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

**BOARD OF DIRECTORS**

**Wednesday, September 28, 2022**

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

**REMOTE CONFERENCING ONLY**

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

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

**Join meeting online at:**

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

**OR**

**By teleconference at: +1 669 900 6833**

**Meeting ID: 446 951 513**

**Password: 194463**

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

**1. QUORUM CHECK – CALL TO ORDER**

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

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

**PLEDGE OF ALLEGIANCE**

**2. PUBLIC COMMENTS**

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

### **3. CONSENT AGENDA**

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

4. **PRESENT** Transportation Agency Employee of the Quarter to Alissa Guther.

- Muck

*Alissa Guther has been selected by her colleagues at the Transportation Agency for Monterey County as the Employee of the Quarter for April 1 – June 30, 2022.*

5. **RECEIVE** update from Caltrain Director of Strategy and Policy on next steps in the operations discussions for the Salinas Rail extension project.

- Watson/Sargent

*Caltrain Director of Strategy and Policy Sam Sargent will provide a verbal update on the Joint Powers Board (JPB) direction related to developing a Memorandum of Understanding for the extension of operations from Gilroy to Salinas.*

6. **RECEIVE** update on state and federal legislative issues.

- Watson

*Staff and consultants will present updates on state and federal legislative activities, including a write-up of the transportation elements of the federal Inflation Reduction Act.*

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

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

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

**9. Executive Director's Report.**

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

**11. ADJOURN**

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

**ADMINISTRATION and BUDGET**

- 3. 1.1 APPROVE** the Transportation Agency for Monterey County Board draft minutes of August 24, 2022.

- Rodriguez

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

- Delfino

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

- 3. 1.3 ADOPT** finding, pursuant to AB 361, that the COVID-19 pandemic state of emergency declared by Governor Newsom is still in effect; the TAMC Board of Directors has reconsidered the circumstances of the state of emergency; and, the state of emergency continues to directly impact the ability of the members to meet in person.

- Brayer

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

**3. 1.4 Agreement for Accounting Services:**

- 1. AUTHORIZE** the Executive Director to execute contract Amendment #2 with Oppidea, LLC in an amount not to exceed \$32,220 per year for an additional twelve months to provide accounting services for the period ending December 31, 2023, and to change the monthly rate to \$2,685 effective January 1, 2023;
- 2. APPROVE** the use of \$32,220 for the extended 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, subject to approval by Agency counsel.

- Goel

***The Agency's current agreement expires December 31, 2022. Due to staffing issues and the need for continuity in accounting services, staff recommends a 12-month extension of the Agreement. The contract rate of \$28,020 per year, which has been in effect for ten years, will change in Amendment #2 to \$32,220.***

## **BICYCLE, PEDESTRIAN, TRANSIT, and SOCIAL SERVICES**

### **3. 2.1 Monterey-Salinas Transit State of Good Repair Funds**

1. **ADOPT** Resolution 2022-11 allocating \$878,286 of Fiscal Year 2022-23 Senate Bill 1 State of Good Repair funds to Monterey-Salinas Transit to help fund bus procurement, purchase of facility maintenance equipment, and installing, repairing, and replacing passenger shelters as needed throughout the system; and
2. **AUTHORIZE** the Executive Director to execute all required documents and any amendments with the California Department of Transportation.

- Hernandez

***Senate Bill 1 (SB 1) established the State of Good Repair program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system.***

### **3. 2.2 Measure X Senior & Disabled Transportation Program:**

1. **ADOPT** the Measure X Senior & Disabled Transportation Program Guidelines for Fiscal Years 2023/24 through 2025/26; and
2. **RELEASE** the call for projects.

- Hernandez

***The Measure X Senior & Disabled Transportation Program Guidelines were updated based on input from the Measure X Citizens Oversight Committee and the Monterey-Salinas Transit Mobility Advisory Committee. The program guidelines will be used for the third round of grant awards covering fiscal years 2023/24 to 2025/26. The primary change is a new workshop session for prospective applicants during the Call for Projects period.***

### **3. 2.3 Fort Ord Regional Trail & Greenway Right of Way Just Compensation**

1. **AUTHORIZE** the Executive Director to establish just compensation and approve appraisals for the acquisition of parcels for the Fort Ord Regional Trail and Greenway - Canyon Del Rey segment; and

2. **AUTHORIZE** the Executive Director to make purchase offers in the amount that equals the statutory offer of just compensation established for the parcel and negotiate acquisition agreements for parcels needed for the Fort Ord Regional Trail and Greenway - Canyon Del Rey segment.

- Zeller

***To streamline the acquisition process and ensure that the parcels are acquired in a prompt manner, the Agency is requesting authority for the Executive Director to establish just compensation and initiate purchase offers for the Fort Ord Regional Trail and Greenway - Canyon Del Rey project, with final purchase approval reserved for the Board.***

3. 2.4 **APPROVE** the increase of the Agency's local match to the Federal Lands Access Program grant for the Fort Ord Regional Trail and Greenway project by \$1.01 million for a total match of \$5.01 million.

- Zeller

***On November 24, 2021, the Agency was notified that the Fort Ord Regional Trail and Greenway grant application to the Federal Lands Access Program was short-listed for scoping review by the Federal Highway Administration. The scoping review identified a higher total project cost by \$2.4 million, and Agency staff is seeking to increase the local match to cover a portion of that amount.***

**3. 2.5 Fort Ord Regional Trail and Greenway - GHD Contract Amendment #2:**

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute contract amendment #2 with GHD, subject to approval by Agency Counsel, in an amount not to exceed \$36,528, for a total not-to-exceed contract amount of \$2,828,641, to conduct additional environmental analysis;
2. **AUTHORIZE** the use of Measure X funds budgeted to this project;
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount; and
4. **APPROVE** sole source finding.

- Zeller

***Agency staff is seeking to conduct additional environmental analysis on the Canyon Del Rey segment of the Fort Ord Regional Trail and Greenway. This amendment will provide for GHD and sub-consultant Rincon to assist with the preparation of an addendum to the Final Environmental Impact Report to cover additional areas that fall outside of the current areas of potential effect that are necessary for grading and restoration in Work Memorial Park.***

## PLANNING

### 3. 3.1 Caltrans Sustainable Communities Grant Applications

1. **AUTHORIZE** staff to partner with the Monterey County Health Department and Ecology Action to submit a grant application to develop the North Monterey County Safe Routes to School Plan;
2. **AUTHORIZE** staff to submit a grant application to conduct a county-wide assessment of the bicycle network level of traffic stress; and
3. **AUTHORIZE** an amount not to exceed \$150,000 of agency funding as a grant match for both applications

- Green

*Staff proposes the Transportation Agency submit two applications for the fiscal year (FY) 2023/24 Caltrans Sustainable Communities Grants program. One application is to develop of a safe routes to school plan that will include a list of infrastructure and non-infrastructure recommendations for all of the K-12 public schools in North Monterey County. The second application would be for a countywide bicycle network stress assessment to identify lower stress alternate routes and create a tool to increase bicycle ridership and improve safety.*

- ### 3. 3.2 **AUTHORIZE** the Executive Director to submit a support letter for California Department of Transportation (Caltrans) Reconnecting Communities Pilot grant application.

- Watson

*The new federal Reconnecting Communities Pilot discretionary grants are to be awarded on a competitive basis for projects that reconnect communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development. The Transportation Agency, Caltrans and the City of Salinas are collaborating on this grant application to conduct a feasibility study on how to resolve the barriers of US 101, State Route 183, and the Union Pacific Railroad through the City.*

## PROJECT DELIVERY and PROGRAMMING

- ### 3. 4.1 **APPROVE** and **AUTHORIZE** the Executive Director to enter into a Measure X Funding Agreement with the City of Pacific Grove, subject to approval by Agency Counsel, for an amount not to exceed \$1,000,000, to fund the Project Approval and Environmental Document (PA&ED) phase of the Cedar, Sunset & Congress Intersection Improvements project.

- Strause

***The City of Pacific Grove is the implementing agency for the Cedar, Sunset & Congress Intersection Improvements project, part of the Holman Highway 68 Corridor. This funding agreement between the City of Pacific Grove and TAMC allows the City's project costs to be funded and reimbursed through Measure X.***

**3. 4.2 Regional Traffic Counts Request for Proposals:**

1. **APPROVE** the Request for Proposals Scope of Work for the Regional Traffic Counts program, subject to counsel approval;
2. **AUTHORIZE** staff to publish the Request for Proposals and return to the Board of Directors with a recommendation for approval of a consultant, including the final scope of work; and
3. **APPROVE** the use of funds from the approved project budget for this contract in an amount not to exceed \$109,500.

**- Williamson**

***This request for proposals will be used by TAMC to select a consultant or consultant team to conduct traffic counts at approximately 170 locations throughout Monterey County for the Agency's Regional Traffic Counts Program. Counts shall be taken twice a year, once during the off-peak season (either March or April) and once during the peak-season (either August or September) over the life of the Agreement. The Agency's traffic counts data supports local, state, and federal grant proposals, the regional travel demand model and other long-range planning efforts.***

- 3. 4.3 APPROVE** the appointment of Brent McFadden to serve as the education representative and Darren Fort to serve as the alternate education representative on behalf of Monterey County Office of Education; and Steve Snodgrass to serve as the North County representative on the Measure X Transportation Safety & Investment Plan Citizens Oversight Committee.

**- Wright**

***The Transportation Safety & Investment Plan Policies calls for the formation of a Citizens Oversight Committee representing a diverse range of community interests. 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.***

**RAIL PROGRAM - No items this agenda.**

**REGIONAL DEVELOPMENT IMPACT FEE - No items this agenda.**

**COMMITTEE MINUTES and CORRESPONDENCE**



- 3. 7.1 ACCEPT** draft minutes of the Transportation Agency Committees:
- Executive Committee - draft minutes of September 7, 2022
  - Rail Policy Committee - draft minutes of September 12, 2022
  - [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of September 7, 2022
  - [Technical Advisory Committee](#) - draft minutes of September 1, 2022
  - [Measure X Citizens Oversight Committee](#) - No meeting

- Rodriguez

- 3. 7.2 RECEIVE** correspondence to and from TAMC for the month of September 2022.

- Rodriguez

## **END OF CONSENT AGENDA**

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### **ANNOUNCEMENTS**

Next Transportation Agency for Monterey County regular meeting will be on  
Wednesday, October 26, 2022  
**9:00 A.M.**

#### Important Meeting Information

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

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

proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

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

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

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

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



## ***Memorandum***

**To:** Board of Directors  
**From:** Todd Muck, Executive Director  
**Meeting Date:** September 28, 2022  
**Subject:** **Employee of the Quarter**

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### **RECOMMENDED ACTION:**

**PRESENT** Transportation Agency Employee of the Quarter to Alissa Guther.

### **SUMMARY:**

Alissa Guther has been selected by her colleagues at the Transportation Agency for Monterey County as the Employee of the Quarter for April 1 – June 30, 2022.

### **DISCUSSION:**

Agency employees recognize Alissa for having a great attitude, for her professionalism, and for her hard work. Most notably they appreciate her work on the Regional Transportation Plan, TAMC Legislative Program, and the Local Access Fund Program; and for her assistance on the Safe Routes to Schools website, social media and Move It Monterey County! challenge.

### **ATTACHMENTS:**

- ▣ EOQ - Alissa Guther



# EMPLOYEE OF THE QUARTER

*Alissa Guther*

*It is hereby certified that Alissa Guther, Assistant Transportation Planner, has been selected by her colleagues at the Transportation Agency for Monterey County as the Employee of the Quarter for April 1 – June 30, 2022.*

*Agency employees recognize Alissa for having a great attitude, for her professionalism, and for her hard work. Most notably they appreciate her work on the Regional Transportation Plan, TAMC Legislative Program, and the Local Access Fund Program; and for her assistance on the Safe Routes to Schools website, social media and Move It Monterey County! challenge.*

*On behalf of the Board of Directors and staff of the Transportation Agency for Monterey County, it is our great pleasure to recognize Alissa Guther for her excellent service.*

Recognized By

Acknowledged By

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TAMC Chair  
Mary Adams

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Executive Director  
Todd A. Muck

Date: September 28, 2022



## Memorandum

**To:** Board of Directors  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** September 28, 2022  
**Subject:** **Salinas Rail: Caltrain Operations Discussions**

### **RECOMMENDED ACTION:**

**RECEIVE** update from Caltrain Director of Strategy and Policy on next steps in the operations discussions for the Salinas Rail extension project.

### **SUMMARY:**

Caltrain Director of Strategy and Policy Sam Sargent will provide a verbal update on the Joint Powers Board (JPB) direction related to developing a Memorandum of Understanding for the extension of operations from Gilroy to Salinas.

### **FINANCIAL IMPACT:**

The capital cost of the Monterey County Rail Extension project, Phase 1, Salinas Kick Start project (the Salinas station and improvements in Santa Clara County), is estimated at \$81 million. The Kick Start project is proceeding with secured state funding under the adopted state environmental clearance. Operating costs are under evaluation between Caltrain and Caltrans. Operations and maintenance costs are currently assumed to be covered by state and federal rail operations funds.

### **DISCUSSION:**

The Monterey County Rail Extension Project will extend passenger rail service from Santa Clara County south to Salinas. TAMC is pursuing a phased implementation of the Project. Phase 1, known as the Kick Start Project, includes Salinas train station circulation improvements, a train layover facility in Salinas, and track improvements at the Gilroy station and between Salinas and Gilroy. The Kick Start Project has wrapped up construction of Package 1, improvements at the Salinas train station. The layover facility (Package 2) and track improvements (Package 3) are now in final design.

TAMC and Caltrain have been holding regular meetings to discuss the strategy for implementing operations on the corridor. Caltrain developed a feasibility study (**attachment 1**) that was finalized on April 27, 2020. In January 2021, Caltrans developed a scope of work for the Central Coast Service Deployment Playbook (**attachment 2**). Sam Sargent started at Caltrain in July 2022 as the Director of Strategy and Policy, and has been designated as the staff point person for pursuing the next steps in operations discussions. He will present a verbal update to the Board, including a report on the presentation of the TAMC letter (**attachment 3**) to the JPB on September 1, 2022.

### **ATTACHMENTS:**

- Caltrain feasibility report 2020-04-27

- Caltrans deployment playbook scope of work
- August 23, 2022 letter from TAMC to JPB



# Gilroy-Salinas Feasibility Study

## Final Report

April 27, 2020

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# Acknowledgments

## **Board of Directors 2019**

Cheryl Brinkman  
Jeannie Bruins  
Cindy Chavez  
Ron Collins  
Devora Davis

Gillian Gillett (Chair)  
Dave Pine  
Charles Stone  
Shamann Walton

## **Executive Director**

Jim Hartnett

## **Executive Team**

Michelle Bouchard, Chief Operating Officer, Rail  
April Chan, Chief Officer, Planning, Grants and  
Transportation Authority  
John Funghi, Chief Officer, Caltrain  
Modernization Program

Derek Hansel, Chief Financial Officer  
Carter Mau, Deputy Executive Director  
Seamus Murphy, Chief Communications Officer  
David Olmeda, Chief Operating Officer, Bus

## **JPB Staff Contributors**

Ben Burns, Deputy Director, Safety and Security  
David Chow, Account Manager, Safety, Security,  
And Risk Management  
Carl Cubba, IT Director  
Karambir Cheema, Deputy Director ITS  
Henry Flores, Deputy Director, Rail Vehicle  
Maintenance  
Chris Harvey, Manager, Rail Operations  
Melissa Jones, Principal Planner  
Christiane Kwok, Manager, Fare Program  
Operations  
Lawrence Leung, Rail Contract Administrator  
Joe Navarro, Deputy Chief, Rail Operations

Danny Nguyen, Senior Financial Analyst, Rail  
Contracts and Budgets  
Sebastian Petty, Senior Policy Advisor  
Melissa Reggiardo, Manager, Rail Planning  
Rona Rios, Manager, Customer Service  
Marshall Rush, Claims Administrator  
Matt Scanlon, Deputy Director, Railroad Systems  
Engineering  
Robert Scarpino, Deputy Director, Railroad  
Infrastructure Maintenance  
Robert Tam, Manager, Technology Research and  
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Bin Zhang, Manager, Engineering

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LLP  
Michael Conneran, Partner, Hanson Bridgett LLP

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## **Prepared By:**

Lindsey Kiner, Principal, LK Planning  
Shannon Gaffney, Northern California Operations Manager, HNTB Corporation

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# 1 Executive Summary

This report presents the findings from the Gilroy-Salinas Feasibility Study. It was produced by an integrated Project Team composed of Peninsula Corridor Joint Powers Board (JPB) staff and consultants. This is the first study the JPB has conducted exploring the possibility of a service extension to Salinas (referred to as the “Salinas Extension” for brevity throughout this report). It was conducted between May and November 2019.

The Transportation Agency for Monterey County (TAMC) is planning an extension of passenger rail service from San Jose to Salinas as part of the Monterey County Rail Extension Project. TAMC serves as Monterey County’s regional transportation planning agency and is a state-designated agency responsible for planning and financial programming of transportation projects. TAMC is the state-designated rail authority for Monterey County and is provided with a number of powers related to the implementation of rail service and for connections to rail service in adjacent and neighboring counties and cities. In the *California State Rail Plan* (2018), the California Department of Transportation (Caltrans) identified the establishment of a regional rail network on the Central Coast with connections from Santa Cruz, Monterey, and Salinas to the state-wide network at Gilroy as a critical component for the future of the Central Coast Region.<sup>1</sup> Both TAMC and Caltrans have requested JPB look into the feasibility of operating this service on behalf of TAMC.

The purpose of this Study is to evaluate the feasibility of using JPB trains to extend rail service to the existing Salinas Station in Monterey County. (TAMC has plans to construct a layover facility and a new platform at the Salinas Station). Specifically, this Study was focused on answering critical due diligence questions around operations, governance, and legal considerations.

This Executive Summary provides an overview of this report. It includes a summary of the Study’s analysis approach and key findings from the internal due diligence effort. It also presents recommendations for the next steps for JPB as well as key considerations for TAMC to contemplate to move the service extension forward with JPB. The full report and appendices follow the Executive Summary.

## Service Assumptions

JPB provides inter- and intra-county commuter rail service (Caltrain) along the San Francisco Peninsula Corridor, including San Francisco, San Mateo, and Santa Clara counties. Caltrain serves 32 stations along the 77.2-mile route between San Francisco and Gilroy.

For the purposes of this initial analysis, the service assumptions regarding extended Caltrain service to Salinas, described below, formed the basis of all feasibility discussions.

- **The Near-Term Service Scenario** assumes that Caltrain would operate service to a future Salinas Station via the extension of the existing Caltrain Gilroy train schedule. This service would be

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<sup>1</sup> 2018 California State Rail Plan: Connecting California. Caltrans, 2018:  
<http://libraryarchives.metro.net/DPGTL/harvested/2018-California-state-rail-plan.pdf>

offered before the start of blended High-Speed (HSR) rail service on the corridor and after the electrification of the Caltrain mainline from the Tamien Station to San Francisco. Remaining locomotive haul push-pull diesel service is assumed to be the vehicle used for this service scenario. No weekend service is assumed.

- **The Long-Term Service Scenario** assumes service patterns would change after the introduction of HSR rail service and electrified service to the Gilroy Station. At this early stage of contemplation, the long-term assumption is that service would operate as a weekday shuttle between the Gilroy and Salinas stations. Passengers would then need to transfer at the Gilroy Station to a different train to “shuttle” them to the Salinas Station in the southbound direction. This change in service pattern will help support through HSR service, which would head east towards Merced/Madera after stopping at the Gilroy Station.<sup>2</sup> Northbound passengers would also need to transfer at the Gilroy Station to northbound destinations, terminating in San Francisco. Shuttle services would operate at shorter headways, especially during the peak period, to allow transfers between Salinas Station and the Gilroy Station. Diesel service is also assumed for this service scenario.

