the best ability to meet requirements set forth in the Scope of Work. The review panel unanimously recommends the company for both the Beat 1 and Beat 2 contracts.

WEB ATTACHMENTS:

[Freeway Service Patrol Scope of Work and Schedule](#)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Michael Zeller, Principal Transportation Planner
Meeting Date: March 22, 2017
Subject: **City of Gonzales Regional Surface Transportation Program Fair Share Allocation**

RECOMMENDED ACTION:

Regional Surface Transportation Program Fair Share Allocation:

1. **APPROVE** the request by the City of Gonzales to program \$250,931.20 in Regional Surface Transportation Program fair share funds to the Alta Street Pavement Rehabilitation Project Project; and
2. **APPROVE** amending Exhibit A of the local funding agreement to include this project and funding.

SUMMARY:

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

FINANCIAL IMPACT:

Regional Surface Transportation Program funds originate from the State Highway Account and are controlled by this Agency. The City of Gonzales is requesting to reprogram \$250,931.20 of RSTP Fair Share funds.

DISCUSSION:

Examples of the types of transportation projects that are eligible for Regional Surface Transportation Program funding include: local street and roadway rehabilitation, bicycle facilities, pedestrian facilities, public transit capital and signal coordination and other safety and operational improvements. The Transportation Agency distributes the “fair share” component to the cities and County based on population. Funding is programmed at the discretion of the local jurisdiction to eligible transportation projects.

The City of Gonzales requests that \$250,931.20 of their Regional Surface Transportation Program Fair Share funds be programed to the Alta Street Pavement Rehabilitation Project. The project requested by the City of Gonzales is an eligible project.

ATTACHMENTS:

- ▣ Gonzales - Allocation Request Letter
- ▣ RSTP Exhibit A - Gonzales



City of Gonzales

P.O. BOX 647
PHONE: (831) 675-5000

147 FOURTH ST.
FAX: (831) 675-2644

GONZALES, CALIFORNIA 93926
www.ci.gonzales.ca.us

Maria Orozco
Mayor

March 13, 2017

via email

Liz Silva
Mayor Pro Tem

Scott Funk
Councilmember

Debbie Hale, Executive Director
Transportation Agency for Monterey County
55-B Plaza Circle
Salinas, CA 93901-2902

Jose G. Lopez
Councilmember

Dear Ms. Hale:

Robert Bonincontri
Councilmember

The City of Gonzales requests our \$250,931.20 in 2014 RSTP Fair Share Reserve funding be allocated to our Alta Street Pavement Rehabilitation Project. This \$3.0M project is in design and we anticipate issuing it for public bid by the end of April 2017.

Contact me 831-675-5000 or HWolgamott@ci.gonzales.ca.us with any questions

René L. Mendez
City Manager

Sincerely

Harold Wolgamott
Public Works Director

Copies: Patrick Dobbins, City Engineer
Project file

Transportation Agency for Monterey County
Local Agency Funding Allocation Agreement
 Exhibit A

City of Gonzales

Agency	Board Approval Date	Fund Expiration Date	Type	Project	Budget	Paid	Balance Outstanding
Gonzales	3/22/2017	3/22/2019	RSTP Fair Share	Alta Street Pavement Rehabilitation	\$ 450,931	\$ -	\$ 450,931
					\$ 450,931	\$ -	\$ 450,931

Last Revised: 3/22/2017

Approved by: _____
 Debra L. Hale, Executive Director



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: March 22, 2017
Subject: Salinas Train Station Utility Relocations

RECOMMENDED ACTION:

Salinas Train Station Utility Relocations

1. **APPROVE** the budget of \$1,300,000 for potential utility relocations for the Salinas Rail Extension Kick-Start Project, Packages 1 and 2;
2. **AUTHORIZE** the Executive Director to execute payment claims as recommended by TAMC design consultants, in a total amount not to exceed \$1,300,000 with eligible claimants for utility relocation expenses; and
3. **AUTHORIZE** the use of state funds budgeted to this project.

SUMMARY:

The Salinas Rail Extension Project is in the final design phase. Utility relocations are not necessarily a project cost, some utilities will be relocated under existing agreements. However, several utilities are expected to be a likely project cost, and in order to negotiate agreements for relocating utilities, the Agency needs to set aside the funds for relocation. Current estimates of potential utility relocation costs do not exceed \$1,300,000.

FINANCIAL IMPACT:

The preliminary estimated cost to relocate utilities is \$1.3 million. The total capital cost of the Salinas Rail Extension Kick-Start project (a phased implementation of the Salinas station and improvements in Gilroy, Morgan Hill and San Jose - Tamien) has been estimated at \$70 million, including funds already expended on planning, environmental, and right-of-way to date. Updated cost estimates with new information from the 75% designs and updated appraisals show the project is over budget by approximately \$5-10 million. The team is working to reduce costs to keep it under the amount of funding secured for the project. Staff is also looking at applying for additional state funding to fill the gap, pending confirmation on the utility and property acquisition costs.

DISCUSSION:

TAMC adopted an EIR addendum in August 2013 for the “Salinas Rail Extension Kick-Start project”, with secured state-only funding. The Kick-Start project includes improvements at the Salinas Station, a two-train layover facility, track improvements in Gilroy to allow for run-through service, and minor improvements to the Gilroy, Morgan Hill and San Jose Tamien stations. Future implementation phases will consist of building the Pajaro/Watsonville Station, constructing the six-train layover facility at the Salinas Station, and the Castroville Station.

The Kick Start project is now at 75% design and has been separated into three packages for design, bid, and construction:

- Salinas Lincoln Avenue extension, circulation and parking improvements, improvements to Market Street (Highway 183)
- Salinas layover facility and track improvements
- Santa Clara station improvements (Gilroy, Morgan Hill, Tamien)

Package 1 is progressing toward 90% design. Packages 2 and 3 are pending railroad (Union Pacific) reviews.

Utility research has been going on for about a year in coordination with the City of Salinas to determine whether the project would have to bear the cost of the relocations. Some of the utility relocations will be done under existing agreements with the City, but some are expected to be a project cost. In order to negotiate agreements with the utilities for Packages 1 and 2, TAMC needs to dedicate funding to that purpose. The relevant utilities are AT&T, CalWater, and PG&E (two relocations, one for electric, "PGEE", and one for gas, "PGEG").

Attached online are the maps showing the utilities' current alignments and proposed relocations.

The budgeting of funds for utility relocation costs does not commit TAMC to pay anything. It does, however, permit TAMC to act in a timely manner to keep the Kick Start Project on track. The authority requested for the Executive Director will only be exercised upon recommendation from TAMC design experts.

WEB ATTACHMENTS:

[Salinas Train Station Utility Relocation Maps](#)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Michael Zeller, Principal Transportation Planner
Meeting Date: March 22, 2017
Subject: **17 Station Place Lost Rent Agreement Extension**

RECOMMENDED ACTION:

APPROVE Amendment #1 to the Lost Rent Agreement with Elaine Molinari for 17 Station Place to extend the term of the agreement until July 31, 2017.

SUMMARY:

The Agency entered into a Lost Rent Agreement with Elaine Molinari to ensure that as tenants moved out of 17 Station Place, the rooms would not be re-rented as the Agency completed the acquisition process. This amendment would extend the term of that agreement until July 31, 2017.

FINANCIAL IMPACT:

This agreement requires the owner to maintain vacancy of units at \$400 per unit per month. There are currently seven vacant units. The not-to-exceed amount is \$67,200, with a balance remaining of \$51,560, funded by lease revenues from Agency-owned properties.