This report is focused on the near-term service scenario, as the long-term scenario is dependent on factors outside of JPB’s purview. JPB encourages TAMC to coordinate with the California High-Speed Rail Authority and other involved agencies regarding long-term service scenario scheduling and operational options.

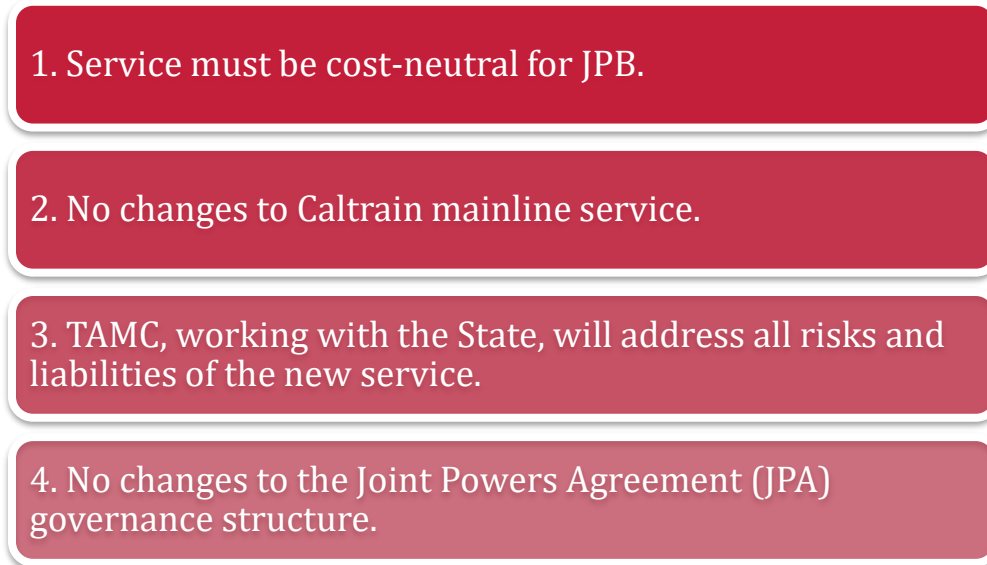
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<sup>2</sup> More information on the proposed statewide HSR alignment can be found at: [https://www.hsr.ca.gov/high\\_speed\\_rail/project\\_sections/](https://www.hsr.ca.gov/high_speed_rail/project_sections/)

## 1.1 Framework for Analysis

This Study is predicated on and guided by four principles, presented in Figure 1 and discussed below.

Figure 1: Framework for Analysis



### 1. The service must be cost-neutral for JPB.

All capital and operating costs (both direct and indirect) associated with providing the Salinas Extension must be paid by TAMC in a fee for service arrangement between JPB and TAMC to achieve cost neutrality. This arrangement would be memorialized in a contract between JPB and TAMC, which is discussed in more detail later in this report.

### 2. The service must cause no changes to the Caltrain mainline.

Every day, JPB is committed to providing reliable and safe Caltrain service along its mainline between San Francisco and Gilroy. Future service to Salinas must not result in any changes to the operation of Caltrain mainline service nor cause any negative impacts. Examples of negative impacts to mainline service are service delays, scheduling conflicts, strain on rolling stock deployment, and strain on staff capacity (both on-board and oversight).

### 3. TAMC will work with the State to assume all risks and liabilities for the new service.

Liability and risk in the case of an accident or incident is a complexity that freight and passenger rail operators must deal with daily, especially when operating on shared-use corridors. Caltrain cannot assume any liability for the TAMC service. Any future service scenarios to Salinas would require TAMC, or its designee, to hold its own railroad liability insurance per the limits set by *The Fixing America's Surface*

*Transportation Act* (FAST Act).<sup>3</sup> JPB legal counsel would work to negotiate terms and conditions that limit JPB's liability in any other necessary areas of exposure, such as 13(c) liability. 13(c) is a federal labor protection statute for transit employees administered by the Department of Labor (DOL). TAMC intends to partner with the State to address these issues.

#### 4. Service and any associated contracts must not change the Joint Powers Agreement (JPA) governance structure.

Any future arrangement between JPB and TAMC must not result in any change to the JPA structure of governance as it currently stands now or in the future. Service would be provided in a fee for service arrangement where TAMC would be a project partner rather than a JPA member.

## 1.2 Key Takeaways

This section summarizes key takeaways from the Study, including key highlights from internal interviews, specialized analysis efforts around design and operations, as well as next steps and recommendations for moving forward.

### Internal Interviews

To better understand the possible feasibility and implications of a Salinas Extension, the Project Team conducted interviews with JPB staff across a variety of departments, as well as JPB's legal counsel team and insurance advisors. These interviews were the foundation of the due diligence process, as JPB staff are experts on how the Caltrain system and services offered to customers work today and how a new service can potentially work in the future. Table 1 presents key takeaways from the internal interviews conducted with JPB staff, organized by issue area.

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<sup>3</sup> Federal Register, Vol. 18, No. 6, January 11, 2016, "Adjustment to Rail Passenger Transportation Liability Cap," Office of the Secretary of Transportation, Department of Transportation. <https://www.govinfo.gov/content/pkg/FR-2016-01-11/pdf/2016-00301.pdf>



**Table 1: Key Takeaways from Internal Interviews**

Category 1: Legal, Contractual, and Governance	
1A	Agreements
	A fee for service arrangement must be the contractual arrangement between JPB and TAMC for the Salinas Extension.
	Roles and expectations should be clearly defined in the contractual agreement between JPB and TAMC, including clearly defining financial responsibility and reimbursement.
	The operation of the Salinas Extension would necessitate a contract amendment between JPB and TASI to account for an expanded scope of services.
1B	Labor Protections / 13(c)
	Legal counsel recommends full 13(c) indemnification of JPB by TAMC.
1C	Insurance and Liability
	JPB currently holds railroad liability insurance for mainline service between San Francisco and Gilroy.
	JPB would require that TAMC, in collaboration with Caltrans/CalSTA, purchase its own railroad insurance (at least \$295M) to comply with the <i>National Passenger Railroad Liability Act</i> .
1D	Positive Train Control
	JPB assumes UPRR would be responsible for PTC installation on the stretch of right-of-way between Gilroy and Salinas, as they are the owners. TAMC would need to confirm this.
	JPB would need to work with UPRR on PTC system interoperability testing between Control Point Lick in San Jose and the Gilroy Station.
Category 2: Operational and Maintenance Considerations	
2A	Crew Training, Mobilization, and Schedule
	The following training would be needed for crews before the start of revenue service to Salinas: efficiency testing, 240 engineer licenses, and territory qualifications.
	The FRA regulates several aspects of crew labor, including hours of service and periods of rest between shifts, which limits crew scheduling and hours of service options for any new services. These regulations also affect schedules and crew base locations.
	A Salinas-based crew and crew base are recommended.
2B	Rolling Stock, Storage, and Maintenance
	Caltrain has the diesel rolling stock needed to provide service to the Salinas Station.
	To be confirmed by detailed analysis, it is thought that in the short-term, the railyard and rolling stock needed to serve Salinas can be shared with Gilroy at the Gilroy Station. Additionally, in the short-term fueling of vehicles may be done at the Gilroy Station, and in the long-term at Salinas.
2C	Union Pacific Railroad Coordination
	As owners of the track between Gilroy and Salinas, UPRR is responsible for the track repair and maintenance of way, signaling, dispatch, and grade crossings.
	TAMC will need to negotiate a trackage rights agreement with UPRR.
	JPB would request an advisory role in the negotiation process between TAMC and UPRR.
2D	Fare Collection, Management, Enforcement, and Title VI
	JPB staff suggests a more detailed study in the next phase, with TAMC's involvement, to determine fares and fare collection.
	Fare or fares set for the extension must align with the Caltrain Fare Policy.
	TAMC, in collaboration with Caltrans/CalSTA, would be responsible for Title VI compliance for the new service, including an equity analysis for new service, an equity analysis for the Salinas Station, and providing a cash-fare payment option. JPB may support TAMC in this process.

Category 1: Legal, Contractual, and Governance	
	An amendment to the Codified Tariff may be needed, as the extension would represent a new service area. A public hearing would be required.
	Caltrain TVMs can be programmed to collect fares, but this would require significant coordination between JPB staff and TAMC on infrastructure, IT, financial, security logistics, and operating costs.
2E	Safety and Security
	UPRR and/or TAMC would be responsible for all right-of-way and station-based safety and security issues for the Salinas Extension.
	JPB recommends TAMC or its designee hire a security vendor and contract with local law enforcement to provide security and patrol services at the Salinas Station.
2F	Customer Service
	The majority of Salinas-specific customer service (CS) needs can be handled from JPB Headquarters by CS staff
	No new Caltrain lost and found center is recommended for Salinas due to the high overhead cost.

Source: LK Planning, HNTB, JPB, 2019.

### 1.3 Specialized Analyses

In addition to conducting internal interviews, the Project Team worked with JPB staff on two specialized analysis efforts:

- 1) Crews and Scheduling Operational Analysis; and
- 2) The Station Design Review.

The Operations Analysis was a high-level review to determine the feasibility of serving the future Salinas Station from a crew and scheduling perspective. In addition, the analysis helped identify key cost drivers. From a crew and scheduling perspective, the Salinas Station can be served as an extension of the existing Caltrain Gilroy train schedule. Further, more detailed analysis and coordination in the future will be necessary, as service patterns and schedules will change with the electrification of the Caltrain corridor in 2022 (expected).

For the Station Design Review effort, JPB staff reviewed the packages of drawings (at the 75 percent design level) provided by TAMC. JPB staff compared all drawing sets related to station design against Caltrain’s 2019 Engineering Standards and Track Charts. The Station Design Review is documented in a separate memorandum. It includes comments on the design packages for TAMC’s consideration as they move into the final design phase and recommendations on ADA-required amenities for the planned Salinas Station.

### 1.4 Recommendations and Next Steps

Through the due diligence process, the Project Team did not find any significant operational, legal, or design roadblocks that would deem the project infeasible from the JPB’s perspective (assuming that those conditions identified in Table 1 above and Table 2 below are achieved). The Project Team has concluded that an extension to Salinas is feasible for JPB within specific parameters and conditions of operation. Although the Salinas Extension is considered feasible at this initial phase of study, it would mark the first

time that JPB has entered into a fee for service arrangement for an extended period with another agency. JPB staff must work closely with legal counsel to minimize any potential risk exposure contractually as there are risks and unknowns inherent in any new service arrangement.

In terms of next steps, TAMC should formally request that Caltrain further evaluate this service extension, and JPB staff should formally update the JPB on TAMC's request. Next, TAMC would need to agree to the four foundational elements in a memorandum of understanding (MOU) with JPB in order for the project to progress to further phases of study:

1. Service must be cost-neutral for JPB;
2. No changes to the Caltrain mainline (San Francisco to Gilroy);
3. TAMC, working with the state, must address all risks and liabilities of the new service; and
4. No changes to the JPA governance structure.

## **TAMC and JPB Coordination**

Following this initial MOU, JPB and TAMC staff would need to begin actively engaging in discussions about the parameters and conditions of service. Table 2 includes a preliminary list of conditions to be met in order for JPB to operate the new service on behalf of TAMC. The purpose of this list is to help jump-start more focused discussions between TAMC and JPB staff if the project moves forward. This list also serves as a starting point for subsequent MOUs between the two agencies.

This list was developed by the Project Team in collaboration with legal counsel during the due diligence process, with a focus on identifying areas of potential risk or challenge for the Salinas Extension. It is important to note that this list is not meant to be fully comprehensive nor representative of the full universe of possible conditions ultimately to be agreed upon by the two agencies. The Project Team expects that further discussions between legal counsel, TAMC staff, and JPB staff in the next phase(s) of study will reveal new, detailed factors for the two agencies to resolve.

**Table 2: Preliminary Conditions for JPB Operation of the Salinas Extension**

#	Conditions
1	TAMC must reimburse JPB for all capital, operating, and overhead costs. <sup>1</sup>
2	TAMC to secure or demonstrate a viable funding plan for capital and operating funding for the first five years of service, including capital costs for the Salinas Station.
3	TAMC or its designee must hold railroad liability insurance.
4	TAMC must contractually indemnify JPB for any 13(c) liability, should a claim arise.
5	Provision of service must be established in a contract between JPB and TAMC reviewed and approved by the JPB (fee for service arrangement).
6	TAMC service cannot begin until Caltrain is full electrified and stabilized. This service is estimated to be operational in 2022.
7	TAMC to negotiate and enter into the necessary agreements with UPRR. JPB staff would be advisers/monitor the process. This process includes trackage rights and positive train control obligations.
8	TAMC to agree that service to Salinas would be provided via the extension of the Caltrain Gilroy schedule.
9	TAMC and Caltrain to conduct a joint fare study that follows and is reflective of Caltrain’s Adopted Fare Policy.

Source: LK Planning, HNTB, JPB, 2019

Notes: 1. JPB considers overhead costs separate from capital and operations and maintenance costs. JPB staff would manage, coordinate, and invoice TAMC for overhead services in a yet-to-determined set of billing processes.

## Internal and External Coordination

Continued coordination with various JPB departments will also be needed moving forward, including the Executive Team, Planning, Rail Operations, Communications, and Finance. The Chief Operating Officer of Rail will work with JPB staff and the Communications Department to keep external partners, such as California State Transportation Agency (CalSTA/Caltrans), the Metropolitan Transportation Commission (MTC), and JPB's member agencies, updated on the status of the project.

## Post-Implementation

If the project is ultimately implemented, the Project Team recommends JPB staff conduct a thorough evaluation of service performance after the first year of revenue service.

## 2 Introduction

### 2.1 Study Purpose

The Transportation Agency for Monterey County (TAMC) is planning an extension of passenger rail service from San Jose to Salinas as part of the Monterey County Rail Extension Project. In the *California State Rail Plan* (2018), Caltrans identified Salinas extension in the near-term scenario.<sup>4</sup> Both TAMC and Caltrans requested Caltrain to look into the feasibility of providing this service on behalf of TAMC. It should be acknowledged that Caltrain could not assume the service until Caltrain is in electrified service.

The purpose of the Gilroy-Salinas Feasibility Study is to evaluate the feasibility of using Caltrain trains and crews to extend rail service to the Salinas Station in Monterey County. The feasibility effort was internally focused within Caltrain to answer due diligence questions around operations, governance, and legal considerations. This report summarizes the results of the Feasibility Study, which kicked off in May of 2019 and concluded in November of 2019.

This report is organized as follows:

- **Executive Summary:** The Executive Summary provides a summary of the approach, key findings, and next steps identified as part of this Study.
- **Analysis Approach:** The Analysis Approach section presents the framework that guided Caltrain's due diligence and research efforts.
- **Key Findings:** Key findings from the internal interviews, operations analysis, and design review are presented in this section. It includes high-level cost drivers and considerations for the Peninsula Corridor Joint Powers Board (JPB) and TAMC to consider moving forward.
- **Recommendations and Next Steps:** This section presents JPB's requirements for operating the extension on behalf of TAMC, along with proposed next steps for advancing the potential extension into further phases of study and initiating inter-agency coordination.

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<sup>4</sup> 2018 California State Rail Plan: Connecting California. Caltrans, 2018:  
<http://libraryarchives.metro.net/DPGTL/harvested/2018-California-state-rail-plan.pdf>



The Peninsula Corridor Joint Powers Board (JPB) is a joint powers authority created by a Joint Powers Agreement (JPA). The three-member agencies of the JPB are: The City and County of San Francisco, the San Mateo County Transit District, and the Santa Clara Valley Transportation Authority (VTA). The JPB has full responsibility for Caltrain passenger rail service. The JPB's Board of Directors includes representatives from San Francisco, San Mateo, and Santa Clara Counties. The JPA creating the JPB designates the San Mateo County Transit District as the Managing Agency of the JPB.<sup>6</sup> For more detailed information on the history, structure, and performance of Caltrain, please reference the *FY2018-2027 Caltrain Short Range Transit Plan (2019)*.<sup>7</sup> For more information on Caltrain's long-term service vision for 2040 and beyond years, please reference the Caltrain Business Plan (in-progress).<sup>8</sup>

## About TransitAmerica Services (TASI)

The Rail Division at JPB is responsible for the day-to-day operation of Caltrain and provides direct oversight of the rail contract operator, TransitAmerica Services, Inc. (TASI). TASI began running Caltrain operations in 2012, and the term of their current contract with JPB extends through June 30, 2022. TASI employees include both union and non-union staff. Currently, 11 labor unions represent workers associated with the maintenance and operations of the rail service. These unions hold agreements with TASI. The TASI contract provides for railroad management, dispatch, safety, operations, track maintenance, signals, systems, and vehicles.

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<sup>6</sup> San Mateo County District (the District) staff provide administrative management for the Caltrain system, with departments providing staff support in engineering, finance, capital project development, project monitoring, planning, marketing, customer service, public and media relations, fare and schedule setting, human resources, contracts and procurement, performance monitoring, budget and grant administration, and public outreach. Some staff are dedicated to Caltrain only. Several District employees perform part of their work for Caltrain from District bus storage and maintenance bases or the Central Equipment and Maintenance Facility (CEMOF) in San Jose.

<sup>7</sup> *FY2018-2027 Caltrain Short Range Transit Plan*. Peninsula Corridor Joint Powers Board, 2019: [http://www.caltrain.com/projectsplans/Plans/Short\\_Range\\_Transit\\_Plan.html?](http://www.caltrain.com/projectsplans/Plans/Short_Range_Transit_Plan.html?)

<sup>8</sup> The Caltrain Business Plan Project Website can be viewed at: <https://caltrain2040.org/>

## About TAMC

TAMC serves as Monterey County's regional transportation planning agency and is a state-designated agency responsible for planning and financial programming of transportation projects. TAMC is the state-designated rail authority for Monterey County and is provided with a number of powers related to the implementation of rail service and for connections to rail service in adjacent and neighboring counties and cities. The proposed passenger rail extension to the train station in Salinas is part of TAMC's larger Monterey County Rail Extension Project, which also envisions future phases that would include: a new station in Pajaro/Watsonville (connection to the Santa Cruz Branch Line), and a new station in Castroville (connection to the Monterey Branch Line). TAMC is proceeding with a "Kick Start" project utilizing available State funds that would accommodate initial service and track improvements at Gilroy and Salinas (Figure 3). TAMC's "Kick Start" project assumes that two of the trains now laying over in Gilroy would instead lay over in Salinas, departing Salinas early in the morning and returning late in the evening. The goal of the project is to extend the existing schedule of Gilroy trains departing northward and returning southward during peak hours Figure 4 shows the Proposed Monterey County Extension Project within the broader context of the San Francisco

Figure 3: Kick-Start Phase to Salinas



Source: TAMC, 2019.

Bay Area regional rail network. As noted earlier, UPRR owns the right-of-way (ROW) between the Gilroy Station and the planned Salinas Station. There is currently freight activity along the ROW as well as one round trip of passenger rail, the Amtrak Coast Starlight route. As owners of the ROW, UPRR is responsible for dispatch and maintenance of way activities. Passenger rail providers who intend to operate trains along this ROW must enter into a negotiation process with UPRR to develop a trackage rights agreement. For example, JPB holds a trackage rights agreement with UPRR for the ROW south of Control Point Lick to the current terminus of Caltrain service at the Gilroy Station.



Figure 4: Regional Rail Network with Proposed Monterey Extension



Source: TAMC, 2019.

## 3 Analysis Approach

### 3.1 Framework for Analysis

This Study was predicated on and guided by the four principles presented and discussed below.

#### **1. Service must be cost-neutral to JPB.**

Any future service scenarios to Salinas with JPB serving as the operator must be cost-neutral to JPB. As noted above, the JPB's Board of Directors includes representatives of San Francisco, San Mateo, and Santa Clara counties. The JPB's member agencies each contribute funds to support Caltrain's operating and capital expenditures. It would be unfair to these members to expect them to fund services beyond the existing service boundaries. Additionally, the JPB lacks a dedicated source of funding and has ongoing funding challenges. The service extension cannot place any additional strain on the JPB's budgets.

TAMC would be financially responsible for all capital and operating costs (direct and indirect) associated with the new service in a fee for service arrangement with JPB. This arrangement would be memorialized in a contract between JPB and TAMC. Any capital costs wholly associated with TAMC, such as designing, building, and maintaining the new Salinas layover facility, are fully the responsibility of TAMC. The Financial Department at JPB would be responsible for segregating the costs associated with the extension of service and creating a streamlined billing system for invoicing these costs directly to TAMC.

#### **2. Service must cause no changes to the Caltrain mainline (San Francisco to Gilroy).**

The Caltrain mainline is composed of 32 stations along the 77.2-mile route between San Francisco and Gilroy. Every day, Caltrain is committed to providing reliable and safe service along this mainline. Future service to Salinas must not cause negative impacts to the daily provision of mainline service, such as service delays, financial strain, schedule conflicts, strain on rolling stock deployment, and strain on staff capacity (both on-board and oversight).

#### **3. TAMC, or its designee, must assume all risks and liabilities for the new service.**

Liability and risk in the case of an accident is a complexity that freight and passenger rail operators must deal with, especially when operating on shared-use corridors. The Amtrak Reform and Accountability Act of 1997 set a \$200 million aggregate allowable limit on all claim awards for rail passengers against defendants.<sup>9</sup> This limit was raised to \$295 million in *The Fixing America's Surface Transportation Act* (FAST Act).<sup>10</sup> Any future service scenarios to Salinas would require TAMC, or its designee, to hold its own railroad liability insurance. JPB legal counsel would work to negotiate terms and conditions that limit JPB's liability and risk in any other necessary areas of exposure, such as 13(c) liability. 13(c) is a labor protection statute for transit employees governed by the U.S. Department of Labor (DOL).

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<sup>9</sup> Report to Congress: Shared-Use of Railroad Rights-of-Way. Federal Railroad Administration, July 2019. <https://www.fra.dot.gov/eLib/details/L20458>

<sup>10</sup> Federal Register, Vol. 18, No. 6, January 11, 2016, "Adjustment to Rail Passenger Transportation Liability Cap," Office of the Secretary of Transportation, Department of Transportation. <https://www.govinfo.gov/content/pkg/FR-2016-01-11/pdf/2016-00301.pdf>

#### **4. Service and any associated contracts must not change the Joint Powers Agreement (JPA) governance structure.**

In 1987, representatives of the City and County of San Francisco, the San Mateo County Transit District, and the Santa Clara County Transit District (now the Santa Clara Valley Transportation Authority, VTA), began the effort to create the JPB to transfer administrative responsibility for Caltrain from the State to the local level. In July 1991, a JPA, signed by the three agencies, stipulated the JPB membership and powers, specified financial commitments for each member agency, delegated the District as the managing agency, and detailed other administrative procedures. Any future arrangement with TAMC will not result in a change to the JPA structure of governance. Service would be provided in a fee for service arrangement where TAMC would be a project partner rather than a new member of the JPA.

## 3.2 Service Assumptions

For the purposes of this initial analysis, the following service assumptions formed the basis of all feasibility discussions:

- **The Near-Term Service Scenario** assumes that Caltrain would operate service to Salinas via the extension of an existing Caltrain Gilroy train schedule. This service would be offered before the start of blended High-Speed (HSR) rail service on the corridor and after the electrification of the Caltrain mainline from the Tamien Station to Gilroy Station. Remaining locomotive haul push-pull diesel service is assumed to be the vehicle used for this service scenario. No weekend service is assumed.
- **The Long-Term Service Scenario** assumes service patterns would change after the introduction of HSR rail service and electrification to the Gilroy Station. At this early stage of contemplation, the long-term assumption is that service would operate as a weekday shuttle between the Gilroy and Salinas stations. Passengers would then need to transfer at the Gilroy Station to a different train to “shuttle” them to the Salinas Station in the southbound direction. This change in service pattern will help support through HSR service, which would head east towards Merced/Madera after stopping at the Gilroy Station.<sup>11</sup> Northbound passengers would also need to transfer at the Gilroy Station to northbound destinations, terminating in San Francisco. Shuttle services would operate at shorter headways, especially during the peak period, to allow transfers between Salinas Station and the Gilroy Station. Diesel service is also assumed for this service scenario.

This report is focused on the near-term service scenario, as the long-term scenario is dependent on factors outside of JPB’s purview. JPB encourages TAMC to coordinate with the California High-Speed Rail Authority and other involved agencies regarding long-term service scenario scheduling and operational options.

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<sup>11</sup> More information on the proposed statewide HSR alignment can be found at: [https://www.hsr.ca.gov/high\\_speed\\_rail/project\\_sections/](https://www.hsr.ca.gov/high_speed_rail/project_sections/)

### 3.3 External Engagement

TAMC staff provided JPB staff with background project documents as well as the latest station design packages for review. They also made themselves available to answer any questions for JPB staff during the Study. However, engagement between JPB and TAMC staff during this Study was limited, as this phase of the process was mostly internally focused on conducting due diligence with JPB staff and legal counsel. Additionally, JPB staff informed representatives from the California State Transportation Agency (CalSTA) on the progress of the study throughout the process. JPB staff did not directly engage with UPRR during this Study.

### 3.4 Internal Interviews

The Project Team conducted interviews with JPB staff across a variety of departments to explore the feasibility and understand the implications of a potential Salinas Extension. These interviews were the foundation of the due diligence process, as JPB staff are experts on how the system and services offered to customers work today and how it could work in the future. The Project Team explored the following issue areas through the interviews:

- Customer Service
- Fare Policy, Management, and Enforcement
- Insurance and Liability
- Legal Considerations
- Labor and Mobilization
- Planning, Policy, and Governance
- Positive Train Control Compliance
- Rail Operations and Fleet Maintenance/Rolling Stock
- Operations Compliance - Federal Railroad Administration (FRA) and the California Public Utilities Commission (CPUC)
- Safety and Security
- Station Design
- UPRR Considerations

Representatives from various JPB departments contributed to these interviews, including:

- Engineering and Maintenance
- Insurance and Claims (including representatives from USI, JPB's insurance brokerage)
- Legal Counsel (Hansen Bridgett LLP)
- Marketing and Customer Service
- Planning
- Rail Operations
- Safety and Security
- Information Technology (IT)

Overall, the due diligence process was iterative. An initial set of feasibility questions within each of the 12 issues areas guided the internal interviews. At each initial meeting, the Project Team provided JPB staff with

background on the project and discussed the four principles that guiding the Study (see Section 3.1). The Project Team would then workshop the initial set of questions relevant to that department, working to formulate answers collaboratively as well as uncover any new questions or issues to be explored at subsequent meetings. If necessary, follow up meetings were scheduled with additional department representatives to continue answering questions or explore a specific issue in greater detail.

## 3.5 Specialized Analyses

The following sections delve into the approach for the more specialized feasibility analyses that took place as part of this Study, including:

- Crews and Scheduling Operational Analysis
- Station Design Review

### Operations Analysis

A high-level analysis was conducted to determine the feasibility of serving the Salinas Station from a crews and scheduling perspective. In addition, the analysis helped identify key cost drivers. One of the key drivers of the analysis stems from FRA regulations. The FRA regulates several aspects of crew labor, including hours of service and periods of rest between shifts.<sup>12</sup> Crews can work a maximum of 12 hours, followed by a mandatory 10 hours off duty. The regulations include more complexities, but these two aspects are most critical for this analysis, in addition to crew base requirements.

### Station Design Review

TAMC provided JPB staff with three packages of drawings for review (75% design-level). JPB staff reviewed two of the three packages, comparing all drawing sets related to station design against Caltrain's 2019 Engineering Standards and Track Charts.

Below is a quick summary of the contents of each package provided, and Caltrain's areas of focus for the review (if applicable):

- Package 1 consists exclusively of amenities, roadway, parking, and highway improvements beyond the railroad right-of-way. JPB staff did not review Package 1, as it is not related to the right-of-way or station designs.
- Package 2 depicts designs for the planned Salinas layover facility, platform and station tracks, and was reviewed in full by JPB staff.
- Package 3 depicts improvements to Caltrain's Gilroy, Morgan Hill, and Tamien Stations. JPB staff reviewed Package 3 only for the drawings related to Gilroy Station improvements. The Morgan Hill and Tamien improvements were designed with Capitol Corridor as the proposed operator, and those changes would not be required for an extension of existing Caltrain service from Gilroy to Salinas.

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<sup>12</sup> Title 49 Code of Federal Regulations § 228.405 - Limitations on duty hours of train employees engaged in commuter or intercity rail passenger transportation: <https://www.law.cornell.edu/cfr/text/49/228.405>

This station design review memo is organized into two parts. First, JPB staff provided detailed comments on the design package, noting items that would need to be changed or clarified to be consistent with Caltrain Engineering Standards. Next, staff crafted a list of station amenities, with minimum American with Disabilities Act (ADA) requirements specifically identified. JPB staff requests TAMC consider these comments before moving into the final design phase.

## 4 Key Findings

This section presents the key findings from the Study, organized into three main parts: 1) key takeaways from the internal interviews; 2) results from the operations analysis; and 3) highlights from the Station Design Review. These findings informed the overall feasibility assessment of the proposed service extension to Salinas.

### 4.1 Key Takeaways from the Internal Interviews

This section presents key takeaways from the internal interviews conducted with JPB staff and legal counsel, organized by issue area.

#### Category 1: Legal, Contractual, and Governance

##### 1A: Agreements

- A fee for service arrangement must be the contractual arrangement between JPB and TAMC for a Salinas Extension.
- Roles and expectations should be clearly defined in the contractual agreement between JPB and TAMC, including clearly defining financial responsibility for the extension and the process for TAMC to reimburse Caltrain for costs associated with operating the service, any start-up costs, and all JPB staff and consultant costs.
- Also, the operation of the Salinas Extension would necessitate a contract amendment between JPB and TASI, setting forth a scope of services to provide the new service to Salinas, along with any required changes to contract terms.
- There will be no amendments to the Joint Powers Agreement.

##### 1B: Labor Protections / 13(c)

- Legal counsel recommends full 13(c) indemnification of JPB by TAMC pursuant to the terms of the contract between JPB and TAMC.
- If TAMC partially funds the extension with federal transit dollars, they should be aware of any possible 13(c) implications of such grant monies. JPB staff strongly encourages TAMC to seek legal counsel on 13(c) issues related to the Salinas Extension.<sup>13</sup> Currently the project is 100% funded by the State.

##### 1C: Insurance and Liability

- JPB currently holds railroad liability insurance for mainline service between San Francisco and Gilroy.

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<sup>13</sup> 13(c) is a federal labor protection statute for transit employees administered by the Department of Labor (DOL). Section 13(c) requires, as a precondition to any FTA grants, that the DOL certify that "fair and equitable" labor agreements are made to protect transit employees. This protective agreement is commonly referred to as a 13(c) Agreement.

- JPB would require that TAMC, in collaboration with Caltrans/CalSTA, purchase its own railroad insurance (at least \$295M to meet the *National Passenger Railroad Liability Act*). JPB would work with TAMC to discuss the potential need for TAMC to hold other types of insurance, such as property insurance (for the new Salinas layover facility) and environmental insurance. JPB would require that the JPB, its member agencies, TASI, and UPRR be additionally insured on all TAMC insurance policies.

## 1D: Positive Train Control

- Positive Train Control (PTC) is an advanced command, control, communications, and information system designed to prevent train accidents by controlling train movements. PTC systems improve railroad safety by significantly reducing the probability of collisions between trains, reducing casualties to roadway workers and damage to their equipment, and speeding accidents.<sup>14</sup>
- As mandated by the *Rail Safety Improvement Act of 2008*, all U.S. operators must have a certified PTC system by December 2020.<sup>15</sup> PTC would be required on the right-of-way between Gilroy and Salinas. JPB assumes that UPRR would be responsible for PTC installation on this stretch of right-of-way, as they are the owners. TAMC would be required to confirm PTC compliance with UPRR.
- The Caltrain mainline between San Francisco and San Jose Tamien will be PTC-compliant by 2020.
- Overall, there are three equipment components to PTC: 1) on-board, 2) back-office/dispatch, and 3) wayside. Wayside equipment includes radios and wayside indication units (WIUs) for communication. All Caltrain diesel-multiple units have PTC-equipment installed onboard. Any back-office/dispatch and wayside equipment for the service extension must be compliant with Caltrain's on-board equipment.
- JPB would need to work with UPRR on PTC system interoperability testing between Control Point Lick and the Gilroy Station to ensure compatibility. A process to do this is already in place, as JPB staff has been coordinating on a similar effort with UPRR between Control Point Lick and the Gilroy Station on UPRR-owned right-of-way.

## Category 2: Operational and Maintenance Considerations

### 2A: Crew Training, Mobilization, and Schedule

- Through the Code of Federal Regulations (CFR), FRA regulates railroads, including several aspects of crew labor, like hours of service and periods of rest between shifts.<sup>16</sup> Crews can work a maximum of 12 hours, followed by a mandatory 10 hours off duty. Among other requirements, these regulations have implications for how TASI crews are staffed and scheduled by JPB staff.
- Labor capacity to serve Salinas is entirely dependent on crew scheduling and hours of service for the extension.
- TAMC should establish a Salinas Crew Base, which would entail a new physical building with specific amenities for crews.

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<sup>14</sup> Positive Train Control Legislation and Regulations, Current Initiatives, FRA: <https://www.fra.dot.gov/Page/P0564>

<sup>15</sup> Title 49 Code of Federal Regulations, § 236.I – Positive Train Control Systems: <https://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&sid=e6d522db02b2b7be91220df2f0f09de7&rgn=div5&view=text&node=49:4.1.1.1.30&idno=49:4.1.1.1.30.9>

<sup>16</sup> Title 49 Code of Federal Regulations § 228.405 - Limitations on duty hours of train employees engaged in commuter or intercity rail passenger transportation: <https://www.law.cornell.edu/cfr/text/49/228.405>



- The following training would be needed for crews before the start of revenue service to Salinas: efficiency testing, 240 licenses for locomotive engineers, and territory qualifications.<sup>17</sup> Efficiency training is compliance testing over the entire ROW between Gilroy and Salinas. All crew members' 240 locomotive engineer licenses need to be kept up-to-date and new licenses would need to be approved for any new hires. Territory qualification entails an engineer to operate a train along the new route for familiarization and, ultimately, qualification to operate on the right-of-way between Gilroy and Salinas.

## 2B: Rolling Stock, Storage, and Maintenance

- JPB has the diesel rolling stock needed to provide service to the Salinas Station. Trains would be overhauled as needed to extend their lifespans. More detail on the existing rolling stock can be found in the *FY2018-2027 Caltrain Short-Range Transit Plan*.<sup>18</sup>
- If trains are dedicated only to the Salinas Extension, a total of three consists is recommended, including one spare. This equates to 15 passenger cars (to form 6-car consists), three locomotives, and three cab cars. A railyard at the Salinas Station would be used for overnight storage.
- An overnight maintenance crew would be needed for everyday maintenance and cleaning of equipment at the Salinas Station.
- Equipment would need to travel up to Caltrain's Central Equipment and Maintenance Facility (CEMOF) in San Jose every few weeks for regularly scheduled repairs.
- A separate fueling truck would need to service vehicles at the Salinas Station.
- To be confirmed by detailed analysis, it is thought that in the short-term, the railyard and rolling stock needed to serve Salinas can be shared with Gilroy at the Gilroy Station. Additionally, in the short-term fueling of vehicles may be done at the Gilroy Station, and in the long-term at Salinas.

## 2C: Union Pacific Railroad Coordination

- UPRR owns the track between Gilroy and Salinas. As owners, UPRR is responsible for the: track repair and maintenance of way, signaling, dispatch, and grade crossings. UPRR is responsible for installing PTC on its right-of-way. Grade crossings are regulated by the FRA and, in California, by the CPUC.
- Passenger rail operators that run trains along this right-of-way need to enter into a trackage rights agreement with UPRR. For example, JPB holds a trackage rights agreement with UPRR between Control Point Lick and the Gilroy Station. In the case of the Salinas Extension, TAMC would need to enter into a trackage rights agreement with UPRR. TAMC should take the lead on negotiating and executing such an agreement, which would likely require regulatory approval from the federal Surface Transportation Board.

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<sup>17</sup> "240 Licenses" refers to a federally-mandated locomotive engineer licensing and certification program pursuant to the Rail Safety Improvement Act of 1988 (Public Law No. 100-342, § 4, 102 Stat. 624, 625-27) More information is available in the Federal Register: <https://www.federalregister.gov/documents/2008/12/31/E8-31062/qualification-and-certification-of-locomotive-engineers-miscellaneous-revisions#p-13>

<sup>18</sup> Caltrain Short-Range Transit Plan FY 2018-2027, JPB, June 2019:  
[http://www.caltrain.com/Assets/ Planning/Caltrain+SRTP+-+FY18-27+-+Adopted.pdf](http://www.caltrain.com/Assets/Planning/Caltrain+SRTP+-+FY18-27+-+Adopted.pdf)

- JPB staff and Legal Counsel would like to serve as advisers in the negotiation process between TAMC and UPRR, and closely monitor the terms of the trackage rights agreement under which they would be operating service on TAMC's behalf.

## 2D: Fare Collection, Management, Enforcement, and Title VI

- Overall, JPB staff suggests a more detailed future study with TAMC's involvement to determine the fares for this service extension. Fares set for the extension must align with the Caltrain Fare Policy.<sup>19</sup> Fares should be evaluated in terms of the broader objectives and goals of the extension, as well as the type of customer TAMC would be serving and trying to attract.
- For reference, Caltrain fares are currently calculated based on distance, according to zones that are approximately 13-miles in length. There are three zones between the Gilroy Station and the Salinas Station.
- Because TAMC exists outside of the Metropolitan Transportation Commission (MTC) jurisdictional area, offering Clipper Cards will require discussion between TAMC and MTC. Currently, there are no locations in Monterey or Santa Cruz County to reload Clipper cards.
- Title VI of the Civil Rights Act of 1964 protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. As recipients of FTA funding, JPB must comply with Title VI regulations. JPB maintains a Title VI Compliance Program, which was most recently approved by the JPB Board in November 2016, with the next update expected in November of 2019.<sup>20</sup>
- Before service begins to Salinas, TAMC, in collaboration with Caltrans/CalSTA, would need to conduct a study to determine their requirements under Title VI. It needs to be determined if the extension would be treated as a separate new service or an extension of the Caltrain service which may have different requirements.
- Per Title VI requirements, TAMC must provide a way for people who do not have a cell phone or credit card to pay cash payment for fares. The purchase location(s) does not need to be on-board trains or at the station. A retail location, such as a convenience store, can sell fare media for cash and satisfy this requirement.
- The Caltrain Fare Structure (known as the Codified Tariff) does not currently include Salinas.<sup>21</sup> If service were to be extended to this station, the tariff would need to be amended to include the Salinas Station and its zone placement along the Caltrain line, fare products to be offered (i.e., monthly, day-pass, etc.), and the price of each fare product. Amending the tariff requires a public hearing.
- Caltrain Ticket vending machines (TVMs) can be programmed to collect fares for the Salinas Extension. If Caltrain TVMs are used, Caltrain's IT department and TVM Maintenance Team would need to coordinate further with TAMC on infrastructure requirements on the platform and equipment servicing.