DISCUSSION:

The Salinas Rail Extension Kick Start project, which focuses on improvements to the Salinas Rail Station, requires acquisition of seven parcels, and it is critical that all the acquisition and relocations proceed according to all applicable state and federal laws. To this end, the Agency's real estate acquisition consultant, Overland, Pacific & Cutler, and special legal counsel, Meyers Nave, have been negotiating the purchase of 17 Station Place in Salinas. The building is a single room occupancy long-term stay hotel, owned by the Elaine M. Molinari Revocable Trust.

Of the sixteen rentable units, nine are currently occupied and the renters are eligible for federally-mandated relocation assistance from the Transportation Agency after the property is acquired. However, prior to entering negotiations for the sale of the property, the owner requested, and the Transportation Agency Board approved, a lost-rent agreement. This

agreement compensates the property owner for maintaining the vacancy of the seven currently unrented units, and for any units that become vacant during the property acquisition process at a rate of \$400 per month per unit. When the agreement was first approved, only five of the units were vacant. The Agency has since relocated two of the tenants that were interested in moving voluntarily.

The benefit to the Transportation Agency of such an agreement is that paying to keep the existing seven vacant units unrented is less expensive than potential relocation costs if the owner were to rent them during the acquisition. The Transportation Agency would then be legally required to cover certain relocation expenses for these newly rented units. This is an allowable, reimbursable cost from the State.

The Transportation Agency delivered an initial offer letter on the property on September 1, 2015. Due to the prolonged nature of the negotiations, the Agency provided a revised offer letter on January 25, 2017 and subsequently, after not receiving a response to the revised offer, provided notice on February 23, 2017 of a Resolution of Necessity Hearing to be held on March 22, 2017. The term of the existing agreement expires March 1, 2017. The Agency and the property owner are seeking to extend the lost rent agreement until July 31, 2017 to allow the completion of the acquisition process.

ATTACHMENTS:

- 17 Station Place Lost Rent Agreement - Amendment 1

AMENDMENT #1 TO AGREEMENT FOR PROFESSIONAL SERVICES
BETWEEN
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY
AND
ELAINE MOLINARI, AS TRUSTEE OF THE
ELAINE M. MOLINARI REVOCABLE TRUST

THIS AMENDMENT NO. 1 to the agreement dated March 1, 2016, between the Transportation Agency for Monterey County, hereinafter referred to as "TAMC," and Elaine Molinari, as Trustee of the Elaine M. Molinari Revocable Trust, hereinafter referred to as "Owner," is hereby entered into between TAMC and the Lessee.

RECITALS:

- A. **WHEREAS**, TAMC has been seeking to acquire the property located at 17 Station Place, Salinas, California 93901 from the Owner and presented offers to purchase the property on September 1, 2015 and January 25, 2017; and
- B. **WHEREAS**, TAMC and Owner entered into a lost rent agreement on March 1, 2016, hereinafter referred to as "Agreement," which requires TAMC to pay the Owner for any rooms that are vacated after January 28, 2016 in return for the Owner maintain vacancy on said rooms; and
- C. **WHEREAS**, TAMC and Owner desire to amend the Agreement to extend the term and allow for property acquisition negotiations to continue.

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

1. **ARTICLE 3 - TERM**

The term of the Agreement is hereby extended until July 31, 2017.

2. **REMAINDER OF TERMS UNCHANGED**

All other terms of the Agreement remain in full effect.

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

IN WITNESS WHEREOF, the parties hereto have executed this Amendment to the Agreement with Elaine Molinari, as Trustee of the Elaine M. Molinari Revocable Trust.

TAMC:

Owner:

Debra L. Hale
Executive Director

(date)

(date)

Approved as to form:

TAMC Counsel

(date)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Michael Zeller, Principal Transportation Planner
Meeting Date: March 22, 2017
Subject: **Olivia's Cafe Short-Term Rental Agreement Extension**

RECOMMENDED ACTION:

APPROVE Amendment #1 to the agreement with Olivia Espinoza DBA Olivia's Café to extend the rental term of Agency-owned 14 Station Place, Salinas, California until June 30, 2017.

SUMMARY:

The Transportation Agency completed the acquisition of the property at 30 West Market Street, Salinas, with escrow closing on February 22, 2017. The Agency entered into a short-term lease agreement with Olivia's Cafe that terminates on April 30, 2017. This amendment would extend the rental period to cover the Agency's legally-mandated 90-day notice to vacate period and allow the Agency's real estate agents to continue relocation efforts up to June 30, 2017.

FINANCIAL IMPACT:

The Agency entered into a Purchase and Sale Agreement with Frank Favaloro to purchase 30 West Market Street for \$460,925, with close of escrow effective February 22, 2017.

This lease agreement with Olivia's Cafe would provide monthly rent to the Agency of \$1,600 for the term of the agreement.

DISCUSSION:

The Transportation Agency for Monterey County is proposing to extend passenger rail service from Santa Clara County south to Salinas. The service is scheduled to start with two round trips, expanding to up to six round trips as demand warrants. The property in question is 0.09 acres located at 30 W Market Street in the City of Salinas, California, known as Monterey County Assessor's Parcel No. 002-172-001. The parcel will be needed for the parking lot planned for the area of the Salinas Rail Station.

The Transportation Agency Board previously approved a Purchase and Sale Agreement

with Frank Favaloro to purchase 30 West Market Street, Salinas on April 27, 2016.

Escrow on the property closed on February 22, 2017. Prior to the purchase of the property by the Agency, Mr. Favaloro has been renting a portion of the building (addressed 14 Station Place) to Olivia's Cafe for \$1,600 per month in rent. The Transportation Agency Board approved a short-term lease agreement at the December 7, 2016 meeting to allow Olivia's Cafe to remain on-site while efforts to relocate the business continue.

The Transportation Agency's real estate acquisition consultants, Overland, Pacific & Cutler, have been working with the owners of Olivia's Cafe since April 2016 to find suitable relocation sites for the business. Any person, household, business, farm, or nonprofit organization displaced by a public project may be entitled to relocation benefits if they are in occupancy of the property being acquired at the time of the initiation of negotiations. Persons and entities displaced by a project and determined to be eligible for benefits are classified as a "displacee." Displaced persons must be fully informed of their rights and entitlements to relocation assistance and payments provided by the Uniform Act.

While Overland, Pacific & Cutler have provided a number of potential relocation sites in Salinas, Monterey, Seaside, and Watsonville to Olivia's Cafe, the owners have not selected one of the potential sites to move the business. As such, with the Agency taking ownership of the property, the proposed short-term lease agreement provides additional time for the relocation team to continue working with Olivia's on a replacement site. Agency staff originally anticipated that escrow on the property would close by December 31, 2016.

However a lien against the property that was never cleared by Mr. Favaloro delayed the close of escrow until the matter was resolved. As such, the lease agreement with Olivia's Cafe is set to expire as of April 30, 2017 based on the original close of escrow date.

However, with the Agency not taking possession of the property until February 22, 2017, Agency staff is seeking to extend the term of the lease agreement until June 30, 2017 to allow for continued efforts to relocate the business and cover the legally-mandated 90-day notice to vacate requirement.

For this agreement, the Agency is seeking to continue the current market-rate monthly payments of \$1,600 per month for the term of the lease agreement. Olivia's Cafe would also be responsible to payment of the utilities and maintaining insurance on the property.

Given the short-term nature of the agreement, no modifications to the property or extensions of the agreement are contemplated.

ATTACHMENTS:

- Olivia's Cafe Lease Agreement Amendment 1

**AMENDMENT #1 TO LEASE AGREEMENT BETWEEN
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY AND
OLIVIA ESPINOZA DBA OLIVIA'S CAFÉ**

THIS AMENDMENT NO. 1 to the Lease Agreement dated December 31, 2016, between the Transportation Agency for Monterey County, hereinafter referred to as "TAMC," and Olivia Espinoza DBA Olivia's Café, hereinafter referred to as "Lessee," is hereby entered into between TAMC and the Lessee.

RECITALS:

- A. **WHEREAS**, TAMC and Lessee entered into a Lease Agreement for 14 Station Place, Salinas, California 93901 on December 31, 2016, hereinafter referred to as "Agreement;" and
- B. **WHEREAS**, the Agreement is currently scheduled to terminate on April 30, 2017; and
- C. **WHEREAS**, TAMC and Lessee desire to amend the Agreement to extend the term.

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

1. **ARTICLE 2 - TERM**

The term of the Agreement is hereby extended until June 30, 2017.

2. **REMAINDER OF TERMS UNCHANGED**

All other terms of the Agreement remain in full effect.

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

IN WITNESS WHEREOF, the parties hereto have executed this Amendment to the Agreement with Olivia Espinoza DBA Olivia's Café.

TAMC:

Lessee:

Debra L. Hale
Executive Director

(date)

Approved as to form:

TAMC Counsel

(date)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant
Meeting Date: March 22, 2017
Subject: **Committee Minutes**

RECOMMENDED ACTION:

ACCEPT draft minutes from Transportation Agency Committees:

- Executive Committee - March 1, 2017
- Bicycle and Pedestrian Facilities Advisory Committee - March 1, 2017 (online at www.tamcmonterey.org)
- Rail Policy Committee - March 6, 2017
- Technical Advisory Committee - March 2, 2017 (online at www.tamcmonterey.org)

ATTACHMENTS:

- Draft RPC minutes March 6, 2017
- Executive Committee

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

RAIL POLICY COMMITTEE MEETING

DRAFT Minutes of March 6, 2017

Transportation Agency for Monterey County

55-B Plaza Circle, Salinas, CA

	FEB 16	MAR 16	APR 16	MAY 16	JUNE 16	AUG 16	OCT 16	NOV 16	FEB 17	MAR 17
L. Alejo, Dist. 1 (L. Gonzalez)	P(A)	P(A)	C	C	E	-	E	P(A)	P(A)	P
J. Phillips, Dist. 2 (J. Stratton, C. Link)	P(A)	P(A)	A	A	P(A)	P(A)	P(A)	P(A)	P(A)	P(A)
J. Parker, Dist. 4 (W. Askew)	P(A)	P(A)	N	N	P(A)	P(A)	E	P(A)	P(A)	P(A)
M. Adams, Dist. 5, (Y. Anderson)	P	P	C	C	P(A)	P	P	P	P(A)	E
B. Delgado, Marina, Vice Chair (F. O'Connell)	-	P	E	E	P	P	-	P(A)	P	P
E. Smith, Monterey (R. Deal)	P	P	L	L	P(A)	E	E	-	P	E
K. Craig, Salinas, Chair (J. Gunter)	-	P(A)	L	L	P(A)	P	P(A)	P	P	E
T. Bodem, Sand City (L. Gomez)	-	-	E	E	P	P	P	P	-	P
R. Rubio, Seaside (D. Pacheco)	P	P	D	D	P(A)	P	P	P	P	P
A. Chavez, Soledad (F. Ledesma)	P	P			E	P	P	E	P	P
M. LeBarre, King City (C. Victoria)	-	-			-	-	P	P	P	P
M. Twomey, AMBAG (H. Adamson)	-	P(A)			P(A)	-	P(A)	P(A)	-	P(A)
O. Monroy-Ochoa, Caltrans District 5	-	-			-	-	P	E	-	-
C. Sedoryk, MST (H. Harvath , L. Rheinheimer)	P(A)	-			P(A)	-	P(A)	P(A)	P(A)	P(A)
B. Sabo, Airport (R. Searle)	-	-			-	-	P	-	-	-
STAFF										
D. Hale, Exec. Director	P	E			P	P	E	P	E	P
T. Muck, Deputy Exec. Director	P	P			P	P	P	P	P	P
C. Watson, Principal Transp. Planner	P	P			P	P	P	P	P	P
M. Zeller, Principal Transp. Planner	P	P			P	P	P	P	P	P
H. Myers, Sr. Transp. Engineer	-	P			P	-	-	-	-	-
V. Murillo, Transp. Planner	P	P			P	P	P	P	P	P
A. Green, Associate Trans. Planner	-	-			-	-	-	-	-	P
T. Wright Community Outreach Coordinator	-	-			-	-	-	-	-	P

1. QUORUM CHECK AND CALL TO ORDER

Vice Chair Delgado called the meeting to order at 3:00 p.m. A quorum was established and self-introductions were made.

Vice Chair Delgado noted that the Committee would receive the Salinas Rail Extension project update as the last item on today's agenda.

OTHERS PRESENT

Eric Petersen	Salinas resident	Julian Espinoza	
Cheryl Ku	County of Monterey	James Serrano	City of Salinas

2. PUBLIC COMMENTS

None.

3. CONSENT AGENDA

M/S/C Rubio/Chavez /unanimous

3.1 Approved minutes of the February 6, 2017 Rail Policy Committee meeting.

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 the progress of the Salinas Rail Extension project since the last update on February 6, 2017, includes a meeting with the California State Transportation Authority (CalSTA), the Santa Clara Valley Transportation Authority (VTA), and adoption of the Intermodal Transportation Center Memorandum of Understanding by the Salinas City Council.

Ms. Watson reported that CalSTA and Caltrans strongly support increased passenger rail service to Salinas, and encourage the Committee to consider a short-term Caltrain weekday service and Capitol Corridor weekend service to Salinas. Ms. Watson reported that CalSTA is still negotiating with Union Pacific to allow for access payments, and noted that VTA's Measure B includes funding to support increased Caltrain service to Gilroy. She noted that Caltrans would be presenting the draft Rail Plan at the May 1 Committee meeting.

Mike Zeller, Principal Transportation Planner, presented an update on the status of property acquisition at the Salinas train station. Mr. Zeller reported that TAMC has acquired two out of the nine properties. He provided an overview of typical negotiations with property owners, as requested at the February TAMC Board meeting. Mr. Zeller reported that staff is anticipating having one property acquisition agreement at the March TAMC Board meeting, and resolutions of necessity hearings for the remaining six properties. He noted that good faith negotiations would continue after the resolutions of necessity hearing.

Committee Member Alejo asked about the timeline of revised appraisals, and asked about the acquisition process if the resolutions of necessity are adopted. Mr. Zeller said revised offer letters were issued January 25. Mr. Zeller said that should the resolutions of necessity be adopted, TAMC legal counsel would file in court to get the order of possession, and, if it goes that far, a jury would

ultimately determine the just compensation for the subject properties. However, the notice alone has spurred a few owners to submit counter-offers.

5. **SALINAS TO MONTEREY PENINSULA MOBILITY**

Virginia Murillo, Transportation Planner, reported that the Mobility between the Salinas and the Monterey Peninsula is a regional transportation priority. She and Committee Alternate Lisa Rheinheimer presented an update on projects currently under development for the Salinas to Monterey corridor.

Ms. Murillo noted that in June 2015, the Transportation Agency adopted the Marina-Salinas Multimodal Corridor Plan. The Plan identifies improvements for the corridor between Marina and Salinas that will increase roadway capacity by prioritizing high quality transit, bicycling and walking as a viable alternatives to driving. Ms. Murillo reported that the Davis Road bridge replacement and widening project and the Imjin safety and traffic flow improvement project are two major improvements identified in the Plan that are currently underway. Mr. Zeller noted that MST, the cities of Marina and Salinas, and the County of Monterey are adopting an updated Memorandum of Agreement.