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<sup>19</sup> Caltrain Fare Policy. JPB, 2018: [http://www.caltrain.com/Assets/ Planning/Caltrain+Fare+Study/Caltrain+Fare+Policy+-+Adopted+12-6-18.pdf](http://www.caltrain.com/Assets/Planning/Caltrain+Fare+Study/Caltrain+Fare+Policy+-+Adopted+12-6-18.pdf)

<sup>20</sup> Caltrain Title VI Compliance Program: <http://www.caltrain.com/riderinfo/TitleVI.html>

<sup>21</sup> Caltrain Codified Tariff, JPB, 2017: <http://www.caltrain.com/Fares/farestructure.html>

- Caltrain TVMs accept cash payment. However, this requires vaulting services and increased security on the platforms, as robberies of TVM vaults have occurred, especially at low-frequency stations. Vaulting services refers to secure cash collection/treasury services. A vendor using an armored cash collection vehicle traveling from station to station typically provides this service.
- Also, if TVMs are used for fare collection for the extension, it will be necessary to have further discussions as to how this fare revenue is to be managed by Caltrain and credited to TAMC.
- TAMC, or its designee, would be responsible for parking management and pricing at the Salinas Station.

## 2E: Safety and Security

- All right-of-way and station-based safety and security issues for the Extension would be handled by UPRR and TAMC, consistent with Caltrain's policies.
- As owners of the right-of-way, UPRR is responsible for securing the track, such as fencing along the track and maintaining designated emergency access points. TAMC would need to work with UPRR on the specifics around securing the track if any right-of-way upgrades are needed for increased passenger rail service (beyond what is in place today for Amtrak's Coast Starlight Route).
- TAMC, or its designee, will be responsible for security at the Salinas station. In terms of providing security personnel, TAMC has several options. They can hire a third-party vendor, UPRR security, and/or enter into a contract with a local police department. Contracting with local police is recommended even with a third-party vendor in place. The local police and any third-party security vendor(s) would need to be trained for rail-specific issues. JPB staff and TASI would want to be informed on the security arrangements in place so on-board crews can communicate with the appropriate personnel should an on-board incident arise between Gilroy and Salinas.
- The following is a list of safety and security considerations for TAMC to consider at the Salinas Station, in some cases with UPRR involvement:
  - Eliminate any line of sight issues as engineers approach signals and crossings (e.g., operations issue, track inspection);
  - Confirm radio towers have a strong signal to communicate with Caltrain's control center;
  - Ensure access for emergency responders on the right-of-way.
  - Conduct a Threat Vulnerability Analysis at the station needed during the design/build stage;
  - Conduct a Job Hazard Analysis of the rolling stock and crews (during the design phase);
  - Consider a closed system at this station if possible; and
  - Offer emergency first responders training for any train incidents. JPB staff conducts an annual training, and Monterey County/City of Salinas first responders can be invited to this event.

## 2F: Customer Service Questions

- The majority of Salinas-specific customer service (CS) needs can be handled from Caltrain Headquarters by CS staff. They are available from 7:00 AM to 7:00 PM on weekdays, and 8:00 AM to 5:00 PM on weekends and holidays.
- CS staff can handle Salinas-related calls but would need some additional training for Salinas-specific questions.

- On-board needs, such as stocking paper take-ones, can be handled with the assistance of on-board TASI staff.
- No new lost and found center is recommended for Salinas. Customers would need to travel to San Jose, San Carlos, or San Francisco to pick-up their item. If an emergency item is lost, such as prescription medication or a personal medical device, TASI would address quickly per standard Caltrain procedure in these situations.

## 4.2 Results of Specialized Analyses

As discussed in Section 3.5, JPB staff conducted a high-level operational review to determine the feasibility of serving the Salinas Station from a crew and scheduling perspective. The analysis helped identify key cost drivers. From a crew and scheduling perspective, the Salinas Station can be served as an extension of the existing Caltrain Gilroy train schedule. TAMC should include a Salinas Crew Base at the Salinas Station to serve Salinas-based crews in the future. More detailed operations analysis and coordination between JPB staff and TAMC staff in the future will be necessary, as service patterns and schedules will change with the electrification of the Caltrain corridor in 2022 (expected).

The results of the Station Design Review can be found in Appendix A. Details on the mini-high platforms recommended for ADA accessibility at the stations are also included in Appendix A.

## 4.3 Key Cost Drivers and Considerations

This Study did not include cost estimating for capital or operating costs. However, the Project Team developed a list of key cost drivers that can be used in further phases of study to help inform cost estimating efforts. The focus of developing the key cost drivers at this phase of study was to identify critical cost elements for JPB as well as critical cost elements for TAMC's consideration. JPB direct costs are categorized into Mobilization and Start-up Capital Cost Elements (Table 3) and Operations and Maintenance Cost Elements (Table 4). It is assumed these costs would be isolated, along with the indirect costs of the service, and passed on to TAMC in a fee for service arrangement. TAMC-only costs are categorized by issue area (Table 5) and include other considerations, such as federal clearances and UPRR coordination. These types of costs should be viewed as preliminary and not exhaustive.

**Table 3: JPB Mobilization and Start-up Cost Elements**

Item		Comments and Contingencies
Mobilization and Training		
1	Territory Qualification training for all TASI engineers	Required to operate in new territory between Gilroy and Salinas.
2	Efficiency Training	Compliance testing over the entire alignment.
3	CFR 240 Engineer Licenses	Required for any new hire engineers that would work on a crew to/from Salinas.
Fare Management		
4	Joint Fare Study	Joint study with TAMC recommended.
5	Public Hearing to amend Codified Tariff	Materials and labor costs if public hearing is required.
Systems Costs		
6	PTC interoperability testing between JPB and UPRR	Can replicate process currently being conducted between Control Point Lick and Gilroy involving JPB staff and UPRR.
Labor		
7	Legal Counsel for TASI negotiations	
8	Legal Counsel for TAMC negotiations	This would also include advising on UPRR negotiations.
9	JPB staff coordination	Coordination with TAMC, Union Pacific, TASI, CalSTA, and other external stakeholders.
10	Finance oversight and billing	New process needed to separate costs and bill TAMC.

Source: LK Planning, HNTB, JPB, 2019.

**Table 4: JPB Operations & Maintenance Cost Elements**

Item		Comments and Contingencies
Labor and Vendors		
1	New/extended crew hours labor costs	Crews would work longer hours to accommodate service to Salinas from Gilroy.
2	“Deadhead” crew shuttle costs	Costs to shuttle crews back to CEMOF at the end of each shift.
3	Overnight maintenance crew	Share crew with Gilroy/or new crew
4	TVM monthly and emergency maintenance	Labor and materials if TVMs used at Salinas Station.
5	Annual First Responders Training	Standard across the mainline. Conducted annually. Local Law Enforcement would be invited from Monterey County.
6	JPB staff coordination and oversight	Labor and any new hire costs. Includes additional Customer Service and Lost and Found labor and materials.
Vehicle Maintenance <sup>22</sup>		
7	Fuel	Location TBD
8	Daily maintenance	JPB can isolate a percentage of costs for TAMC to cover.
9	Major vehicle parts and maintenance, including any vehicle overhauls.	Regular maintenance conducted at CEMOF about once per month. JPB staff would need to isolate state of good repair fees.
10	Recycling/trash disposal services (on-board)	On-board train trash and recycling processing fees.
Systems Costs		
11	PTC back-office facilities shared use	JPB would isolate costs as a percentage of equipment use and labor for TAMC reimbursement.

Source: LK Planning, HNTB, JPB, 2019.

<sup>22</sup> Further discussion regarding the isolation of costs will be required, and should include Caltrans as well.

**Table 5: Initial TAMC Cost Elements and Considerations**

Item		Comments and Contingencies
Federal Clearances		
1	FRA clearances and plan updates	Rail Activation Plan possibly required. (This plan details how to stand up new service).
Title VI Compliance		
2	Title VI Equity Analysis for new service	
3	Title VI Site Equity Analysis for new station (Salinas)	
UPRR Coordination and ROW Access		
4	Trackage rights agreement negotiations	TAMC to conduct directly with UP. JPB would want to be advisers/monitor the process as the operator.
5	PTC equipment and maintenance	Coordinate with UPRR on the process and any fees for use. JPB would conduct interoperability testing.
6	ROW services for track repair and maintenance of way, signaling, dispatch, and grade crossing maintenance/access	To be handled by UP and worked into the trackage rights agreement.
7	Track construction/rehabilitation	As needed.
8	Grade crossing rehabilitation	As needed.
9	Emergency access points for first responders along ROW	TAMC to discuss with UPRR.
Insurance and Liability		
10	Railroad Liability Insurance	At least \$295M to meet the National Passenger Railroad Liability Act.
11	Property Insurance	Property insurance recommended for Salinas Station.
12	Environmental Insurance	Potentially needed. TAMC to consult their insurance advisors.
Capital Costs for Salinas Station		
13	Construction of station platform	
14	Track construction	
15	Crew quarters/base	TBD to determine appropriate facilities provided to crews.
16	Salinas layover facility/Railyard	Coordinate with JPB on appropriate sizing and design.
17	TVMs	Two would be needed if TVMs ultimately are used at this station.
18	Data line and power conduits for TVMs	Only needed if TVMs are installed and used for fare collection.
19	Wiring cabinets	Only needed if TVMs are installed and used for fare collection.
20	AT&T installation costs	Only needed if TVMs are installed and used for fare collection.
21	Visual Messaging Signs (VMS)	JPB can provide specifications to TAMC for interoperability.

Item		Comments and Contingencies
22	Bike lockers	
23	ADA station equipment and signage	See Appendix A for full list.
24	Wayfinding signage	
Safety and Security at Salinas Station and along ROW		
25	CCTV at stations	Above TVMs is the most critical location, if used.
26	Gates	Trains and TVMs must be kept secured.
27	Blue buttons for emergency assistance	Locate on platforms.
28	Crime Prevention through Maintenance and Design Study	To be conducted during design/build phase.
29	Threat Vulnerability Analysis Study	To be conducted during design/build phase.
Labor and Vendors		
30	Security Vendor	Allied Security is an option. Union Pacific Security may also be an option.
31	Local Law Enforcement Contracting	JPB has a contract with the San Mateo County Sheriff's Department. A similar arrangement is recommended in Monterey County or City of Salinas law enforcement with TAMC choosing its designee.
32	Janitorial services	TAMC or its designee responsible to clean and maintain station area.
33	Parking Enforcement Team	TAMC or its designee responsible for Salinas Station parking lot.
34	Legal Counsel Services	For various contract negotiations, including with JPB, as well as Title VI and 13(c) liability.
35	Insurance Advisors/Brokerage	
36	Rail Operations Specialist	Specialist(s) needed to coordinate with JPB Rail Operations Manager and team.

Source: LK Planning, HNTB, JPB, 2019.



## 5 Recommendations and Next Steps

Through the due diligence process, the Project Team did not find any significant operational, legal, or design roadblocks that would deem the project infeasible. The Project Team has concluded that an extension to Salinas is feasible for JPB within specific parameters and conditions of commercial and operational nature. Although the Salinas Extension is considered feasible at this initial phase of study, it would mark the first time in recent history that JPB has entered into a fee for service arrangement for an extended period with another agency. JPB staff must work closely with legal counsel to minimize any potential risk exposure contractually as there are risks and unknowns inherent in any new service arrangement.

In terms of next steps, TAMC should formally request that JPB further evaluate this service extension, and JPB staff should update the JPB Board of Directors on TAMC's request. Next, TAMC would need to agree to the four foundational elements in a memorandum of understanding (MOU) with JPB in order for the project to progress to further phases of study:

1. Service must be cost-neutral for JPB;
2. No changes to the Caltrain mainline (San Francisco to Gilroy);
3. TAMC, working with the state, must assume all risks and liabilities of the new service; and
4. No changes to the Joint Powers Agreement (JPA) governance structure.

### TAMC and JPB Coordination

Following this initial MOU, JPB and TAMC staff would need to begin actively engaging in discussions about the parameters and conditions of service. Table 6 includes a preliminary list of conditions to be met in order for Caltrain to operate the new service on behalf of TAMC. The purpose of this list is to help jump-start more specialized discussions between TAMC and JPB staff if the project moves forward. This list also serves as a starting point for subsequent MOUs between the two agencies.

The list in **Table 6** was developed by the Project Team in collaboration with legal counsel during the due diligence process, with a focus on identifying areas of potential risk or challenge for the Salinas Extension. It is important to note that this list is not meant to be comprehensive nor representative of the full universe of possible conditions to be ultimately agreed upon between the two agencies. The Project Team expects that further discussions between legal counsel, TAMC staff, and JPB staff in the next phase(s) of study will reveal new, detailed factors to be resolved between the two agencies.

### Internal and External Coordination

In addition, continued coordination with various JPB departments will be needed, including the Executive Team, Planning, Rail Operations, Communications, and Finance. The Chief Operating Officer of Rail will work with JPB staff and the Communications Department to keep external partners, such as CalSTA/Caltrans, the MTC, and JPA partner agencies, updated on the status of the project.

### Post-Implementation

If the project is ultimately implemented, the Project Team recommends that a thorough evaluation of service performance is conducted after the first year of revenue service.

**Table 6: Preliminary Conditions for JPB Operation of the Salinas Extension**

#	Conditions
1	TAMC must reimburse JPB for all capital, operating, and overhead costs. <sup>1</sup>
2	TAMC to secure or demonstrate a viable funding plan for capital and operating funding for the first XX years of service, including capital costs for the Salinas Station.
3	TAMC must hold its own railroad liability insurance.
4	TAMC must contractually indemnify JPB for any 13(c) liability, should a claim arise.
5	Provision of service must be established in a contract between JPB and TAMC reviewed and approved by the JPB (fee for service arrangement).
6	TAMC service cannot begin until Caltrain is full electrified and stabilized. This service is estimated to be operational in 2022.
7	TAMC to negotiate and enter into the necessary agreements with UPRR. JPB staff would be advisers/monitor the process.
8	TAMC to agree that service to Salinas would be provided via the extension of the Caltrain Gilroy schedule.
9	TAMC and Caltrain to conduct a joint fare study that follows and is reflective of Caltrain’s Adopted Fare Policy.

Source: LK Planning, HNTB, JPB, 2019.

Notes: 1. JPB considers overhead costs separate from capital and operations and maintenance costs. JPB staff would manage, coordinate, and invoice TAMC for overhead services in a yet-to-determined set of billing processes.

## 5.1 Questions to Explore in Further Studies

In the process of conducting internal interviews with JPB staff, some issues arose that the Project Team felt was more appropriate to explore in later phases of Study, in coordination with TAMC. These issues are discussed below. Also, JPB staff urges TAMC to closely review the list of considerations detailed in Table 5 of Section 4.4 of this Study.

**Fare Enforcement:** The Salinas Extension would be the first time Caltrain is operating in Monterey County. TAMC would need to establish a formal process for fare oversight within this new territory and establish a means to resolve any legal disputes within the Superior Court of Monterey County. In addition to consideration of relevant Penal Code statutes, TAMC would need to consider adopting fare enforcement ordinance(s), a process for issuing fare citations, and coordinate with the Superior Court with regard to adjudicating any fare violations.

**Local law enforcement contracting:** JPB currently contracts with the San Mateo County Sheriff's Department to provide law enforcement on the Caltrain mainline between San Francisco and Gilroy, also known as Transit Police Bureau. The Bureau is responsible for policing all Caltrain rail equipment, stations, right-of-way, and facilities throughout San Francisco, San Mateo and Santa Clara counties. The Transit Police are also responsible for the investigation of crimes, collisions, accidents, and deaths involving Caltrain passenger trains. They also provide extra security at special events, projects, and investigations as needed.<sup>23</sup> Additional security is provided by a vendor, Allied Security. However, given the distance to Salinas, it is neither feasible nor financially prudent for the San Mateo County Sheriff's Department to provide coverage.

As a result, JPB strongly recommends TAMC develop a relationship with local law enforcement to provide similar services within Monterey County ROW and at the Salinas Station. JPB would like to be informed on the security arrangements in place so on-board crews can communicate with the appropriate personnel should an on-board incident arise between Gilroy and Salinas.

**Specialized Fare Study:** The process of setting fares involves many variables. TAMC and JPB should collaborate on a deeper dive analysis into setting fares for the Salinas Extension. Caltrain recently completed a comprehensive Fare Study, which can provide a useful framework for starting discussions with TAMC.<sup>24</sup> JPB asks that the specialized fare study for the Salinas Extension is reflective of Caltrain's Adopted Fare Policy.<sup>25</sup>

**Train Scheduling:** In the future, JPB would need to determine the exact run time for Salinas to Gilroy and Gilroy to Salinas to calculate the precise timing of deadhead moves and departure/arrival times at the Salinas Station. This can be achieved through coordination with UPRR or running a special train operated by a territory-qualified engineer to gather this information in the field. As the Caltrain schedule changes over time, especially post-electrification, the scheduling recommendations for the Salinas trains will change. As a result, more detailed scheduling analysis is recommended in further phases of study in coordination with TAMC and UPRR.

**Station Design:** The Station Design Memorandum included in Appendix A is considered a starting point for discussions between JPB's Engineering Department and TAMC's design team. Further discussions and coordination will be needed as designs for the Gilroy and Salinas Stations move forward.

**Long-Term Service Scenarios:** Passenger rail at a regional and state-wide scale will likely look very different in the coming decades, involving many agencies, funding partners, and network connectivity opportunities not yet known at the time of conducting this Study. Given these unknowns, JPB encourages TAMC to coordinate with the California High-Speed Rail Authority and other involved agencies regarding long-term service scenario scheduling and operational options to the Salinas Station.

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<sup>23</sup> Transit Police Bureau, San Mateo County Sheriff's Office: <https://www.smcsheriff.com/patrol-services/transit-police-bureau>

<sup>24</sup> Caltrain Fare Study, JPB, 2018:

<http://www.caltrain.com/Assets/Planning/Caltrain+Fare+Study/Caltrain+Fare+Study+Draft+Phase+1+Report.pdf>

<sup>25</sup> Caltrain Fare Policy, JPB, 2018: <http://www.caltrain.com/Assets/Planning/Caltrain+Fare+Study/Caltrain+Fare+Policy+-+Adopted+12-6-18.pdf>

## Project/Task Management Plan Caltrans FMP Tasks FY22

<b>Task Order:</b>	FMP TO27 REV11.5	<b>Project Name:</b>	Central Coast Service Deployment
<b>Release Date:</b>	01/11/21	<b>Document Name:</b>	20220110_PMP_CentralCoastServiceDeployment
<b>Caltrans PM</b>	Andy Cook / Shannon Simonds		
<b>Jacobs PM</b>	Martin Schroeder / Michael Cornfield		

<b>Objectives:</b>	<p>The primary objectives of the Central Coast Service Deployment ('Deployment') are to:</p> <ul style="list-style-type: none"> <li>• Provide the technical service and operating plans necessary to initiate passenger rail service to Salinas from the San Francisco Bay Area</li> <li>• Provide a detailed implementation strategy for service initiation</li> <li>• Coordinate planning and operating agency stakeholders</li> </ul> <p>The result of the Deployment is to provide technical analysis and strategic guidance necessary to initiate passenger rail service from San Jose to Salinas.</p>
<b>Description:</b>	<p>The Study will be led by Caltrans Division of Rail and Mass Transit ('Caltrans') in its capacity providing statewide strategic planning, network integration implementation, and capital/operations funding. Stakeholder coordination and resource planning will be funded and led by Caltrans, with technical operations review and strategic policy guidance provided by key planning and operating agency stakeholders.</p> <p>Caltrans will lead analysis to empower decision making and address the following key questions:</p> <ul style="list-style-type: none"> <li>• What service (operating plan) should be used for service initiation while achieving Caltrans goals for statewide network integration?</li> <li>• What administrative supports need to be in place to mobilize service?</li> <li>• What specific next steps need to be taken to initiate Service?</li> </ul> <p>The result of the Study is to deliver a Service Deployment Playbook detailing when and how to initiate new service to Salinas.</p>
<b>Deliverables:</b>	<p>Deliverables are identified in two categories.</p> <p>First, technical analysis will be documented in presentation style reports that serve a dual-role as a tool for presenting technical work, tradeoffs analyses, and recommendations to the Steering Committee – and – documenting decisions for Caltrans. Recommendations and phasing strategy will be incorporated in the Caltrans Model (Caltrans's official digital statewide network model, future project database, and planning assumptions and parameters for the California State Rail Plan).</p> <p>Second, decisions and analysis will be documented in the Service Deployment Playbook. Records of Steering Committee meetings and decisions taken by Caltrans, with input from the Steering Committee, will be summarized and documented in a 'Decision Document' for Caltrans records.</p> <p>Initial planning parameters, market analysis, and service concept design deliverables have previously been delivered to Caltrans.</p>

	<p><b>Technical Analysis Reports</b></p> <ul style="list-style-type: none"> <li>• Service and operations plan</li> <li>• Administrative supports summary</li> </ul> <p><b>Project Development and Documentation</b></p> <ul style="list-style-type: none"> <li>• Service Deployment Playbook*</li> <li>• Decision Document*</li> </ul> <p>The final Service Deployment Playbook is dependent on key inputs from stakeholders (Caltrain, UP) and is not anticipated to be completed by June 2022. Finalization and delivery would need to be scoped for FY '23, with potential delivery in August depending on stakeholder responsiveness.</p> <p>* - not delivered until FY '23, not resourced under this task order for FY '22</p>																																																
<b>Schedule:</b>	<table border="1"> <thead> <tr> <th data-bbox="396 632 673 701">Task</th> <th data-bbox="673 632 797 701">January</th> <th data-bbox="797 632 937 701">February</th> <th data-bbox="937 632 1057 701">March</th> <th data-bbox="1057 632 1174 701">April</th> <th data-bbox="1174 632 1287 701">May</th> <th data-bbox="1287 632 1403 701">June</th> <th data-bbox="1403 632 1507 701">FY '23</th> </tr> </thead> <tbody> <tr> <td data-bbox="396 701 673 770">Planning Parameters</td> <td data-bbox="673 701 797 770">▲</td> <td data-bbox="797 701 937 770"></td> <td data-bbox="937 701 1057 770"></td> <td data-bbox="1057 701 1174 770"></td> <td data-bbox="1174 701 1287 770"></td> <td data-bbox="1287 701 1403 770"></td> <td data-bbox="1403 701 1507 770"></td> </tr> <tr> <td data-bbox="396 770 673 840">Concept Design</td> <td data-bbox="673 770 797 840">▲</td> <td data-bbox="797 770 937 840"></td> <td data-bbox="937 770 1057 840"></td> <td data-bbox="1057 770 1174 840"></td> <td data-bbox="1174 770 1287 840"></td> <td data-bbox="1287 770 1403 840"></td> <td data-bbox="1403 770 1507 840"></td> </tr> <tr> <td data-bbox="396 840 673 932">Concept Refinement and Administrative Supports</td> <td data-bbox="673 840 797 932"></td> <td colspan="5" data-bbox="797 840 1287 932"> </td> <td data-bbox="1287 840 1403 932">▲</td> <td data-bbox="1403 840 1507 932"></td> </tr> <tr> <td data-bbox="396 932 673 1001">Service Deployment Playbook*</td> <td data-bbox="673 932 797 1001"></td> <td data-bbox="797 932 937 1001"></td> <td data-bbox="937 932 1057 1001"></td> <td data-bbox="1057 932 1174 1001"></td> <td colspan="2" data-bbox="1174 932 1403 1001"> </td> <td data-bbox="1403 932 1507 1001">▲</td> </tr> </tbody> </table> <p>* - not delivered until FY '23, not resourced under this task order for FY '22</p>								Task	January	February	March	April	May	June	FY '23	Planning Parameters	▲							Concept Design	▲							Concept Refinement and Administrative Supports							▲		Service Deployment Playbook*							▲
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Project/Task Management Plan  
 Caltrans FMP Tasks FY22  
 Work Breakdown Structure  
 Stakeholder Register

<b>Task Order:</b>	FMP TO27 REV11.5	<b>Project Name:</b>	Central Coast Service Deployment
<b>Release Date:</b>	01/11/21	<b>Document Name:</b>	20220110_PMP_CentralCoastServiceDeployment
<b>Caltrans PM</b>	Andy Cook / Shannon Simonds		
<b>Jacobs PM</b>	Martin Schroeder / Michael Cornfield		

**Work Breakdown Structure (WBS)**

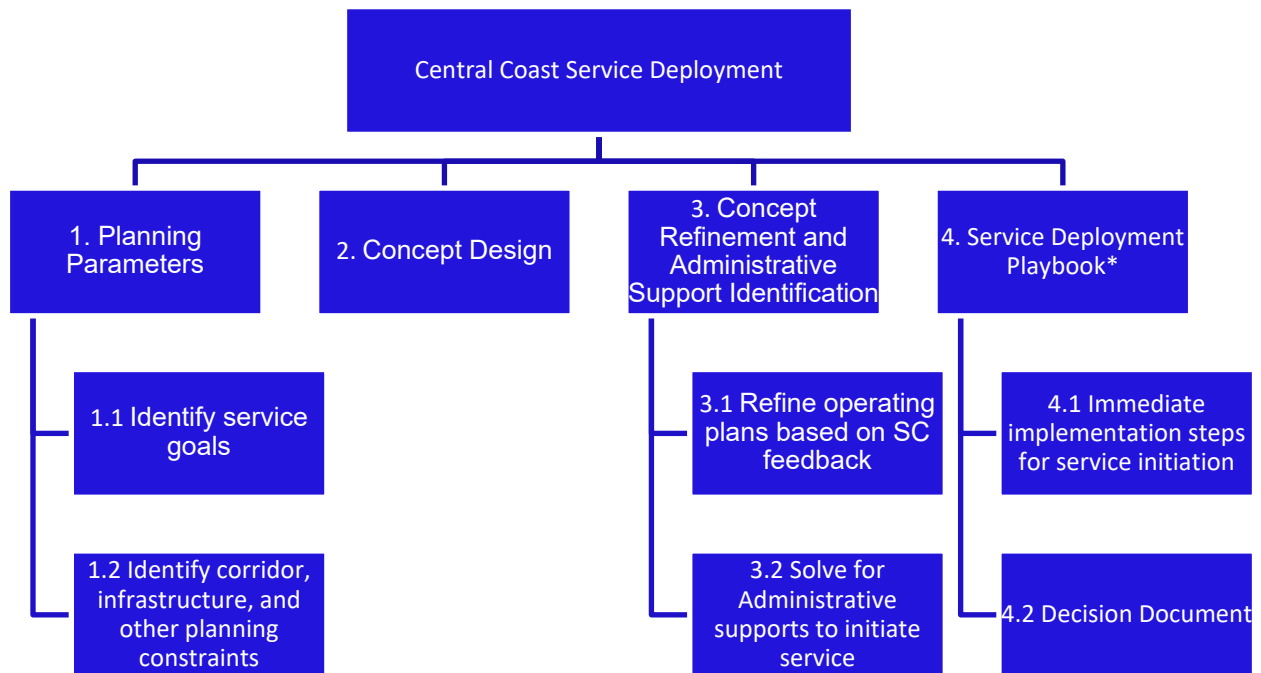
The Study is structured through four tasks, providing Caltrans with the technical foundation, implementation planning, and policy-level decision making to advance the Project into initial project development and the environmental process.

Technical work will follow Caltrans’ Service-Led Planning Methodology (Caltrans Methodology), aligned to long-term State policy goals for statewide network integration. The Caltrans Methodology works deliberately through an established process of first identifying relevant planning and operating parameters to constrain analysis, developing service/operations concepts based on those parameters, refining those concepts through additional analysis and guidance from a Steering Committee, and finally capturing recommendations in a strategy for phased implementation, aligned to the California State Rail Plan.

For the Study, planning parameters related to future service levels in the

- Sub-Task 1 – Planning Parameters (COMPLETED)
- Sub-Task 2 – Service Concept Design (COMPLETED)
- Sub-Task 3 – Concept Refinement and Admin Supports Identification (In Progress)
- Sub-Task 4 – Service Deployment Playbook\*

\* - to be delivered in FY ’23 under future task order



## Stakeholder Register

Caltrans’s goal is to perform analysis that informs and empowers decision making. Decision making will be required at both the technical and policy level. Caltrans will focus this work through committees, able to focus on the appropriate level of detail and perform analysis expeditiously. Caltrans’s policy-level decision making requires a broader group of executive level input. Technical-level decision making requires a more focused group of technical experts able to quickly develop and iterate through analysis.

In support of these objectives, Caltrans will work through an executive level ‘Steering Committee’ (SC) providing input and guidance to analysis and a technical operations focused ‘Technical Working Group’ (TWG) that performs that analysis.

### Steering Committee:

The SC meets less frequently (i.e., bi-monthly) and is designed to provide high-level strategic guidance to the TWG.

- Kyle Gradinger - Caltrans
- Andy Cook - Caltrans
- Sebastian Petty - Caltrain
- Christina Watson - TAMC
- Jason Kim – VTA
- Peggy Harris – Union Pacific

**Technical Working Group:**

The TWG meets more frequently (i.e., bi-weekly) and develops concepts, identifies tradeoffs, and performs analysis. Decision points are brought to the SC for input, feedback, and decisions.

<b>Caltrans</b>	<b>Caltrain</b>	<b>Union Pacific</b>	<b>TAMC</b>	<b>Technical Support</b>
Shannon Simonds	Ted Burgwyn	Victor Stone	Christina Watson	Michael Cornfield
	Yu Hanakura	Katie Novak		Michael Weaver





August 23, 2022

Steve Heminger, Chair  
Peninsula Corridor Joint Powers Board (JPB)  
1250 San Carlos Ave.  
San Carlos, CA 94070

**RE: Central Coast Service Deployment: Gilroy to Salinas Rail Extension**

Dear Chair Heminger and Members of the Peninsula Corridor Joint Powers Board of Directors:

The Transportation Agency for Monterey County (TAMC) has been developing an extension of passenger rail service from San Jose to Salinas as part of the Monterey County Rail Extension Project. TAMC serves as Monterey County's regional transportation planning agency and is a state-designated agency responsible for planning and financial programming of transportation projects. TAMC is the state-designated rail authority for Monterey County and is provided powers related to the implementation of rail service and for connections to regional and statewide passenger rail service.

In the 2018 California State Rail Plan (Rail Plan), the California State Department of Transportation (Caltrans) identified the establishment of a regional rail network on the Central Coast with connections from Santa Cruz, Monterey, and Salinas to the state-wide network at Gilroy as a critical component for the future of the Central Coast Region. TAMC has further developed strategic policy and implementation planning through its Kick Start project, for initial service to Salinas, and through the Monterey Bay Network Integration Study, for longer-term analysis of potential service concepts for regional rail connections and additional intercity service to San Luis Obispo.

To continue the effort to establish this new service, the California State Department of Transportation (Caltrans) has launched the Central Coast Near-Term Service Deployment Project, with the primary objectives to:

- Develop a Service Deployment Playbook for new rail service between the San Francisco Bay Area and the Central Coast;
- Design an implementation program that solves for operational needs, administrative agreements/ support needs, and capital investments required to initiate service, aligned with the State's long-term vision for an integrated statewide network; and

- Analyze and articulate relative utility of proposed service concepts and infrastructure interventions across multiple stakeholders.

The Project is being led by the Caltrans Division of Rail and Mass Transit in the State's capacity providing statewide strategic planning, network integration implementation, and capital/operations funding. It builds on technical analysis developed for the:

- California State Rail Plan (2018)
- Caltrain Business Plan (2022 Service Concepts)
- Gilroy-Salinas Feasibility Study
- Monterey Bay Area Network Integration Study
- Kick Start Project
- Monterey County Rail Extension

This implementation project builds directly on these past efforts and seeks to pivot from 'planning' work and 'studies' toward specific implementation of service in the near-term. In support of these objectives, Caltrans, working through an executive level 'Steering Committee' and a service operation focused 'Technical Working Group', are leading analysis to empower decision making and address the following key questions:

- What is the desired service and operating plan, implementable in the near-term?
- What administrative and funding supports are needed to operate that service and how should they be secured?
- What additional infrastructure, if any, is needed to support the passenger operating plan and host railroad requirements?

Technical analysis, host railroad negotiations, stakeholder coordination, and resource planning will be funded and led by Caltrans, with technical operations guidance and review from Caltrain, and strategic policy guidance from TAMC and other stakeholders.

The Project will provide Caltrans and regional stakeholders with the technical outputs and the operational foundation needed to procure passenger operations and secure agreements necessary to initiate and scale passenger rail on the Central Coast. Aligned to State policy goals and the State's vision for a future statewide integrated network, this service will be planned and delivered in such a way to provide for improved statewide travel and connectivity.

TAMC formally requests Caltrain to further evaluate this extension and enter into a Memorandum of Understanding (MOU) in order for this project to progress to further phases of

study, based on the four foundational elements identified in the 2019 Gilroy-Salinas Feasibility Study:

- 1) Service must be cost-neutral for JPB;
- 2) No impacts to service or operations on the Caltrain mainline (San Francisco to Gilroy);
- 3) TAMC, working with the state, must address all risks and liabilities of the new service; and
- 4) No changes to the JPA governance structure.

The MOU will also incorporate a mechanism to reimburse Caltrain for staff time spent on technical operations guidance and other review.

Finally, TAMC recognizes Caltrain's work to provide zero emissions rail service to stations south of Tamien, which will eventually allow the agency to retire its remaining diesel fleet after the completion of the Peninsula Corridor Electrification Project (PCEP) between San Francisco and San Jose. Caltrain partnered with Caltrans to explore battery-equipped Electric Multiple Unit rail vehicle (BEMU) technology for service south of Tamien and is requesting state funding for BEMU vehicles. TAMC fully supports Caltrain's efforts to reduce greenhouse gas emissions, increase ridership and continue to improve the customer and community experience, with the recognition that the implementation of said technology may take years and won't delay the implementation of near-term passenger rail service to Salinas.

TAMC appreciates the continued support from Caltrain staff as we develop this Service Deployment playbook and look forward to our continued partnership to enhance rail service in northern California.

Sincerely,



Todd Muck  
Executive Director



**Memorandum**

**To:** Board of Directors  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** September 28, 2022  
**Subject:** Legislative Update

**RECOMMENDED ACTION:**

**RECEIVE** update on state and federal legislative issues.

**SUMMARY:**

Staff and consultants will present updates on state and federal legislative activities, including a write-up of the transportation elements of the federal Inflation Reduction Act.

**FINANCIAL IMPACT:**

The legislative proposals may have a financial impact on TAMC if they are enacted. The federal Inflation Reduction Act creates new funding opportunities for transportation projects.

**DISCUSSION:**

Agency legislative analyst Gus Khouri will present an update on state legislative activities and Agency legislative analysts Paul Schlesinger and Jim Davenport will present an update on federal legislative activities.

**Attachment 1** is a state report and **attachment 2** is an updated draft state bill list, reflecting the positions adopted by the TAMC Board on August 24. Any changes to the list since that meeting are indicated with cross-out and underline. Staff and Mr. Khouri will review the list at the meeting.

Representative Panetta secured a \$1 million earmark for the US 101 South of Salinas auxiliary lane project in the fiscal year 2023 transportation appropriations bill, which was approved by the House on a party-line vote on June 20. The bill now awaits Senate consideration. Meanwhile, Congress passed and the President signed the Inflation Reduction Act (IRA), which includes new grant programs for transportation projects. **Attachment 3** is a summary of the local government grant provisions in the newly enacted IRA. These new programs will go through the usual rule-making process at the respective administrations before California and/or TAMC will be able to apply for these grants.

Staff and consultants will present verbal updates at the meeting.

**ATTACHMENTS:**

- ▢ State update
- ▢ State bill list
- ▢ Federal update - IRA



August 22, 2022

TO: Board Members, Transportation Agency for Monterey County

FROM: Gus Khouri, President, Khouri Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – SEPTEMBER**

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### **General Update**

The Legislature is in the process of wrapping up the 2021-2022 legislative session. All business on the floor of each house must be acted upon by August 31 to be considered for signature by the Governor by September 30. Should a special session be called by the Governor for an extraordinary circumstance, such as a natural disaster, the current class can meet until November 30. The commencement of the 2023-24 Regular Session and swearing-in ceremony for members is scheduled for December 5.

The legislature is working on clean up language on the state budget. This effort may include opportunities to obtain \$100 million statewide for funding for planning, programming, and monitoring (PPM) of projects, as well as placing a cap on indirect cost recovery charged by Caltrans to self-help counties for items that may not be directly related to project delivery. PPM funds help provide resources to public agencies for the implementation and oversight of items such as multi-modal corridor projects, which are newer state requirements, and projects in local sales tax expenditure plans. In 2018, TAMC supported Senate Bill 848 (Committee on Budget), Chapter 46, Statutes of 2018, which placed a cap of 10 percent on indirect costs for a period of three-years (through fiscal year 2021-22). Monterey County is one of 25 counties in the state that have a “self-help” measure that provide more than \$4 billion in annual transportation funding statewide. Capping the imposition of indirect cost for items not associated with the scope of a project, such as Caltrans or California State Transportation Agency (CalSTA) overhead, provides cost certainty, and creates more capacity and

accountability for local tax dollars to be used for purposes of expediting the delivery of statewide priority projects

### **BILLS OF INTEREST**

#### **AB 2438 (Friedman) – Climate Action Plan for Transportation Infrastructure and California Transportation Plan Compliance – State Funding Eligibility**

This bill requires that state funding, including maintenance programs, such as the State Highway Operation Protection Program, the Senate Bill 1 competitive grant programs, and State Transportation Improvement Program, align with the California Transportation Plan and Climate Action Plan for Transportation Infrastructure. This bill is pending consideration on the Senate Floor. TAMC has an “oppose unless amended” position on this bill, which would mandate a “one size fits all” top-down approach to tackling mutual goals of addressing critical air quality and mobility issues by constraining all state transportation funds, including maintenance funds. AB 2438 could result in denying access to billions of dollars in state funds for project in rural parts of California, undermining TAMC’s ability to be a funding partner on the state highway system and compromise TAMC’s ability to respond to safety and goods movement deficiencies that currently exist in the state highway system.