Committee Alternate Lisa Rheinheimer reported that MST is currently leading a feasibility study to analyze bus operations along the shoulders of Highway1 and/or along the Monterey Branch Line right of way. She reported that San Diego, Minnesota, and Toronto have all operated buses on the shoulders of highway during peak-hour congestion. Ms. Rheinheimer noted that MST is collaborating with Santa Cruz Metro, AMBAG, TAMC, Caltrans, CHP and the Santa Cruz County Regional Transportation Commission to analyze the feasibility and do a cost benefit analysis of operating buses on the shoulder and/or in the rail right of way. A draft study is expected in November 2017 and a final study in February 2018.

Committee Member LeBarre asked if the study is considering the time saving benefits for families. Ms. Rheinheimer noted that this could be discussed as an added benefit as part of the study's analysis.

Vice Chair Delgado asked about the San Diego bus on shoulder pilot and the safety record of bus on shoulder. Ms. Rheinheimer noted that the pilot project was well received, but a high-occupancy lane was implemented so bus on shoulder was no longer necessary. Committee Alternate Heather Adamson reported that Marin County is also considering bus on shoulder, and noted that Minnesota has been successfully operating bus on shoulder for decades. Executive Director Debbie Hale noted that Minnesota's program has a very good safety record due to its specific rules about the quality of shoulders, time of day and speed of buses operating on the shoulder.

Committee Member Bodem asked about the specific segments for the study. Ms. Rheinheimer said the study is looking at the segment between Marina and Monterey.

Committee Member Alejo expressed his support for the study.

6. **COAST CORRIDOR PROJECT UPDATE**

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

Virginia Murillo, Transportation Planner, reported that the progress since the last update to the Committee about the coast rail project on February 6, 2017, includes a Coast Rail Coordinating Council Technical Advisory Committee meeting. Ms. Murillo reported that the Council would be pursuing legislation for intercity rail corridor extensions. She noted that the Federal environmental review of the Salinas to San Jose corridor is currently in administrative draft form, and the document is institutionally neutral on the service on the coast corridor based on feedback from stakeholders. She also reported that Committee members are invited to a tour of the Sonoma Marin Area Rail Transit (SMART) project, planned for June or August. Ms. Watson also noted the annual passenger rail summit was planned for April 18-19 in Sacramento and Committee members should let her know if they are interested in attending.

Committee Member LeBarre asked about what is meant by the Council's "corridor strengthening" term. It was noted that this means that the Council still needs to identify a service provider.

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

None.

8. **ADJOURN**

Vice Chair Delgado adjourned the meeting at 3:55 p.m.

DRAFT MINUTES

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

EXECUTIVE COMMITTEE MEETING

*Members are: Alejandro Chavez (Chair),
John Phillips (1st Vice Chair), Robert Huitt (2nd Vice Chair),
Kimbley Craig (Past Chair),
Luis Alejo (County representative), Ed Smith (City representative)*

Wednesday, March 1, 2017

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

Transportation Agency Conference Room
55-B Plaza Circle, Salinas

1. **CALL TO ORDER:** Vice Chair Phillips called the meeting to order at 9:00 a.m. Committee members present: Alejo, Craig, Huitt, Phillips, and Smith. Staff present: Hale, Muck, Rodriguez, Watson, and Wright. Others present: Agency Counsel Reimann, Linda Gonzalez, Supervisor Alejo's office; and Reed Sanders, Senator Cannella's office.
 2. **PUBLIC COMMENTS:** None.
-
3. **CONSENT AGENDA:**
On a motion by Committee member Huitt and seconded by Craig, the committee voted 5 – 0 to approve the consent agenda as follows:
 - 3.1 Approved minutes from the Executive Committee meeting of February 1, 2017, with correction noticed Committee member Smith was in attendance.

END OF CONSENT

4. CLOSED SESSION:

The Committee held a closed session regarding the Public Employee pursuant to Government Code Section §54957, concerning the employment contract with the Agency's Executive Director.

The Committee reconvened in open session: Agency Counsel Reimann reported that direction was given to her from the Committee.

5. REGIONAL SURFACE TRANSPORTATION PROGRAM FUNDING:

On a motion by Committee member Smith and seconded by Craig, the committee voted 5 – 0 to recommend approval to the Transportation Agency Board to:

1. Program three years (2017/18/19) Regional Surface Transportation Program (RSTP) fair share funds to the cities and County;
2. Program 10% of RSTP funds to the RSTP Reserve;
3. Initiate a call for projects to program competitive RSTP funds; and
4. Program three years (2017/18/19) Transportation Development Act 2% funds for the Fort Ord Regional Trail and Greenway (FORTAG) project, contingent that they receive a matching Federal Land Access Program grant.

Deputy Executive Director Muck reported the three-year estimated funding of Regional Surface Transportation Program for fiscal years 2017/18/19 is \$3.6 million for fair share allocations, \$6.95 million for competitive grants, and \$1.32 million for the RSTP reserve. He noted that the Agency programs RSTP, Transportation Development Act 2%, and Regional Development Impact Fee funds to local and regional projects.

The Committee expressed concern that setting aside three years of the Transportation Development Act 2% funds to the FORTAG project, this would take it out of a competitive pot and expressed that there are a lot of other competitive projects that could benefit from these funds. Mr. Muck noted that it is the Board's option to include in the competitive cycle, noting our rationale is that the FORTAG project is a Measure X priority project, and allowing it to use local funds as a match to a federal grant multiplies the effect of the local funding. Executive Director Hale commented because the grant application is due in May the timing of the grant application was important to the staff recommendation.

6. STATE LEGISLATIVE UPDATE:

On a motion by Committee member Craig and seconded by Huitt, the committee voted 5 – 0 to receive a state legislative update and recommend the Board adopt positions on bills of interest to the Agency.

Christina Watson, Principal Transportation Planner, reported the main focus of transportation legislation this session is the \$6 billion a year transportation funding package, Senate Bill 1 and Assembly Bill 1, proposed by Senator Beall and Assembly Member Frazier. She also discussed AB 696 by Assembly Member Caballero, a bill that would keep funds from the sale of excess properties originally purchased for the Prunedale Bypass project in Monterey County. She presented the draft bill list, and noted that the list presented to the Board on March 22 would have more bills.

Supervisor Alejo noted that the Governor’s desire for a transportation deal by early April is not realistic, and predicted September would be the soonest we would see a deal.

7. The Board received a report on the draft agenda for March 22, 2017, TAMC Board meeting.

Executive Director Hale reviewed the highlights of the draft agenda. She reported that the Board would hold two closed sessions on rail property acquisitions and Executive Director’s employment contract. The Board will receive nominations for the Transportation Safety and Investment Plan Citizens Oversight Committee; and appoint nominees and their alternates to the Transportation Safety and Investment Plan Citizens Oversight Committee. On the consent agenda, the Board will be asked to approve funding each 2017 Bicycle Secure Program application, with a partial allocation to the Monterey Bay Air Resources Board; and approve opening the program for additional applications this calendar year; and approve the use of surplus funds to fund additional applications this calendar year. The Board will receive a state legislative update and authorize staff to issue a Request for Proposals for state legislative assistance, not to exceed \$30,000 per year as noted in the fiscal year 2017/18 Agency budget, for two years and the option for a one-year renewal, pending approval by the Executive Director. The Executive Committee directed the Regional Surface Transportation Program funding item be moved from the consent agenda to the regular agenda.