**TAMC Bill Matrix – September 2022**

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 1713 (Boerner Horvath)</b> <b>Vehicles: required stops: bicycles</b></p>	<p>8/29/22 Senate Floor Failed Passage</p>	<p>This bill would require a person who is 18 years of age or older riding a bicycle on a two-lane highway, when approaching a stop sign at the entrance of an intersection with another roadway with two or fewer lanes, where stop signs are erected on all approaches, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. The bill would impose a warning citation for a first violation by a person who is under 18 years of age and fails to stop when approaching a stop sign at the entrance of an intersection. The Bicycle and Pedestrian Facilities Advisory Committee voted to recommend the Board support this bill, as amended on March 21.</p>	<p><b>SUPPORT</b> <b>Priority 9S</b> <b>Letters sent 6/3</b></p>
<p><b>AB 1778 (Cristina Garcia)</b> <b>State transportation funding: freeway projects</b></p>	<p>6/29/22 Senate Transportation Failed Passage</p>	<p>This bill would require the department to consult the California Healthy Places Index as a condition of using state funds or personnel time to fund or permit freeway projects. The bill would require the department to analyze housing and environmental variables through the index and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50<sup>th</sup> percentile on the housing and environmental variables analyzed through the index. The recommendation is to oppose unless amended to make this bill a pilot program or require seeking alternatives to pursue multi-modal options, zero-emission vehicle investments, or procurement of zero emission trucks through the corridor as offsets for projects that traverse an area of high pollution. In its current form, this bill may impact funding highway projects in Monterey County.</p>	<p><b>OPPOSE UNLESS AMENDED</b> <b>Priority 2S</b> <b>Letters sent 4/4 &amp; 6/2</b></p>

**TAMC Bill Matrix – September 2022**

Measure	Status	Bill Summary	Recommended Position
<b>AB 1909 (Friedman)</b> <b>Vehicles: bicycle omnibus</b>	9/13/22 Vetoed	<p>This bill would remove the prohibition of class 3 electric bicycles (electric bicycles that feature pedal assist and top off at 28 miles per hour) on a bicycle path or trail. The bill would instead authorize a local authority to prohibit the operation of any electric or any class of electric bicycle on an equestrian trail or hiking or recreational trail. This bill extends the authorization for an electric bike to cross an intersection to a when a “WALK” sign is displayed unless a bicycle control signal is displayed. This bill would no longer require a bicycle to be licensed and requires a vehicle that is passing or overtaking a vehicle to move over to an adjacent lane of traffic if one is available, before passing or overtaking the bicycle. <u>The bill would authorize the Department of Parks and Recreation to prohibit the operation of an electric bicycle or any class of electric bicycle on any bicycle path or trail within the department’s jurisdiction.</u></p>	<b>Watch</b> <b>Priority 9S</b>
<b>AB 1919 (Holden)</b> <b>Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding</b>	9/13/22 Vetoed	<p>Upon the appropriation by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by Caltrans, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free passes to persons attending certain educational institutions, providing service and administering the program. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency’s bus and rail services without paying any additional fare or charge to apply without an educational institution partner. MST recommends a “support” position on the June 14<sup>th</sup> version of the bill.</p>	<b>SUPPORT</b> <b>Priority 3S</b> <b>Letter sent 8/30</b>



**TAMC Bill Matrix – September 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>AB 1944 (Lee)</b> <b>Local government: open and public meetings</b></p>	<p>6/22/22 Senate Governance &amp; Finance Failed Passage</p>	<p>The Ralph M. Brown Act allows for meetings to occur via teleconferencing if the legislative body provides notice of each teleconference location of each member that will be participating in the public meeting, and those locations are made accessible to the public, and posted to the agenda to allow for public participation. At least a quorum of the legislative body must participate from locations within the boundaries of the local agency’s jurisdiction. Until January 1, 2024, existing law authorizes a local agency to use teleconferencing without complying with teleconferencing requirements when a declared state of emergency is in effect. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely. By a majority vote of the local body, members would not need to post their address if it’s not a public place. The bill would require an updated agenda reflecting all members participating in the meeting remotely to be posted if a member of the legislative body elects to participate in the meeting remotely after the agenda is posted. It would require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period.</p>	<p><b>SUPPORT</b> <b>Priority 15S</b> <b>Letters sent 4/5 &amp; 6/2</b></p>
<p><b>AB 1946 (Boerner Horvath)</b> <b>Electric bicycles: safety and training program</b></p>	<p>8/15/22 Signed by the Governor (Chapter 147, Statutes of 2022)</p>	<p>This bill would require Caltrans to develop, on or before September 1, 2023, statewide safety and training programs based on evidence-based practices for users of electric bicycles.</p>	<p><b>Watch</b> <b>Priority 9S</b></p>

**TAMC Bill Matrix – September 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>AB 2237 (Friedman)</b>  <b>Transportation planning: regional transportation improvement plan: climate goals</b></p>	<p>6/16/22                      Senate Transportation                      Failed Passage</p>	<p>This bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy of the applicable regional transportation planning agency. The bill would require, to the extent permitted by the local tax measures, projects funded by local tax measures to be included in regional transportation plans and to adhere to the most recently adopted sustainable community strategy of the applicable regional transportation agency and the state’s climate goals.</p>	<p><b>OPPOSE</b>  <b>Priority 14S</b>  <b>Letters sent 4/4 &amp; 6/2</b></p>
<p><b>AB 2264 (Bloom)</b>  <b>Pedestrian crossing signals</b></p>	<p>8/31/22                      Governor’s Desk</p>	<p>This bill would require a state-owned or operated traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, upon the first placement or replacement of a traffic-actuated signal. The bill would also require an existing state-owned or operated traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian interval when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the signal is in a residence, business, or business activity district, a safety corridor, or an area with a high concentration of pedestrians and cyclists. The bill would define a “leading pedestrian interval” for these purposes as an official traffic control signal that advances the “WALK” signal for 3 to 7 seconds while the red signal halting traffic continues to be displayed on parallel through or turning traffic. This bill lacks context sensitivity and could have the unintended consequence of leading to longer wait times for all modes.</p>	<p><b>Watch</b>  <b>Priority 9S</b></p>

**TAMC Bill Matrix – September 2022**

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 2438 (Friedman)</b>  <b>Transportation funding: Alignment with state plans and greenhouse gas emissions reduction standards</b></p>	<p>9/9/22                      Governor’s Desk</p>	<p>This bill would require the agencies that administer the STIP, the SHOPP, the Solutions for Congested Corridors program, the Trade Corridor Enhancement program, and the Local Partnership Program to revise the guidelines or plans applicable to those programs to align with the California Transportation Plan (CTP), the Climate Action Plan for Transportation Infrastructure (CAPTI), and greenhouse gas emissions reduction standards. <del>This bill would require funds under the Local Streets and Roads Program to be consistent with the CTP, CAPTI, and greenhouse gas emissions reduction standards.</del> The bill would require the CTP to include a financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues.</p>	<p><b>OPPOSE unless amended</b>  <b>Priority 2S</b>  <b>Letters sent 4/4 &amp; 6/2 &amp; 8/24</b></p>
<p><b>AB 2449 (Rubio, Blanca)</b>  <b>Open meetings: local agencies: teleconferences</b></p>	<p>9/6/22                      Governor’s Desk</p>	<p>This bill allows members of a legislative body of a local agency to use teleconferencing until January 1, 2026, without identifying each teleconference location in the notice and agenda of the meeting, and without making each teleconference location accessible to the public, if the public can participate remotely and are provided notice for that opportunity. It requires the agenda cite a reason for why any Board/ Committee member needs to participate remotely, including emergencies, requires them to have their video on and to identify who else is in the room, and limits each member’s remote participation to 3 consecutive months or 20 percent of the regular meetings for the local agency within a calendar year, or two meetings if the legislative body regularly meets fewer than 10 times per calendar year. Emergency absences include illness, childcare, business travel, or physical or mental limitations. <u>As amended on August 8, a legislative body would be authorized to consider and act on a request from a member to participate in a meeting remotely due to emergency circumstances if the request does not allow sufficient time to place the proposed action on the posted agenda for the meeting for which the request is made.</u></p>	<p><b>Watch</b>  <b>Priority 15S</b></p>

**TAMC Bill Matrix – September 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>AB 2514 (Dahle M)</b> <b>Transportation: underserved rural communities</b>	8/30/22 Governor's Desk	This bill would require the State Management Plan prepared by Caltrans to include a comprehensive evaluation of the current state of transportation in underserved rural communities and a transportation needs assessment of the cost to operate, maintain, and provide for the transportation system in underserved rural communities.	<b>Watch</b> <b>Priority 1S</b>
<b>AB 2622 (Mullin)</b> <b>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses</b>	8/31/22 Governor's Desk	This bill would extend, from January 1, 2024, to January 1, 2026, the partial state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California transit agencies.	<b>SUPPORT</b> <b>Priority 13S</b> <b>Letters sent 4/4 &amp; 6/2 &amp; 8/25</b>
<b>AB 2647 (Levine)</b> <b>Local government: open meetings</b>	8/29/22 Governor's Desk	This bill requires a local agency to make writings distributed to the members of the governing board during a meeting available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.	<b>Watch</b> <b>Priority 15S</b>

**TAMC Bill Matrix – September 2022**

Measure	Status	Bill Summary	Recommended Position
<b>AB 2805 (Bauer-Kahan)</b> <b>Department of Fish and Wildlife: advance mitigation and regional conservation investment strategies</b>	8/29/22 Governor's Desk	This bill would authorize the Department of Fish and Wildlife (CDFW), any other public agency, or federally recognized tribe to propose a regional conservation investment strategy (RCIS). The bill makes changes to existing law to streamline the process of developing and approving an RCIS, including removing the cap on how many such strategies the CDFW can approve, clarifying that mitigation credit agreements can create multi-agency credits, and clarifying requirements to support mitigation credit agreements. TAMC adopted its RCIS in 2021.	<b>SUPPORT</b> <b>Priority N/A</b> <b>Letters sent 4/4 &amp; 6/2 &amp; 8/24</b>
<b>SB 674 (Durazo)</b> <b>Public Contracts: workforce development: covered public contracts</b>	9/9/22 Governor's Desk	This bill would require <u>a contractor or subcontractor that is awarded a state contract, a subsidy, a grant, or a loan, for the acquisition of zero-emission transit vehicles or electric vehicle supply equipment valued at ten million dollars or more, to incorporate high road job standards in their application.</u> <del>the Labor and Workforce Development Agency to create the California Jobs Plan and the United States Jobs Plan, which requires private entities bidding on covered public contracts over \$10 million related to the procurement, manufacturing, installation, and maintenance of transportation infrastructure, excluding contracts for road, bridge, or highway construction, to include as part of their application a form stating information about jobs created and retained.</del>	<b>Watch</b> <b>Priority 1S</b>
<b>SB 726 (Gonzalez)</b> <b>Alternative fuel and vehicle technologies: transportation sustainability strategy</b>	8/25/22 Assembly Floor Failed Passage	This bill would require the California State Resources Board and the State Energy Resources Conservation and Development Commission to develop a comprehensive transportation sustainability strategy. The bill would require the Board, as part of the 2027 update of the scoping plan, to set a greenhouse gas emissions reduction target for the transportation sector.	<b>Watch</b> <b>Priority 1S</b>

**TAMC Bill Matrix – September 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>SB 922 (Wiener)</b>  <b>CEQA exemptions; transportation-related projects</b></p>	<p>8/23/22                      Governor's Desk</p>	<p>This bill would specify that an exemption from the California Environmental Quality Act (CEQA) for 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, also applies to active transportation plans and pedestrian plans. The bill extends the January 1, 2023, sunset date to January 1, 2030, for a CEQA exemption for transit prioritization projects and projects for pedestrian and bicycle facilities or for the institution or increase of new bus rapid transit, bus, or light rail services on public or highway rights-of-way. Provisions relating to projects valued at over \$100 million require additional consideration for displacement of disadvantaged communities and suggest anti-displacement strategies, designs, or actions for those projects for which at least 50% of the project or projects' stops and stations are in an area at risk of residential displacement and will have a maximum of 15-minute peak headways. MST recommends a support position as it extends the CEQA exemption for transit projects.</p>	<p><b>SUPPORT</b>  <b>Priority 11S</b>  <b>Letters sent 4/4 &amp; 6/2 &amp; 8/24</b></p>

TAMC Bill Matrix – September 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 932 (Portantino)</b> <b>General plans: circulation element: bicycle and pedestrian plans and traffic calming plans</b></p>	<p>9/6/22 Governor's Desk</p>	<p>This bill would require the legislative body, upon the next substantive revision of the circulation element, on or before June 30, 2024, <del>to develop or update the plan for a balanced, multimodal transportation network, and to ensure that the plan includes bicycle and pedestrian plans and traffic calming plans for any urbanized area within the scope of the county or city general plan. to incorporate the principles of the Federal Highway Administration's Safe System Approach, to develop and incorporate bicycle plans, pedestrian plans, and traffic calming plans in the circulation element; and sets a goal for completion of all identified implementation actions within 25 years of the date of adoption of the modified circulation element.</del> <u>This bill would require a county or city to begin implementation of the plan within 2 years of the date of adoption of the plan and to regularly review its progress towards completing implementation of the modified circulation element and to consider revising the circulation element if it determines it will not reach the goals of the bicycle, pedestrian, or traffic calming plans within 25 years of the date of adoption of the modified circulation the plan. This element. This bill would increase the 25-year implementation period based on whether the measures introduced by a county or city work to reduce its percentage of traffic. Commencing January 1, 2024, this bill would allow a person injured within the right of way in a collision with a motor vehicle to have a cause of action for failure to comply with these provisions against specified counties. The bill would make this cause of action inoperative after January 1, 2028. The bill includes legislative intent that cities and counties use existing transportation funding to achieve the goals of these provisions. Both the Bicycle and Pedestrian Facilities Advisory Committee and the Technical Advisory Committee voted to recommend the Board oppose this bill.</u></p>	<p><b>OPPOSE</b> <b>Priority 14S</b> <b>Letter sent 6/2</b></p>

**TAMC Bill Matrix – September 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>SB 942 (Newman)</b> <b>Low Carbon Transit Operations Program: free or reduced fare transit program</b>	8/30/22 Governor's Desk	This bill would allow public transit agencies to use funds from the Low Carbon Transit Operations Program to subsidize an ongoing free or reduced fare transit program. Sponsored by the California Transit Association.	<b>SUPPORT</b> <b>Priority 3S</b> <b>Letters sent 4/4 &amp; 6/2 &amp; 8/24</b>
<b>SB 1049 (Dodd)</b> <b>Transportation Resilience Program</b>	6/2/22 Assembly Transportation Failed Passage	This bill would establish the Transportation Resilience, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission (CTC) for climate adaptation planning and resilience improvements that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the CTC to prioritize projects that meet certain criteria.	<b>Watch</b> <b>Priority 2S</b>



**TAMC Bill Matrix – September 2022**

Measure	Status	Bill Summary	Recommended Position
<b>SB 1078 (Allen)</b> <b>Sea Level Rise Revolving Loan Pilot Program</b>	9/13/22 Governor's Desk	This bill would require the Ocean Protection Council (OPC), in consultation with the State Coastal Conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property. The bill would require the OPC, in consultation with other state planning and coastal management agencies, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements.	<b>Watch</b> <b>Priority 2S</b>
<b>SB 1121 (Gonzales)</b> <b>State and local transportation system needs assessment</b>	9/6/22 Governor's Desk	This bill would require the CTC to conduct a 10-year needs assessment, metropolitan planning organizations, county transportation commissions, regional transportation planning agencies, local governments, and transit operators and to identify areas where needs may exceed revenues.	<b>Watch</b> <b>Priority 1S</b>
<b>SB 1175 (McGuire)</b> <b>Department of Transportation: intermodal passenger services: rail corridors</b>	9/6/22 Governor's Desk	Existing law authorizes Caltrans to construct, acquire, or lease, and improve and operate, rail passenger terminals and related facilities that provide intermodal passenger services along specified corridors. This bill would expand that authorization to include the Sacramento-Larkspur-Novato-Cloverdale corridor. While not directly relevant to TAMC, TAMC is part of the larger rail mega region with the Sonoma-Marin Area Rail Transit District (SMART) and staff recommends supporting our partner agency in this effort.	<b>SUPPORT</b> <b>Priority NA</b> <b>Letters sent 4/6 &amp; 6/2 &amp; 8/24</b>

**TAMC Bill Matrix – September 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>SB 1217 (Allen)</b> <b>State-Regional Collaborative for Climate, Equity, and Resilience</b>	6/2/22 Assembly Natural Resources Failed Passage	This bill would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the California Air Resources Board (CARB) for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of CARB, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations. The bill would require, on or before December 31, 2025, CARB to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.	<b>Watch</b> <b>Priority 2S</b>
<b>SB 1410 (Caballero)</b> <b>California Environmental Quality Act: transportation impacts</b>	8/11/22 Assembly Approps Failed Passage	This bill requires the Governor’s Office of Planning and Research (OPR) to conduct a study on the impacts and implementation of the guidelines relating to vehicle miles traveled for each region in the state. The bill would require OPR to establish a grant program, upon legislative appropriation, to provide financial assistance to local jurisdictions for implementing those guidelines.	<b>Watch</b> <b>Priority N/A</b>

## Summary of Local Government Grant Provisions in the Inflation Reduction Act

### Background

The Senate on Sunday passed the Inflation Reduction Act (IRA), sending the measure to the House for a final vote on Friday, August 12. Passage of the bill will send the roughly \$740 billion measure to President Joe Biden's desk this weekend.

The broad legislation includes changes to tax policy, invests in efforts to help reduce climate change, and changes federal law relating to prescription drugs. Please let us know if you would like more information on any of these issues, but in the meantime, following is a summary of grant programs that are or will be available to local government entities:

- **Clean Heavy-Duty Vehicles.** Provides \$1 billion to the Environmental Protection Agency (EPA) for a new program to award grants and rebates to States, municipalities, Indian tribes, and nonprofit school transportation associations to help replace medium and heavy-duty vehicles with zero-emitting vehicles. Eligible vehicles include garbage trucks, beverage trucks, tow trucks, school buses, and single-axle trucks.
  - Funding could also be used to purchase, install, operate and maintain the infrastructure needed to charge, fuel or maintain zero-emission vehicles; for the workforce development and training to support the maintenance, charging, fueling and operation of the zero-emission vehicles; or to plan and provide technical assistance to support of zero-emission vehicle adoption and deployment.
  - The bill requires that 40 percent of funding (\$400 million) be directed to recipients proposing to replace eligible heavy-duty vehicles serving communities located in nonattainment areas (i.e., areas with high air pollution).
  
- **Climate Pollution Reduction Grants.** Provides \$5 billion for a new EPA competitive grant program for the planning and implementation of greenhouse gas reduction programs. Specifically, the bill provides EPA with \$250 million for planning grants and \$4.75 billion for implementation grants for programs, policies, measures, and other investments that will achieve or facilitate greenhouse gas emission reductions. Entities eligible to receive grants include States, air pollution control agencies, municipalities, and Indian tribes.
  - To apply for a grant, applicants must include information regarding the projected reduction of GHG air pollution reductions, including in low-income and disadvantaged communities in its plan.

- **Environmental and Climate Justice Block Grants.** Provides \$3 billion to EPA for a new program to award grants and provide technical assistance to address disproportionate environmental and public health harms related to pollution and climate change that impact disadvantaged communities.
  - Eligible funding recipients will be community-based nonprofits or organizations, or a partnership between community-based nonprofit organizations and a tribe, a local government or an institution of higher education.
  - Of these funds, \$2.8 billion is provided for grants to support eligible activities, \$200 million is provided for technical assistance grants. Eligible activities fall into five categories:
    1. Pollution monitoring, prevention and environmental remediation; investments in low- and zero-emission and resilient technologies and related infrastructure; and workforce development that help reduce greenhouse gas emissions and other air pollutants;
    2. Mitigating climate and health risks from urban heat islands, extreme heat, wood heater emissions, and wildfire events;
    3. Climate resiliency and adaptation;
    4. Reducing indoor toxics and indoor air pollution; and
    5. Facilitating engagement of disadvantaged communities in State and Federal public processes.
  
- **Neighborhood Access and Equity Grant Program.** Provides \$3 billion for a new Department of Transportation program that distributes competitive grants to States, local governments, and metropolitan planning organizations to improve transportation equity and accessibility and mitigate environmental impacts from transportation facilities.
  1. Construction of projects to remove, improve, or replace a transportation facility that is an obstacle to neighborhood connectivity, or projects to restore walkability and access in disadvantaged communities, or to improve access for bicyclists and pedestrians;
  2. Projects to mitigate the effects of existing surface transportation facilities on safety and the environment, including air pollution, noise pollution, and stormwater runoff; and
  3. Predevelopment projects to conduct transportation-related planning, monitoring, community engagement, technical assistance, and capacity building.
  
- **Investing in Coastal Communities and Climate Resilience.** Provides \$2.6 billion to the National Oceanic and Atmospheric Administration for conservation, restoration and protection of coastal and marine habitats and resources, including fisheries, to prepare for extreme storms and climate change effects, as well as for projects that support natural resources to sustain coastal and marine resource dependent communities.
  - Funds may take the form of grants, cooperative agreements, or technical assistance to coastal states, District of Columbia, tribal governments, nonprofits, local governments, and higher education institutes.

- **Improving Energy Efficiency or Water Efficiency or Climate Resilience of Affordable Housing.** Provides \$837.5 million for Housing and Urban Development loans and grants to fund projects targeting affordable housing and improving energy or water efficiency, enhance indoor air quality or sustainability, implement the use of zero-emission electricity generation, low-emission building materials or processes, energy storage, or building electrification or to address climate resilience. Principal amount of direct loans supported by the program not to exceed \$4 billion. Also provides funding for related activities, including implementation, cooperative agreements, and benchmarking of eligible properties.
- **Funding to Address Air Pollution.** Provides \$280.5 million to the EPA fund climate and clean air activities, including \$117.5 million for grants and other activities for air toxics and community air quality monitoring systems and \$50 million for grants and other activities to expand, replace, repair, operate and maintain the national ambient air quality multipollutant monitoring network, among other things.
- **Assistance of Latest and Zero Building Energy Code Adoption.** Provides \$1 billion for support to state and local governments to adopt updated building codes:
  - \$330 million to the Department of Energy to support states and local communities to adopt updated building energy codes for residential and commercial buildings, or to implement a plan to achieve full compliance including training and enforcement programs. Under this title, residential buildings must meet or exceed the 2021 International Energy Conservation Code or achieve equivalent or greater energy savings. Commercial buildings must meet or exceed the ANSI/ASHRAE/IES Standard 90.1-2019 or achieve equivalent or greater energy savings.
  - \$670 million for DOE to support grants for states and local governments to adopt building codes that meet or exceed zero energy provisions in the 2021 International Energy Conservation Code or an equivalent stretch code and implement a plan to achieve full compliance including training and enforcement.
- **Grants to Reduce Air Pollution at Ports.** Provides \$3 billion to EPA to fund a new competitive grant program for port authorities, state and municipal governments, or private entities to fund the purchase or installation of zero-emissions port equipment and technology and the development of climate action plans to reduce air pollutants at ports.
  - The bill allocates 25 percent of the funding for investments made at ports in nonattainment areas.
- **Diesel Emissions Reductions.** Provides \$60 million in funding to EPA to address diesel emissions through the existing Diesel Emissions Reduction Act ([DERA](#)) program, which provides competitive grants to state and local transportation agencies to replace diesel-powered vehicles.

- **Drought Mitigation in Bureau of Reclamation States.** Provides \$4 billion in new funding for grants, contracts, or financial assistance agreements to public entities and Indian Tribes that fund the following activities to mitigate the impacts of drought in the Reclamation States, with priority given to the Colorado River Basin and other basins experiencing comparable levels of long-term drought, to be implemented in compliance with applicable environmental law:
  1. Compensation for reduction of water use;
  2. Voluntary system conservation projects in the Lower Basin or Upper Basin of the Colorado River; and
  3. Ecosystem restoration projects to address issues caused by drought in a river basin or inland water body.
  
- **Bureau of Reclamation Domestic Water Supply Projects.** Provides \$550 million in new funding for grants, contracts, or financial assistance agreements for disadvantaged communities for up to 100 percent of the cost of the planning, design, or construction of water projects that would provide domestic water supplies to communities or households that do not have reliable access to domestic water supplies.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE SEPTEMBER 28, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
1.	<b>North District Crosswalk Enhancements (1G760)</b>	Various locations throughout Monterey and Santa Cruz (SRs 1, 9, 68, 129, 152, 183)	Electrical/ Signs/ Flashing Beacons/ Markings/ Pavements	Fall 2021 /Spring 2022	\$1 million	Minor	Mike Lew (RJ)	Alfaro Communications Construction Inc., Compton, CA	Contract was accepted on 8/10/2021.
2.	<b>TMS Detection Repair (1H990)</b>	Various locations throughout District 5 (SRs 1, 17, 68, 156, 101) (PM Various)	Replace failed TMS Detection	Winter 2021/22	\$3 million	SB1 SHOPP	Nick Heisdorf	Traffic Loops Crackfilling Anaheim, CA	Contract Accepted 6/6/22.
3.	<b>Rumble Strip Project (1K850)</b>	In Monterey and San Luis Obispo Counties at Various Locations	Install Centerline and edge line rumble strip	Fall 2022	\$2.6 million	SHOPP MAJOR	Amy Donatello	Cal Stripe, Inc.	<b>Contract Accepted 8/18/2022.</b>
4.	<b>Highway 1 Coastlands Wall Permanent Restoration (1M460)</b>	Near Big Sur at 1.0 Miles south of Pfeiffer Canyon Bridge (PM -44.5/44.45)	Construct soldier pile wall and restore roadway	Summer 2022/Winter 2023	\$1.7 million	SHOPP	Carla Yu	Future Contractors and Engineers, Irvine, CA.	Construction is underway.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE SEPTEMBER 28, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
5.	<b>Highway 1 Little Sur Retaining Wall</b>  (1K050)	Between Little Sur River and North of Big Sur, south of Little Sur River Bridge  (PM 55.9/55.9)	Construct earth retaining system, restore roadway and facilities, provide temporary traffic control, place Water Pollution Control BMPs, erosion control, and required mitigation	Spring 2022	\$5.4 million	SHOPP	Carla Yu	Gordon Ball Inc.	Project delivery was accelerated from May 2022 to RTL in June 2021, 11 months ahead of schedule. Construction completed early; all lanes were open by mid-April 2022. Project reached CCA (construction end) in July 2022.
6.	<b>Highway 1 Garrapata Creek Bridge Rehab</b>  (1H460)	At Garrapata Creek Bridge  (PM 63.0)	Electrochemical Chloride Extraction (ECE) of bridge structure	Summer 2021-Fall 2023	<b>\$6.49 million</b>	SHOPP	Carla Yu	Future Contractors and Engineers, Irvine, CA	Construction underway.
7.	<b>Highway 68 Pacific Grove ADA Pathway</b>  (1H220)	From 17 Mile Drive to Congress Avenue  (PM 0.5/0.8)	Provide accessible pathway	Winter 2024	\$0.92 million	SHOPP	Mike Lew	Granite Rock Company	Contract was awarded to Granite Rock and construction has started on site.
8.	<b>Highway 68 Pacific Grove CAPM</b>  (1H000)	From Forest Avenue to the SR 1/68 Junction  (PM 1.1/L4.3)	Pavement preservation	<b>Winter 2022/Spring 2023</b>	\$8.6 million	SHOPP	Carla Yu	Granite Rock Company.	Construction underway.





# PROJECT UPDATE – MONTEREY COUNTY

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CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
9.	<b>US 101 King City Combined Projects</b> (1F75U)	Near King City from South of Wild Horse Road to Teague Avenue (PM 36.9/47.7)	Pavement Rehabilitation, Seismic Retrofit with widening and median barrier	Spring 2019 - Summer 2023	\$92.6 million	SHOPP	Aaron Henkel (TL)	OHL, USA, Irvine, CA	Construction underway. Lanes have been reduced to 1 lane each direction from First Street to north of Jolon Road. The work is in its fourth stage. This work consists of the No. 2 Lane and ramps.
	<b>US 101 Salinas Rehabilitation</b> (1C890)	East Market Street overcrossing to just south of Russell/Espinosa Road (PM 87.31/R91.5)	Roadway rehabilitation	Spring 2019 – Fall 2022	\$47 million	SHOPP	Aaron Henkel (TL)	Granite Rock Company, Watsonville, CA	Major construction is complete. Waiting for contractor to complete punch item work.
	<b>US 101 North Soledad OH Deck Replacement</b> (0F970)	North Soledad Bridge (PM 62.2/62.9)	Bridge deck rehabilitation	Summer 2022 to Winter '22/23	\$3.7 million	SHOPP	Jackson Ho	PS&E/RW	<b>Construction In Progress. Project Manager is addressing City request for detour information and presentation.</b>



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE SEPTEMBER 28, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

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



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE SEPTEMBER 28, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construct ion Cost	Funding Source	Project Manager	Phase	Comments
1.	<b>Highway 1 Mud Creek Permanent Restoration (1K020)</b>	In Monterey County 0.8 miles north of Alder Creek Bridge to 1.2 miles north of Alder Creek Bridge  (8.7/9.1)	Coastal Development Permit Requirements	Fall/Winter 2025	\$2.1 million	SHOPP MAJOR	Luis Duazo	PS&E/R W	
2.	<b>Highway 1 Big Creek Tieback Wall (1K010)</b>	Near Lucia south of Big Creek Bridge  (27.5/27.7)	Construct tieback wall, restore roadway and facilities, place Water Pollution Control BMPs, and erosion control	Winter 2026	\$7.3 million	SHOPP	Aaron Henkel	PA&ED	<b>Project Report is out for review. PA&amp;ED should be achieved by the end of October.</b>
3.	<b>Highway 1 Castro Canyon Bridge Rail Upgrade (1H490)</b>	At Castro Canyon Bridge  (PM 43.1)	Replace bridge rail	Spring/ Summer 2026	\$2.5 million	SHOPP	Aaron Henkel	PS&E/R W	Project is now in the Design phase. Project is delayed due to AT&T. CDP was approved for project. RTL date is unknown at this time.



# PROJECT UPDATE – MONTEREY COUNTY

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PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
4.	<b>Highway 1 Pfeiffer Canyon Mitigation (1K080)</b>	At Pfeiffer Canyon Bridge (PM 45.4/45.6)	Environmental mitigation (planting, erosion control) for project EA 1J130.	Winter 2022/23	\$0.2 million	SHOPP	Jackson Ho	PS&E/RW	Utilities relocation mitigation moved to EA 05-1K081- approved by CTC. Project being processed by DPAC.
5.	<b>Highway 1 Garrapata Creek Bridge Rail Replacement (1H800)</b>	At Garrapata Creek Bridge (PM 62.97)	Bridge rail rehabilitation	Winter 2025	\$3.6 million	SHOPP	Carla Yu	PS&E	Project is in Design phase and CA Type 86H rail third and final crash test completed 12/8/21. 6th and final ADAC community meetings are complete with the recommendation to use CA Type 86H rail. CDP application submitted in March 2022.
6.	<b>Highway 1 Salinas Clean CA (1P534)</b>	At SR1 and Market, Alisal, and Sandborn (PM 86.12/87.33)	Beautify three blighted undercrossing structures, and the adjacent infrastructure and roadside landscape.	Fall 2022	\$1.8 million	Clean California	Nick Heisdorf	PS&E	Project is in the design phase. RTL anticipated September 2022.



# PROJECT UPDATE – MONTEREY COUNTY

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PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construct ion Cost	Funding Source	Project Manager	Phase	Comments
7.	<b>Highway 68 Hwy 68 Curve Correction</b> <b>(1J460)</b>	Near Pacific Grove West of Community Hospital Entrance  (PM 0/0)	Improve superelevation, widen shoulders, install rumble strip	Summer 2023	\$2.2 million	SHOPP	Aaron Henkel	PS&E/R W	Project is out to bid.
8.	<b>Highway 68 Route 68 Drainage Improvements</b> <b>(1J880)</b>	From west of Sunset Dr to Toro Park  (PM 0.2/15.7)	Drainage improvement, replace lighting, and install count stations	Winter 2026	\$8 million	SHOPP	Carla Yu	PS&E	PA&ED completed in June 2022. Project is awaiting CTC vote to open PS&E phase in late August 2022.
9.	<b>US 101 Prunedale Drainage</b> <b>(1H691)</b>	At and near Prunedale between 0.4 mile north of Crazy Horse Canyon Overcrossing and 1.1 mile south of San Juan Road Overcrossing  (PM 98.8./100.3)	Drainage System Rehab	Winter 2024-25	\$ 6.2 million	SHOPP MAJOR	Jackson Ho	PA&ED	<b>PA&amp;ED completed September 12, 2022. Waiting for PS&amp;E COS Allocation at October CTC Meeting.</b>



# PROJECT UPDATE – MONTEREY COUNTY

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PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
10.	<b>Highway 101 King City Highway Beautification &amp; Pedestrian Enhancements</b>	US 101 and Canal Street	Add landscaping and other aesthetic improvements in the highway corridor and enhance key pedestrian undercrossing to reduce incidents of graffiti and erosion	Spring 2022	\$0.75 million	Clean California	Aaron Henkel	PS&E	<b>Project has achieved RTL.</b>
11.	<b>US 101 Mon 101 Drainage (1J890)</b>	In and near King City, Greenfield, Soledad, Gonzales, and Salinas, from Paris Valley Road Overcrossing to Dunbarton Road  (R28.23/100)	Rehabilitate drainage systems, replace overhead signs and structures, and update Transportation Management System (TMS) elements	Summer 2026	\$10.9 million	SHOPP MAJOR	Aaron Henkel	PA&ED	<b>Team working on final Project Report and Environmental Document.</b>



# PROJECT UPDATE – MONTEREY COUNTY

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PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construct ion Cost	Funding Source	Project Manager	Phase	Comments
12.	<b>US 101 King City Trees Planting Mitigation (0T991)</b>	On South of Broadway Street and on Jolon Road  (41.1/42.2)	Landscape mitigation	Summer 2026	\$0.81 million	SHOPP	Aaron Henkel	PW&E/RW	Project is being awarded.
13.	<b>US101 King City CAPM (1K440)</b>	Near King City from Jolon Road undercrossing to Lagomarsino Ave (PM R41.9/R49.0)	Pavement Preservation, TMS Elements, Lighting and Drainage	Summer 2025	\$ 27 million	SHOPP	Aaron Henkel	PS&E	<b>Project has moved into PS&amp;E phase.</b>
14.	<b>US 101 Spence Rd Acceleration Lane (1M760)</b>	South of Salinas at Spence Rd  (PM 81.03)	Extend NB acceleration lane	Spring 2024	\$1 million	MINOR	Aaron Henkel	PS&E/RW	Project is in the Design phase. Working with TAMC on the co-op agreement for construction capital.
15.	<b>US 101 Market Street Northbound On-ramp Improvements (1H050)</b>	Near Salinas from East Market Street to South of Sherwood Drive  (PM 87.4/87.8)	Roadway and Retaining Wall	Fall 2022-Summer 2023	\$6.0 million	SHOPP	Jackson Ho	PS&E/RW	<b>Construction Contract Approval achieved on September 2, 2022.</b>



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE SEPTEMBER 28, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
16.	<b>US 101 Prunedale Rehab (1H690)</b>	Near Prunedale North of Boronda Road overcrossing to Monterey/San Benito County Line  (PM R91.3/98.8 & 100.3/101.3)	Pavement rehabilitation	Winter '22/23-Spring 2024	\$35.2 million	SB 1 SHOPP	Jackson Ho	PS&E/R W	<b>RTL reached in June 2022. Contract being advertised in September 2022.</b>
17.	<b>Highway 156 Clean CA Castroville Ped OH (1P533)</b>	On Route 156 in Monterey County at the Geil St Pedestrian OC  (1.35/1.35)	Install beautification, transportation art, and safety measure enhancement project.	Winter 2022	\$1.0 million	Clean California	Jackson Ho	PS&E/R W	<b>Working towards RTL September 2022.</b>
18.	<b>Highway 156 Castroville Boulevard Interchange (31601)</b>	Castroville Boulevard and Highway 156  (R1.6/1.4)	Construct a new interchange	Fall 2024	\$24 million	STIP Measure X Federal Demo	Mike Lew	PS&E/R W	<b>Design plans are complete. Team is working towards completing R/W activities and acquiring the Coastal Development Permit as well as other required Environmental permits.</b>





# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE SEPTEMBER 28, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
19.	<b>Highway 183 Salinas to Castroville CAPM (1K430)</b>	South of Old Cemetery Rd near Salinas south of Del Monte Ave at Castroville  (PM 2.1/8.3)	Roadway rehabilitation, TMS elements, lighting, and sign panel replacement	Winter 2025	\$6.9 million	SHOPP	Aaron Henkel	PS&E/RW	Project is in the Design Phase.
20.	<b>Highway 183 Castroville Improvement Project (1H650)</b>	Community of Castroville from Del Monte Ave. to Washington St  (PM R8.3/9.98)	Asset Management Pilot Project	Fall 2023-Winter 2025	\$23.2 million	SHOPP	Jackson Ho	PS&E	200 potholes being completed. 95% Constructability Review Meeting targeted for December 2022.
21.	<b>Highway 183 Castroville Arch (1P540)</b>	On Route 183 in at Preston St  (9.46/9.46)	Restore a community landmark and enhance sidewalk paving	Fall 2022	\$0.5 million	Clean California	Jackson Ho	PS&E/RW	<b>Working on maintenance agreement. Cooperative Agreement executed. CCSD working on design and encroachment permit submittal.</b>



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE SEPTEMBER 28, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construct ion Cost	Funding Source	Project Manager	Phase	Comments
22.	<b>SR218 FORTAG Bike Trail  (1M570)</b>	Located in the City of Seaside  (PM 0.1/1.5)	Construct Bicycle and Pedestrian Trail. The project provides a safe alternative to Hwy 218 from Del Rey Woods Elementary in City Del Rey Oaks to Laguna Grande Regional Park	Summer 2023	\$1.2 million	100% LOCAL FUNDED	Jackson Ho	PS&E/R W	TAMC/GHD working on 95% PSE and Draft Structures PSE.
23.	<b>SR218 Seaside ADA  (1H230)</b>	From Del Monte Road to Fremont Boulevard  (PM R0.2/L0.9)	ADA compliant pedestrian access	Winter 2022	\$1.6 million	SHOPP	Jackson Ho	PS&E	<b>RTL reached in June 2022. Contract being advertised in September 2022.</b>

### ACRONYMS USED IN THIS REPORT:

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



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE SEPTEMBER 28, 2022, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

SHOPP	Statewide Highway Operation and Protection Program
SR	State Route
RTL	Ready To List
R/W or ROW	Right of Way
TMS	Traffic Management System



## ***Memorandum***

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board  
**Meeting Date:** September 28, 2022  
**Subject:** TAMC draft minutes of August 24, 2022

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### **RECOMMENDED ACTION:**

**APPROVE** the Transportation Agency for Monterey County Board draft minutes of August 24, 2022.

### **ATTACHMENTS:**

- ▣ TAMC Board draft minutes of August 24, 2022

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**  
**SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS**  
**MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE**  
**JOINT POWERS AGENCY**  
**DRAFT MINUTES OF AUGUST 24, 2022, TAMC BOARD MEETING**  
Via Zoom Meeting Video/Audio Conference Call

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

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

**OTHERS PRESENT**

Linda Gonzales	Supervisor District 1 alternate	Joanna Xiao	Caltrans District 5
Yuri Anderson	Supervisor District 4 alternate	Mike Lew	Caltrans District 5
Colleen Courtney	Supervisor District 5 alternate	Susan Blitch	County Counsel
Miranda Taylor	AMBAG	Grant Leonard	North County resident
Tanja Roos	Blue Zones		

**1. CALL TO ORDER**

Chair Adams called the meeting to order at 9:03 a.m. Elouise Rodriguez, Clerk of the Board, called the roll and confirmed a quorum was established.

**2. PUBLIC COMMENTS**

None this month.

**3. CONSENT AGENDA**

**M/S/C** Rios/Potter/unanimous

The Board approved the consent agenda as follows:

***ADMINISTRATION and BUDGET***

- 3.1.1** Approved minutes of the Transportation Agency for Monterey County, the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for Monterey County meeting of June 22, 2022.
- 3.1.2** Accepted the list of checks written for the month of June and July 2022 and credit card statements for the month of May and June 2022.
- 3.1.3** Received list of contracts awarded under \$50,000.
- 3.1.4** Adopted finding, pursuant to AB 361, that the COVID-19 pandemic state of emergency declared by Governor Newsom is still in effect; the TAMC Board of Directors has reconsidered the circumstances of the state of emergency; and the state of emergency continues to directly impact the ability of the members to meet in person.
- 3.1.5** Approved evaluation form, procedure, and timeline for completing annual evaluation for Executive Director.
- 3.1.6** Approved closure of Transportation Agency for Monterey County offices on December 27, 28, 29 and 30, 2022.
- 3.1.7** Received report on conferences or trainings attended by agency staff.

**BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES****3.2.1** Regarding Local Access Fund Access Provider Contract:

1. Approved and authorized the Executive Director to execute the contract with the Gateway Center of Monterey County in an amount not to exceed \$60,000 to provide Wheelchair Accessible Vehicle (WAV) services for the period ending June 30, 2023;
2. Approved the use of the California Public Utilities Commission (CPUC) Transportation Network Company (TNC) Access for All program funds budgeted to Local Access Fund Administration for payment of the contract to the Gateway Center of Monterey County in the amount of \$60,000; and
3. Authorized the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract including approvals to future modifications or amendments that do not significantly alter the scope of work, or change the approved contract amount.