8. ANNOUNCEMENTS

None this month.

9. ADJOURNMENT

Vice Chair Phillips adjourned the meeting at 10:25 a.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant
Meeting Date: March 22, 2017
Subject: Correspondence - March 2017

RECOMMENDED ACTION:

RECEIVE selected correspondence sent and received by the Transportation Agency for March 2017.

ATTACHMENTS:

- Feb. 8, 2017 letter re: Support of High-Speed Rail Station in Downtown Gilroy
- Feb. 15, 2017 letter re: Comments on SB 535/AB1550 Draft Guidelines: Investments to Benefit Disadvantaged Communities, Low-Income Communities, and Low-Income Households
- March 10, 2017 letter of support for AB 696 to Caballero from the Grower-Shipper Association
- March 13, 2017 letter of support for AB 696 to Caballero from AMBAG
- March 13, 2017 letter of support for AB 696 to Caballero from Carmel by the Sea
- March 13, 2017 letter of support for AB 696 to Caballero from the County of Monterey
- March 13, 2017 letter of support for AB 696 to Caballero from FORA
- March 13, 2017 letter of support for AB 696 to Caballero from Gonzales
- March 13, 2017 letter of support for AB 696 to Caballero from King City
- March 13, 2017 letter of support for AB 696 to Caballero from the Monterey Bay Aquarium
- March 13, 2017 letter of support for AB 696 to Caballero from the Monterey County Farm Bureau
- March 13, 2017 letter of support for AB 696 to Caballero from Monterey County Hospitality Association
- March 13, 2017 email supporting AB 696 to Caballero from the Monterey Peninsula Chamber of Commerce
- March 13, 2017 letter of support for AB 696 to Caballero from MST
- March 13, 2017 email supporting AB 696 to Caballero from the Salinas Valley Chamber of Commerce

- ▣ March 13, 2017 letter of support for AB 696 to Caballero from Sand City
- ▣ March 13, 2017 letter of support for AB 696 to Caballero from TAMC



February 8, 2017

Roland Velasco
Mayor
City of Gilroy
7351 Rosanna St.
Gilroy, CA 95020

Via email: roland.velasco@cityofgilroy.org

Subject: Support of High-Speed Rail Station in Downtown Gilroy

Dear Mayor Velasco:

On behalf of the Transportation Agency for Monterey County (TAMC), I am writing in support of locating the Gilroy High Speed Rail station downtown. The downtown station would have a direct connection to all existing and planned trains serving Gilroy.

TAMC is planning for the extension of rail passenger service to Monterey County. TAMC's rail project will result in removing auto trips from Highways 1, 101 and 156. The Monterey County rail extension project will complement and connect with the High-Speed Rail system directly at the downtown Gilroy station. Gilroy's economy will benefit from increased investment in infrastructure in the region and around the train station in downtown Gilroy.

The Leavesley Road station would be detrimental to regional traffic and air quality, as it would not include a direct connection to the regional rail system and passengers on the High Speed Rail network would be more likely to drive to that outer station. The Leavesley Road station would also be a drain on the local economy, removing the vitality from the downtown area and relocating it to the mall area.

The three-county Monterey Bay Area had a population of 733,000 in 2010, and is projected to reach nearly a million residents by the year 2030. Our growing population needs an alternative means of getting to jobs, health care, and shopping around the region and across the state. Increased access to the rail network and connectivity to the high-speed rail system in Gilroy will help the region be more sustainable economically, environmentally and socially.

We appreciate the opportunity to comment on this exciting project.

Sincerely,


Debra L. Hale
Executive Director

cc: California High Speed Rail Authority Northern California Regional Director Ben Tripousis
Santa Clara Valley Transportation Authority General Manager Nuria Fernandez
Silicon Valley Leadership Group President & CEO Carl Guardino



February 15, 2017

Ms. Shelby Livingston
Branch Chief
Climate Investments Branch
California Air Resources Board (ARB)
1001 I Street
Sacramento, California 95814

Via email to: GGRFPProgram@arb.ca.gov

Dr. John Faust
Chief, Community Assessment & Research Section
Office of Environmental Health Hazard Assessment (OEHHHA)
California Environmental Protection Agency (CalEPA)
1515 Clay Street, Suite 1600
Oakland, CA 94612

Via email to: john.faust@oehha.ca.gov

RE: Comments on SB 535/AB1550 Draft Guidelines: Investments to Benefit Disadvantaged Communities, Low-Income Communities, and Low-Income Households

Dear Ms. Livingston and Dr. Faust:

I am writing on behalf of the Transportation Agency for Monterey County (TAMC) to comment on the draft guidelines for the investment of Cap-and-Trade auction proceeds in disadvantaged communities, the identification of disadvantaged communities, and the evaluation of benefits to disadvantaged communities in accordance with Senate Bill (SB) 535 (De León, Statutes of 2012) and Assembly Bill (AB) 1550 (Gomez, Statutes of 2016).

TAMC is the Regional Transportation Planning Agency and Local Transportation Commission for Monterey County. The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County.

Recommended Improvements to CalEnviroScreen

TAMC acknowledges the extensive public process that went into the most recent update to CalEnviroScreen 3.0, released January 2017. We understand and appreciate that the ARB, CalEPA and OEHHHA are committed to continuing to revise and improve the tool through an open and public process. However, the updated results from CalEnviroScreen in identifying disadvantaged communities persists in leaving out many areas of the State that by all measures should be considered “disadvantaged”, and raises Environmental Justice concerns.

The law requires that “CalEPA shall identify disadvantaged communities ‘based on geographic, socioeconomic, public health and environmental hazard criteria’”. Our Agency is concerned that the CalEnviroScreen strongly emphasizes environmental hazards over the other three categories. As a result, the application of this tool to the Affordable Housing and Sustainable Communities (AHSC) program will prioritize housing in environmentally undesirable locations, and encourages development in areas with higher than the average pollution loads, logically leading to even more pollution.

Our recommendations from the last CalEnviroScreen iteration still stand:

Expand the Definition of the Poverty Metric: CalEnviroScreen currently defines poverty as an area two times below the national poverty level. To be consistent with how other State-level agencies are defining poverty and disadvantaged communities in grant programs, the Department of Transportation’s Active Transportation Program should be used as a guide. The Active Transportation Program uses two additional metrics that should be incorporated into CalEnviroScreen:

- **Adjusted Median Income:** The median household income is less than 80% of the statewide median based on the most current census tract level data from the American Community Survey.
- **Free or Reduced Price School Lunches:** At least 75% of public school students in the project area are eligible to receive free or reduced price meals under the National School Lunch Program.

Approaches to Identifying Disadvantaged Communities

The Air Resources Board and Office of Environmental Health Hazard Assessment have requested feedback on whether to determine “disadvantaged communities” by using census tracts with highest 20%, 25%, or 30% of CalEnviroScreen scores, which generally represent 20%, 25%, and 30% of California’s population.

- **Support for Top 30%:** The Transportation Agency supports using the top 30% to capture more disadvantaged community locations.

The Transportation Agency looks forward to continuing to collaborate and coordinate with you in the development of these guidelines. Please feel free to contact Christina Watson, Principal Transportation Planner, of my staff at (831) 775-0903 with any questions. Thank you very much for your time and consideration.

Sincerely,



for Debra L. Hale
Executive Director



Grower-Shipper Association of Central California
"OUR MEMBERS: PARTNERS PRODUCING PROSPERITY"

March 10, 2017

Assembly Member Anna Caballero
P.O. Box 942849
Sacramento, CA 94249-0030

Via email to: Peter.Ansel@asm.ca.gov

**Re: Support for AB 696 (Caballero): Department of Transportation: Prunedale Bypass:
County of Monterey: disposition of excess properties**

Dear Assembly Member Caballero:

The Grower-Shipper Association of Central California supports Assembly Bill (AB) 696, which will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the US 101 corridor in Monterey County.

Growers, shippers, packers, harvesters, processors, and countless other related businesses come together as the voice of the Grower-Shipper Association of Central California. Our almost 400 members span the coastal region encompassing Monterey, Santa Cruz, San Benito and Santa Clara counties. We are the local voice of advocacy for regional agriculture that produces more than 100 different crops in this world-renowned coastal agricultural area.

Safely distributing fresh produce, berries, wine and other agricultural goods to the nation is a key mission of the Grower-Shipper Association. AB 696 will ensure that millions of transportation dollars can come back to the local highway system for improvements that will facilitate the delivery of nearly \$5.5 billion in goods every year to market.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

A handwritten signature in black ink that reads "James W. Bogart".

James W. Bogart
President & General Counsel

cc: Debra L. Hale, TAMC

2016-2017 Board of Directors

Butch Corda, Chairman • Dan Canales, Vice Chairman • Patrick Collins, Treasurer

Brian Antle • Rodney Braga • Brian Church • Henry Dill • Dwight Ferguson • Jeff Jackson • Cindy Jewell • Colby Pereira • Jerry Rava • Jason Smith



March 13, 2017

Assembly Member Anna Caballero
P.O. Box 942849
Sacramento, CA 94249-0030

Via email to: Peter.Ansel@asm.ca.gov

SUBJECT: Support for AB 696 (Caballero): Department of Transportation: Prunedale Bypass: County of Monterey: Disposition of Excess Properties

Dear Assembly Member Caballero:

On behalf of the Association of Monterey Bay Area Governments (AMBAG), I write in support of Assembly Bill (AB) 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the US 101 corridor in Monterey County. **AMBAG supports this bill.**

Existing priority projects in the US 101 corridor in Monterey County face significant funding shortfalls. AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for already programmed State Transportation Improvement Program (STIP) or voter-approved Measure X projects in the US 101 corridor in Monterey County. The Highway 156/US 101 interchange project is a regional top priority as a bottleneck for traffic to the Monterey Peninsula, a heavily used corridor for tourists and trucks alike. The US 101 Safety Improvements project would build frontage roads and make related safety improvements to US 101 in South Salinas and South Monterey County, a vital goods movement corridor through the "Salad Bowl" of the nation. AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

Maura F. Twomey
Executive Director

cc: Debra Hale, TAMC

City of Carmel-by-the-Sea

POST OFFICE BOX CC
CARMEL-BY-THE-SEA, CA 93921
(831) 620-2000

March 13, 2017

Assembly Member Anna Caballero
P.O. Box 942849
Sacramento, CA 94249-0030

Via email to: Peter.Ansel@asm.ca.gov

Re: Support for AB 696 (Caballero): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties

Dear Assembly Member Caballero:

On behalf of the City of Carmel-by-the-Sea, I write in support of Assembly Bill (AB) 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the US 101 corridor in Monterey County. **The City of Carmel-by-the-Sea supports this bill.**

Existing priority projects in the US 101 corridor in Monterey County face significant funding shortfalls. AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for already programmed State Transportation Improvement Program (STIP) or voter-approved Measure X projects in the US 101 corridor in Monterey County. The Highway 156/ US 101 interchange project is a regional top priority as a bottleneck for traffic to the Monterey Peninsula, a heavily used corridor for tourists and trucks alike. The US 101 Safety Improvements project would build frontage roads and make related safety improvements to US 101 in South Salinas and South Monterey County, a vital goods movement corridor through the "Salad Bowl" of the nation. AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,



Steve Dallas
Mayor

cc: Debra L. Hale, TAMC

MONTEREY COUNTY



BOARD OF SUPERVISORS

LUIS ALEJO, *Vice Chair, District 1*

JOHN M. PHILLIPS, *District 2*

SIMÓN SALINAS, *District 3*

JANE PARKER, *District 4*

MARY L. ADAMS, *Chair, District 5*

March 13, 2017

Assemblymember Anna Caballero
P.O. Box 942849
Sacramento, CA 94249-0030

Via email to: Peter.Ansel@asm.ca.gov

Re: Support for AB 696 (Caballero): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties

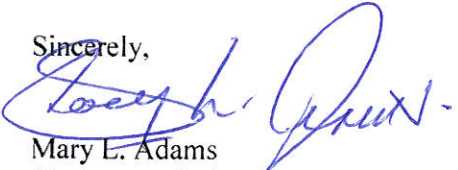
Dear Assemblymember Caballero:

On behalf of the County of Monterey, I write in support of Assembly Bill (AB) 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the US 101 corridor in Monterey County. **The County of Monterey supports this bill.**

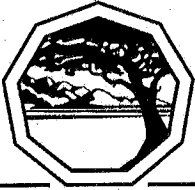
Existing priority projects in the US 101 corridor in Monterey County face significant funding shortfalls. AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for already programmed State Transportation Improvement Program (STIP) or voter-approved Measure X projects in the US 101 corridor in Monterey County. The Highway 156/ US 101 interchange project is a regional top priority as a bottleneck for traffic to the Monterey Peninsula, a heavily used corridor for tourists and trucks alike. The US 101 Safety Improvements project would build frontage roads and make related safety improvements to US 101 in South Salinas and South Monterey County, a vital goods movement corridor through the "Salad Bowl" of the nation. AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,


Mary L. Adams
Chair, Board of Supervisors

cc: Debra L. Hale, TAMC
California State Association of Counties
Assemblymember Mark Stone
Senator Bill Monning
Senator Anthony Cannella



FORT ORD REUSE AUTHORITY

920 2ND AVENUE, SUITE A, MARINA, CALIFORNIA 93933

PHONE: (831) 883-3672 - FAX: (831) 883-3675

WEBSITE: www.fora.org

March 13, 2017

Assembly Member Anna Caballero
P.O. Box 942849
Sacramento, CA 94249-0030

Via email to: Peter.Ansel@asm.ca.gov

Re: Support for Assembly Bill 696 (Caballero): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties.

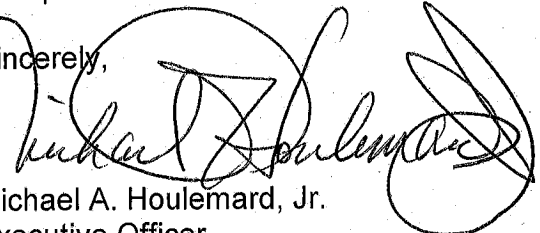
Dear Assembly Member Caballero:

On behalf of the Fort Ord Reuse Authority (FORA), I write in support of AB 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). The AB 696 bill provides for the transfer of former Prunedale Bypass right-of-way land sale proceeds to the Transportation Agency for Monterey County (TAMC) for priority Monterey County US 101 corridor transportation projects. FORA contributes funding to the regional transportation programs that both; 1) mitigate FORA obligations under California law, and 2) help to assure effective vehicular and other access modes to support our regional recovery programs. Since this legislation affords transfer of resources for and moves ahead key projects for our region **FORA supports this bill** - as it has supported similar efforts in the past.

Existing TAMC priority Monterey County US 101 corridor projects face significant funding shortfalls; delaying implementation. AB 696 would enable land sale proceeds to be provided to TAMC, for already programmed State Transportation Improvement Program (STIP) or voter-approved US 101 corridor County of Monterey Measure X projects. In particular, the Highway 156/ US 101 interchange project is a regional top priority to relieve bottleneck congestion on a significant commuter, supply, and visitor access route to the Monterey Peninsula. Also, the US 101 Safety Improvements project would build frontage roads and related safety improvements to US 101 in South Salinas and South Monterey County, a vital goods movement corridor through the "Salad Bowl" of the nation. AB 696 would ensure that crucial transportation dollars would be applied to the local highway improvement system to benefit Monterey regional economic drivers: agriculture and tourism. Such improvements also support the regional recovery from Fort Ord closure.

We at FORA thank you for your authorship of this important bill while supporting efforts to improve transportation in Central California and throughout the state.

Sincerely,


Michael A. Houlemard, Jr.
Executive Officer

cc: Debra L. Hale, TAMC



City of Gonzales

P.O. BOX 647
PHONE: (831) 675-5000

147 FOURTH ST.
FAX: (831) 675-2644

GONZALES, CALIFORNIA 93926
www.ci.gonzales.ca.us

March 13, 2017

Assembly Member Anna Caballero
P.O. Box 942849
Sacramento, CA 94249-0030

Via email to: Peter.Ansel@asm.ca.gov

Maria Orozco
Mayor

Re: Support for AB 696 (Caballero): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties

Liz Silva
Mayor Pro Tem

Dear Assembly Member Caballero:

Scott Funk
Councilmember

On behalf of the City of Gonzales, I write in support of Assembly Bill (AB) 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the US 101 corridor in Monterey County. **The City of Gonzales supports this bill.**

Jose G. Lopez
Councilmember

Robert Bonincontri
Councilmember

Existing priority projects in the US 101 corridor in Monterey County face significant funding shortfalls. AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for already programmed State Transportation Improvement Program (STIP) or voter-approved Measure X projects in the US 101 corridor in Monterey County. The Highway 156/ US 101 interchange project is a regional top priority as a bottleneck for traffic to the Monterey Peninsula, a heavily used corridor for tourists and trucks alike.

René L. Mendez
City Manager

The US 101 Safety Improvements project would build frontage roads and make related safety improvements to US 101 in South Salinas and South Monterey County, a vital goods movement corridor through the "Salad Bowl" of the nation. AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

Maria Orozco
Mayor

cc: Debra L. Hale, TAMC



March 13, 2017

Assembly Member Anna Caballero
P.O. Box 942849
Sacramento, CA 94249-0030

Via email to: Peter.Ansel@asm.ca.gov

Re: Support for AB 696 (Caballero): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties

Dear Assembly Member Caballero:

On behalf of the City of King, I write in support of Assembly Bill (AB) 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the US 101 corridor in Monterey County. **The City of King supports this bill.**

Existing priority projects in the US 101 corridor in Monterey County face significant funding shortfalls. AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for already programmed State Transportation Improvement Program (STIP) or voter-approved Measure X projects in the US 101 corridor in Monterey County. The Highway 156/ US 101 interchange project is a regional top priority as a bottleneck for traffic to the Monterey Peninsula, a heavily used corridor for tourists and trucks alike. The US 101 Safety Improvements project would build frontage roads and make related safety improvements to US 101 in South Salinas and South Monterey County, a vital goods movement corridor through the "Salad Bowl" of the nation. AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

Mike LeBarre
Mayor

cc: Debra L. Hale, TAMC

212 S. VANDERHURST AVENUE • KING CITY, CA 93930
PHONE: (831) 385-3281 • FAX: (831) 385-6887
WWW.KINGCITY.COM



Monterey Bay Aquarium

886 CANNERY ROW
MONTEREY, CA 93940
831.648.4800

March 13, 2017

Assembly Member Anna Caballero
P.O. Box 942849
Sacramento, CA 94249-0030

Via email to: Peter.Ansel@asm.ca.gov

Re: Support for AB 696 (Caballero): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties

Dear Assembly Member Caballero:

On behalf of the Monterey Bay Aquarium, I write in support of Assembly Bill (AB) 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the US 101 corridor in Monterey County.

The Monterey Bay Aquarium supports this bill because the Highway 156/ US 101 interchange project is a highly congested road that is a top priority in our region. This corridor is key to the aquarium's ability to fulfill our mission of inspiring conservation of the ocean by bringing nearly 2 million visitors annually to the aquarium. Increasingly, these visitors are coming from Central Valley communities and the Hwy 156/US 101 corridor is the only access these visitors have to the ocean and its coastline.

Existing priority projects in the US 101 corridor in Monterey County face significant funding shortfalls. AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for already programmed State Transportation Improvement Program (STIP) or voter-approved Measure X projects in the US 101 corridor in Monterey County.

I understand that the US 101 Safety Improvements project would build frontage roads and make related safety improvements to US 101 in South Salinas and South Monterey County, supporting transport of agricultural products. AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism.

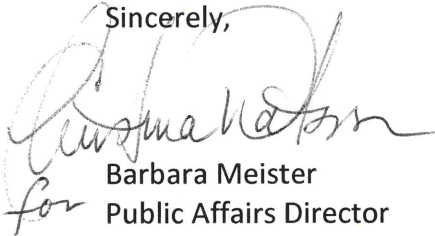


**Monterey Bay
Aquarium**

886 CANNERY ROW
MONTEREY, CA 93940
831.648.4800

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

A handwritten signature in black ink, appearing to read "Barbara Meister".

for
Barbara Meister
Public Affairs Director

cc: Debra L. Hale, TAMC



March 13, 2017

Assembly Member Anna Caballero
P.O. Box 942849
Sacramento, CA 94249-0030

Via: Email to Peter.Ansel@asm.ca.gov

**Re: Support for AB 696 (Caballero)
Disposition of excess Caltrans properties**

Dear Assembly Member Caballero:

Monterey County Farm Bureau represents family farmers and ranchers in the interest of protecting and promoting agriculture throughout our County. We strive to improve the ability of those engaged in production agriculture to provide a reliable supply of food and fiber through responsible stewardship of our local resources.

On behalf of the Board of Directors of the Monterey County Farm Bureau, this letter expresses our support of Assembly Bill (AB) 696: *Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017)*.

This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the U.S. 101 corridor in Monterey County.

Existing priority projects in the U.S. 101 corridor in Monterey County face significant funding shortfalls. AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to the Transportation Agency of Monterey County (TAMC), to be used for already programmed State Transportation Improvement Program (STIP) or voter-approved Measure X projects in the U.S. 101 corridor in Monterey County. The Highway 156/U.S. 101 interchange project is a regional top priority as a

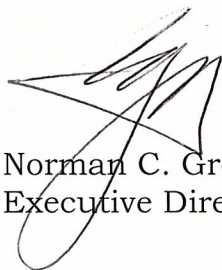


bottleneck for traffic to the Monterey Peninsula, a heavily used corridor for tourists and trucks alike.

The U.S. 101 Safety Improvements project would build frontage roads and make related safety improvements to US 101 in South Salinas and South Monterey County, a vital goods movement corridor through the “Salad Bowl of the World.” AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County’s regional economic drivers: agriculture and tourism.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,



Norman C. Groot
Executive Director

cc: Debra L. Hale, TAMC



March 13, 2017

Assembly Member Anna Caballero
P.O. Box 942849
Sacramento, CA 94249-0030

Via email to: Peter.Ansel@asm.ca.gov

Re: Support for AB 696 (Caballero): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties

Dear Assembly Member Caballero:

On behalf of the Monterey County Hospitality Association, I write in support of Assembly Bill (AB) 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the US 101 corridor in Monterey County. **The Monterey County Hospitality Association supports this bill.**

Existing priority projects in the US 101 corridor in Monterey County face significant funding shortfalls. AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for already programmed State Transportation Improvement Program (STIP) or voter-approved Measure X projects in the US 101 corridor in Monterey County. The Highway 156/ US 101 interchange project is a regional top priority as a bottleneck for traffic to the Monterey Peninsula, a heavily used corridor for tourists and trucks alike. The US 101 Safety Improvements project would build frontage roads and make related safety improvements to US 101 in South Salinas and South Monterey County, a vital goods movement corridor through the "Salad Bowl" of the nation. AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

Theodore Balestreri, Jr.
Chair

cc: Debra L. Hale, TAMC

Christina Watson

From: Christina Watson
Sent: Monday, March 13, 2017 4:57 PM
To: Ansel, Peter
Cc: JEA & Associates (jea@jeaandassociates.com); Erica Arriaga (erica@jeaandassociates.com); Debbie Hale
Subject: Monterey Peninsula Chamber of Commerce Officially Supports AB 696

Ms. Watson:

I am writing on behalf of the Monterey Peninsula Chamber of Commerce regarding Assembly Bill (AB) 696 - Department of Transportation Prunedale Bypass, County of Monterey; disposition of excess properties.

The Monterey Peninsula Chamber of Commerce supports transfer the proceeds of the sale of the former Prunedale Bypass right of-way parcels of land to the Transportation Agency for Monterey County for use on future transportation projects on the US 101 corridor in Monterey County.

Accordingly, the Monterey Peninsula Chamber of Commerce supports this bill.

Christine G. Kemp

Noland, Hamerly, Etienne & Hoss

A Professional Corporation

333 Salinas Street

P.O. Box 2510

Salinas, CA 93901

(831) 424-1414 ext. 271

(831) 424-1975 (fax)

ckemp@neh.com

www.neh.com



March 13, 2017

Via email to: Peter.Ansel@asm.ca.gov

Assembly Member Anna Caballero
P.O. Box 942849
Sacramento, CA 94249-0030

**RE: Support for AB 696
(Caballero)**

Dear Assembly Member Caballero:

On behalf of the Monterey-Salinas Transit District (MST), I write in support of Assembly Bill (AB) 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the US 101 corridor in Monterey County. **Monterey-Salinas Transit supports this bill.**

Existing priority projects in the US 101 corridor in Monterey County face significant funding shortfalls. AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for already programmed State Transportation Improvement Program (STIP) or voter-approved Measure X projects in the US 101 corridor in Monterey County. The Highway 156/ US 101 interchange project is a regional top priority as a bottleneck for traffic to the Monterey Peninsula, a heavily used corridor for tourists and trucks alike and the US 101 Safety Improvements project would build frontage roads and make related safety improvements to US 101 in South Salinas and South Monterey County, a vital goods movement corridor through the "Salad Bowl" of the nation.

AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism. Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa Rheinheimer", written over a white background.

Lisa Rheinheimer
Director of Planning and Marketing

cc: Debra L. Hale, TAMC

Advocating and delivering quality public transportation as a leader within our community and industry.

Transit District Members Monterey County • Carmel-by-the-Sea • Del Rey Oaks • Gonzales • Greenfield • King City • Marina • Monterey
Pacific Grove • Salinas • Sand City • Seaside • Soledad **Administrative Offices** 19 Upper Ragsdale Drive, Suite 200 Monterey, CA 93940

PH 1-888-MST-BUS1 (1-888-678-2871) • FAX (831) 899-3954 • WEB mst.org

Christina Watson

From: Christina Watson
Sent: Monday, March 13, 2017 4:58 PM
To: Ansel, Peter
Cc: JEA & Associates (jea@jeaandassociates.com); Erica Arriaga (erica@jeaandassociates.com); Debbie Hale
Subject: Salinas Valley Chamber of Commerce supports AB 696

The **SALINAS VALLEY CHAMBER OF COMMERCE** supports AB 696. This is official notice from the Government Relations Committee chairman of the Salinas Valley Chamber of Commerce.

Kevin Dayton
President and CEO
Labor Issues Solutions, LLC
(916) 439-2159
kdayton@laborissuessolutions.com
<http://www.LaborIssuesSolutions.com>
<https://twitter.com/DaytonPubPolicy>



March 13, 2017

Assembly Member Anna Caballero
P.O. Box 942849
Sacramento, CA 94249-0030

Via email to: Peter.Ansel@asm.ca.gov

**Re: Support for AB 696 (Caballero): Department of Transportation:
Prunedale Bypass: County of Monterey: disposition of excess
properties**

Dear Assembly Member Caballero:

On behalf of the City of Sand City, I write in support of Assembly Bill (AB) 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the Transportation Agency for Monterey County (TAMC) for use on priority transportation projects in the US 101 corridor in Monterey County. **The City of Sand City supports this bill.**

Existing priority projects in the US 101 corridor in Monterey County face significant funding shortfalls. AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for already programmed State Transportation Improvement Program (STIP) or voter-approved Measure X projects in the US 101 corridor in Monterey County. The Highway 156/ US 101 interchange project is a regional top priority as a bottleneck for traffic to the Monterey Peninsula, a heavily used corridor for tourists and trucks alike.

The US 101 Safety Improvements project would build frontage roads and make related safety improvements to US 101 in South Salinas and South Monterey County, a vital goods movement corridor through the "Salad Bowl" of the nation. AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

Todd Bodem
City Administrator

cc: Debra L. Hale, TAMC

City Hall
1 Sylvan Park,
Sand City, CA
93955

Administration
(831) 394-3054

Planning
(831) 394-6700

FAX
(831) 394-2472

Police
(831) 394-1451

FAX
(831) 394-1038

Incorporated
May 31, 1960



March 13, 2017

Assembly Member Anna Caballero
P.O. Box 942849
Sacramento, CA 94249-0030

Via email to: Peter.Ansel@asm.ca.gov

Re: Support for AB 696 (Caballero): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties

Dear Assembly Member Caballero:

On behalf of the Transportation Agency for Monterey County (TAMC), I write in support of Assembly Bill (AB) 696: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (as introduced, February 15, 2017). This bill will transfer the proceeds of the sale of the former Prunedale Bypass right-of-way parcels of land to the TAMC for use on priority transportation projects in the US 101 corridor in Monterey County. **TAMC supports this bill.**

Over many years, TAMC, the County of Monterey, and Caltrans assembled the transportation funds to buy approximately 350 acres of land for the US 101 Prunedale Bypass project. The project was unable to be constructed, and TAMC and Caltrans instead constructed safety improvements on US 101, known as the Prunedale Improvement Project. Existing priority projects in the US 101 corridor in Monterey County face significant funding shortfalls. If the right-of-way parcels are unused, then Caltrans has authority to sell the land, and under current law can take the revenues from the sale of bypass land and direct it to the state general fund – not back to transportation and not back to Monterey County for filling in budget gaps to further programmed projects in the existing State Transportation Improvement Program (STIP) or the voter-approved Transportation Investment Plan (Measure X).

AB 696 would require the revenues from the sale of the Prunedale Bypass parcels to come back to TAMC, to be used for already programmed STIP or Measure X projects in the US 101 corridor in Monterey County. AB 696 would ensure that millions of transportation dollars would come back to the local highway system for improvements that would benefit Monterey County's regional economic drivers: agriculture and tourism.

Thank you very much for your authorship of this important bill and for supporting efforts to improve transportation in California.

Sincerely,

Debra L. Hale
Executive Director

cc: Hon. Anthony Cannella, 12th Senate District
Hon. Bill Monning, 17th Senate District
Hon. Mark Stone, 29th Assembly District