**3.2.2** Regarding Transportation Development Act Allocation:

1. Approved Monterey-Salinas Transit's application for State Transportation Development Act funds; and
2. Adopted Resolution 2022-10 allocating a total of \$24,634,642 in Transportation Development Act funds to Monterey-Salinas Transit, composed of \$19,297,686 in Local Transportation Funds and \$5,336,956 in State Transit Assistance funds for Fiscal Year 2022-23.

**3.2.3** Regarding Bicycle and Pedestrian Facilities Advisory Committee Appointments:

1. Approved the appointment of Sloan Campi to serve as California State University Monterey Bay's primary representative on the TAMC Bicycle and Pedestrian Facilities Advisory Committee; and
2. Approved the appointment of Marzette Henderson to serve as Monterey-Salinas Transit's primary representative on the TAMC Bicycle and Pedestrian Facilities Advisory Committee; and
3. Approved the appointment of Katie Stern to serve as the City of Pacific Grove's primary representative on the TAMC Bicycle and Pedestrian Facilities Advisory Committee.



**PLANNING**

**3.3.1** Regarding Legislative Update:

1. Received update on State and federal legislative issues; and
2. Adopted positions on proposed legislation.

**PROJECT DELIVERY and PROGRAMMING**

No report this month.

**RAIL PROGRAM**

- 3.5.1** Approved the revised land transfer agreement with the City of Salinas for the properties acquired for the rail station improvements at Lincoln Avenue and West Market Street.

**REGIONAL DEVELOPMENT IMPACT FEE**

- 3.6.1** Approved the 2022 Strategic Expenditure Plan Update for the Regional Development Impact Fee program.

**COMMITTEE MINUTES AND CORRESPONDENCE**

**3.7.1** Accepted draft minutes from Transportation Agency committees:

- Executive Committee - draft minutes of August 3, 2022
- Rail Policy Committee - draft minutes of August 1, 2022
- Bicycle and Pedestrian Facilities Advisory Committee - draft minutes of August 3, 2022
- Technical Advisory Committee - draft minutes of August 4, 2022
- Excellent Transportation Oversight Committee – draft minutes of August 16, 2022

- 3.7.2** Received Transportation Agency for Monterey County correspondence for August 2022.

**END OF CONSENT AGENDA**

**4. SAFE ROUTES TO SCHOOL ART & RECOGNITION**

The TAMC Board recognized North Salinas High School teachers Annemarie Glomson and Jennifer Ghastin and their students for their contribution to the McKinnon Pop-up demonstration; and received a report on upcoming art in safe routes to school program opportunities.

Ariana Green, Principal Transportation Planner, reported with the guidance of their teachers, the students created colorful artistic pictures and safety messaging on ten horse troughs used as barriers to provide protection for bicyclists and pedestrians traveling on McKinnon Street in front of Harden Middle School during the spring pop-up demonstration.

She reported over the past couple of years, TAMC staff has incorporated art into bicycle and pedestrian projects. This includes artwork for a Safe Routes to School Activity Book, a native species matching game created by California State University Monterey Bay graphic design students, and the colorful art painted on sidewalks to mark the safe route to school in Gonzales, Soledad and Greenfield by youth, community members, and the Safe Routes to School team, TAMC, Monterey County Health Department and Blue Zones Project.

The Measure X Safe Routes to School program funds projects and programs that improve children's health by making walking and bicycling safer and easier. Programming focuses on ways to reduce traffic and speeding around schools.

**5. SR 156 CASTROVILLE BOULEVARD INTERCHANGE PROJECT UPDATE**

The Board received update on the State Route (SR) 156 Castroville Boulevard Interchange project's delivery status.

Executive Director Todd Muck reported the SR 156 Castroville Boulevard Interchange project is one of the regional safety and mobility projects listed in Measure X and approved by 67.7% of Monterey County voters in 2016. The Transportation Agency successfully leveraged Measure X to secure full funding for the project with construction scheduled to start in late 2023.

Director Muck explained that the deadline for the project's \$20 million Trade Corridor Enhancement Program funding allocation is June 30, 2023, puts this project at risk and while the engineering to complete the project's design and bid package is on track to meet the allocation deadline, the process to secure the Coastal Development Permits could result in the loss of \$20 million for the construction of the project.

Director Muck noted that Caltrans is leading the design and construction of the SR 156 Castroville Boulevard interchange project. The project is in the final phase before construction. Tasks in this

phase include completing the 100% design, preparing the construction bid package, and getting permits from regulatory agencies. These tasks must be completed before the California Transportation Commission will allocate construction funding.

Monterey County staff reviewed the project for consistency with the North County Land Use Plan and the Monterey County Coastal Implementation Plan. Their analysis concluded the project is consistent with both plans. On June 29, 2022, the County Planning Commission approved a Combined Development Permit that incorporated several Coastal Development Permits required for construction of the project. This approval has been appealed to the County Board of Supervisors. The hearing for this appeal is anticipated to be scheduled for September 13. After the Board of Supervisors acts, the project can be appealed further to the California Coastal Commission. The time required for an appeal to the Coastal Commission significantly increases the risk of missing the \$20 million Trade Corridor grant's construction funding allocation deadline.

Board Member Phillips expressed frustration with the delays, noting that this project is a top priority for Monterey County voters who supported Measure X.

Vice Chair LeBarre noted the Coastal Commission process could be seen as discriminatory, given that this project is located near a disadvantaged community.

Board Member Poduri commented that the intersection project is a safety issue, and that delays cause further congestion and emissions.

Board Member Oglesby suggested the Board take action to support this project moving forward.

Board Member Potter volunteered to represent the Board in talking to the Coastal Commission leadership on this issue.

**6. REPORTS FROM TRANSPORTATION PROVIDERS**

**Caltrans District 5** – Scott Eades thanked the Board for supporting the Highway 156 Interchange project. He announced the revamped Caltrans Quick Map web page presents several types of real-time traffic information layered on a Google Map, including traffic speed, lane and road closures due to construction and maintenance activities, and incident reports. Mr. Eades announced Caltrans Training Day topics Local Assistance and Project Delivery on September 8, 2022, open to project managers and engineers. For more information, visit: <https://dot.ca.gov/caltrans-near-me/district-5>.

**Monterey Regional Airport District** – Bill Sabo reported that the airport has increased their boardings, with expanded number of full flights to Dallas (American Airlines). He noted that the car week last week was very successful, with a lot of traffic at the airport. The airport is working with United Airlines to add flights to Chicago. In conclusion, Mr. Sabo mentioned that the Airport is working to get customs to provide international flights.

**Monterey Salinas Transit District** – Carl Sedoryk, General Manager, announced MST is holding a public meeting for input on the SURF! Busway project that will be held on August 31, 2022, at the Carpenter’s Hall 6-8 pm, 910 2<sup>nd</sup> Avenue, Marina, CA 93933. Open house attendees can visit different stations to learn how SURF! helps meet MST’s environmental, equity, and economic goals and ties into its larger vision for transit priorities in Monterey County. He announced that the MST summer trolley service will discontinue service on September 5, and systemwide free fares will discontinue on September 4. He noted that MST has an agreement with CSUMB and Hartnell college to provide free rides to college students using their student identification cards.

**Monterey Bay Air Resources District** – Richard Stedman announced the Air District is holding the Salinas Ride and Drive event on Sunday, October 2, 2022, from 11 am – 4 pm at the Amtrak Station, 11 Station Place, Salinas, a family friendly event, open to the public, and free. It will offer activities to let adults and kids experience electric transportation.

**7. REPORTS ON MEETINGS ATTENDED BY BOARD MEMBERS AT AGENCY EXPENSE**

None this month.

**8. EXECUTIVE DIRECTOR'S REPORT**

Executive Director Todd Muck echoed MST Director Sedoryk in inviting everyone to the SURF! Bus Rapid Transit open house on August 31<sup>st</sup>. He noted that TAMC was a co-applicant on the \$25 million grant application that was awarded for the project, noting this is a good example how TAMC is leveraging Measure X funds. Director Muck announced the kickoff of the Safe Route to School in the Salinas Valley. The city of Soledad Safe Routes to School event will be held on August 25 at the Soledad Farmers Market and the city of Gonzales on August 31 at Central Park. In conclusion, Director Muck announced a survey is available to help identify where electric vehicle charging stations should be installed in the Central Coast counties.

**9. ANNOUNCEMENTS AND/OR COMMENTS**

Board Member LeBarre thanked TAMC staff Ariana Green and Aaron Hernandez for the Safe Routes to School event in King City.

Board Ex-officio Member Samuels announced that CSUMB President Eduardo Ochoa has retired, after 10 years at CSUMB and over 40 years of service and announced the newly appointed CSUMB President Vanya Quiñones.

Board Member Poduri requested a presentation at a future meeting on the Inflation Reduction Act.

**10. ADJOURNMENT**

Chair Adams adjourned the meeting at 10:09 a.m.



## **Memorandum**

**To:** Board of Directors  
**From:** Dave Delfino, Finance Officer / Analyst  
**Meeting Date:** September 28, 2022  
**Subject:** TAMC payments for the month of August 2022

### **RECOMMENDED ACTION:**

**ACCEPT** the list of checks written for August 2022 and credit card statement for the month of July 2022.

### **SUMMARY:**

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

### **FINANCIAL IMPACT:**

The checks processed this period total \$749,614.88, which included checks written for August 2022 and payment of the July 2022 Platinum Plus Credit Card statement.

### **DISCUSSION:**

During the month of August 2022, normal operating checks were written, as well as a check for \$6,480.00 to Burke, Williams and Sorensen LLP for right of way legal services, a check for \$130,134.89 to HDR Engineering Inc. and a check for \$2,385.19 to Union Pacific Railroad Company for engineering services, all for the Salinas Rail Extension Kick-Start Project, a check for \$165,411.48 to Ecology Action and a check for \$88,822.53 to the Monterey Health Department for services for the three Salinas Valley Safe Routes to School Projects, a check for \$5,953.48 to the City of Salinas for services for the Salinas Safe Routes to School Project, a check for \$720.00 to Smith & Enright Landscaping Inc. for weed and trash abatement on Monterey Branch Line property, a check for \$1,344.00 to Boots Road Group LLC for graphic design services for the Safe Routes to School project and Bike Map, a check for \$2,050.00 to RAPS for recruitment services, a check for \$1,147.50 to Whitson Engineers for surveying services for the Wayfinding Project, a check for \$20,100.00 to the Metropolitan Transportation Commission for pavement management software, a check for \$4,992.39 to 4Imprint for Safe Routes to School supplies and two checks totaling \$96,900.40 to California Towing and Transport for the Freeway Service Patrol program for towing services from April to June 2022.

### **ATTACHMENTS:**

- ▣ Checks August 2022
- ▣ Credit Card July 2022

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

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
08/01/2022	20582 Alvarez Technology Group, Inc. (CA)	2,111.42		Computer Support
08/01/2022	20583 Boots Road Group LLC	1,344.00		Design Service for Annual Report, RTP and SRTS
08/01/2022	20584 Burke, Williams & Sorensen LLP	6,480.00		Right of Way Legal Services for Salinas Rail Extension Kick-Start Project
08/01/2022	20585 City of Salinas	5,953.48		Services for the Salinas Safe Routes to School Program
08/01/2022	20586 Clinica de Salud del Valle de Salinas	8,602.90		Office Rent
08/01/2022	20587 Ecology Action	165,411.48		Services for Safe Routes to School - the Three Salinas and Salinas Valley Projects
08/01/2022	20588 Hannan Specialties	12,902.72		Bike Protect Program Costs
08/01/2022	20589 HDR Engineering Inc.	130,134.89		Engineering Design Services for Salinas Rail Extension Kick-Start Project
08/01/2022	20590 Petty Cash	186.65		Miscellaneous Office Expenses
08/01/2022	20591 Smile Business Products Inc.	135.90		Office Copier Expenses
08/01/2022	20592 Union Pacific Railroad Company	2,385.19		Engineering Design Services for Salinas Rail Extension Kick-Start Project
08/01/2022	20593 Verizon Wireless	48.08		Call Box - Phone Service
08/01/2022	20594 VSP	177.73		Employee Benefits
08/01/2022	20595 Whitson Engineers	1,147.50		Surveying Services for the Wayfinding Project
08/01/2022	EFT CalPers Health Benefits	11,218.35		Employee Benefit
08/01/2022	EFT State of California		165,383.91	Freeway Service Patrol - Grant
08/02/2022	20596 AT & T (Carol Stream, Il.)	442.27		Telecommunications, Call Box and Rideshare - Phone Service
08/02/2022	20597 FedEx (Printing)	1,128.72		Printing for FSP
08/02/2022	20598 The Maynard Group	358.46		Telecommunication Lease
08/05/2022	EFT Payroll	45,017.32		Payroll
08/05/2022	EFT United States Treasury	10,539.82		Payroll Taxes & Withholding
08/05/2022	EFT EDD	4,347.10		Payroll Taxes & Withholding
08/05/2022	EFT Pers Retirement	9,155.19		Employee Benefits
08/05/2022	EFT Pers Retirement PEPRA	1,589.76		Employee Benefits
08/05/2022	EFT CalPERS	7,552.68		Employee Benefits
08/05/2022	EFT Ariana Green	392.83		Safe Routes to School Supplies
08/05/2022	EFT Janneke Strause	212.58		Travel Reimbursement
08/05/2022	DEP Haedrich, Lithia and Monterey Motors		7,372.21	Railroad Right of Way Rent
08/11/2022	20599 Alvarez Technology Group (TX)	680.09		Computer Equipment Lease
08/11/2022	20600 Alvarez Technology Group, Inc. (CA)	198.51		Computer Support
08/11/2022	20601 Associated Building Maintenance	105.00		Office Repairs & Maintenance
08/11/2022	20602 Comcast	146.70		Telecommunication
08/11/2022	20603 De Lage Landen Financial Services	319.02		Office Copier Lease
08/11/2022	20604 Delta Dental	815.80		Employee Benefits
08/11/2022	20605 Khouri Consulting LLC	4,000.00		Legislative Consultant
08/11/2022	20606 Metropolitan Transportation Commission	20,100.00		Pavement Management Software
08/11/2022	20607 Monterey County Health Dept.	88,822.53		Services for Safe Routes to School - ATP Every Child and Salinas Valley Projects
08/11/2022	20608 Streamline	2,400.00		Software Platform for Website
08/11/2022	20609 We The Creative	238.29		Design Services for Logo
08/12/2022	20610 Oppidea, LLC	2,335.00		Accounting Services
08/12/2022	DEP Cappel Management LIV, LLC		2,721.57	Railroad Right of Way Rent
08/12/2022	DEP City of Salinas		52,332.00	Local Agency Contribution 22/23
08/19/2022	20611 4Imprint	4,992.39		Salinas Valley SRTS Supplies
08/19/2022	20612 Business Card	2,025.72		Office Supplies, Software Subscriptions and Staff Travel
08/19/2022	20613 California Towing and Transport	95,489.22		Freeway Service Patrol - Towing Services
08/19/2022	20614 Clinica de Salud del Valle de Salinas	8,602.90		Office Rent
08/19/2022	20615 Lincoln National Life Insurance Co.	723.19		Employee Benefits

08/19/2022	20616	RAPS	2,050.00	Recruitment Services
08/19/2022	20617	Smile Business Products Inc.	135.90	Office Copier Expenses
08/19/2022	20618	Smith & Enright Landscaping Inc.	720.00	Branch Line Cleanup
08/19/2022	20619	Thorn Run Partners, LLC	5,000.00	Legislative Consultant
08/19/2022	EFT	Payroll	45,225.38	Payroll
08/19/2022	EFT	United States Treasury	10,633.82	Payroll Taxes & Withholding
08/19/2022	EFT	EDD	4,399.92	Payroll Taxes & Withholding
08/19/2022	EFT	Pers Retirement	9,155.19	Employee Benefits
08/19/2022	EFT	Pers Retirement PEPRA	1,619.79	Employee Benefits
08/19/2022	EFT	CalPERS	7,569.57	Employee Benefits
08/19/2022	EFT	CALPERS Financial & Acct Services	700.00	Services for GASB 68 Valuation Report
08/19/2022	EFT	Janneke Strause	40.25	Mileage Reimbursement
08/19/2022	DEP	State of California		295.48 Interest
08/19/2022	DEP	State of California		34,523.90 SAFE - Revenue - June 2022
08/19/2022	DEP	State of California		70,506.99 Funds from the PUC for Access Program
08/19/2022	DEP	WaveDivision and Giustiniiani		1,736.00 Railroad Right of Way Rent
08/24/2022	20620	California Towing and Transport	1,358.40	Freeway Service Patrol
08/24/2022	EFT	TAMC County Acct. 691		300,000.00 Funds Transfer From TAMC County Acct. 691
08/25/2022	EFT	Union Bank	35.28	Bank Service Charges
08/25/2022	EFT	Graniterock		8,528.04 Railroad Right of Way Rent
08/26/2022	DEP	Cardinale		1,870.00 Railroad Right of Way Rent
08/26/2022	DEP	County of Monterey		134,193.00 Local Agency Contribution 22/23
<b>Total</b>			<b>749,614.88</b>	<b>779,463.10</b>



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1.800.673.1044, 24 Hours

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Payment Information

New Balance Total ..... \$2,025.72  
Minimum Payment Due ..... **\$25.00**  
Payment Due Date ..... **08/31/22**  
**Late Payment Warning:** If we do not receive your minimum payment by the date listed above. You may have to pay a fee based on the outstanding balance on the fee assessment date:  
\$19.00 for balance less than \$100.01  
\$29.00 for balance less than \$1,000.01  
\$39.00 for balance less than \$5,000.01  
\$49.00 for balance equal to or greater than \$5,000.01

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

Account Summary

Previous Balance ..... \$4,907.88  
Payments and Other Credits ..... **-\$4,907.88**  
Balance Transfer Activity ..... \$0.00  
Cash Advance Activity ..... \$0.00  
Purchases and Other Charges ..... \$2,025.72  
**Fees Charged ..... \$0.00**  
**Finance Charge ..... \$0.00**  
New Balance Total ..... \$2,025.72  
Credit Limit ..... \$7,600  
Credit Available ..... \$5,574.28  
Statement Closing Date ..... 08/04/22  
Days in Billing Cycle ..... 31

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
<b>Payments and Other Credits</b>				
07/25	07/23	PAYMENT - THANK YOU		- 4,907.88
<b>TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD</b>				<b>-\$4,907.88</b>
<b>Purchases and Other Charges</b>				
07/07	07/06	DEVICE MAGIC INC RALEIGH NC		150.00
07/08	07/08	INTUIT *TSheets CL.INTUIT.COMCA		132.00
07/18	07/15	BNP MEDIA SUB ENR-AR-N 800-952-6643 MI		173.00
07/20	07/20	REI.COM 800-426-4840 800-426-4840 WA		464.30
07/21	07/19	CAPIO - CA ASSOCIATION 530-9245444 CA		275.00
07/21	07/21	DREAMHOST DH-FEE.COM CA		2.74

Account Number  
July 05, 2022 - August 04, 2022

New Balance Total ..... \$2,025.72  
Minimum Payment Due ..... **\$25.00**  
Payment Due Date ..... **08/31/22**

Enter payment amount

\$

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

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July 05, 2022 - August 04, 2022

Page 3 of 4

**Transactions**

Posting Date	Transaction Date	Description	Reference Number	Amount
07/26	07/25	ZOOM.US 888-799-9666 SAN JOSE CA		97.70
07/27	07/27	MailChimp Atlanta GA		69.99
08/02	08/01	ZOOM.US 888-799-9666 SAN JOSE CA		660.99
<b>TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD</b>				<b>\$2,026.72</b>

**Finance Charge Calculation**

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

	Annual Percentage Rate	Balance Subject to Interest Rate	Finance Charges by Transaction Type
PURCHASES	17.99%	\$0.00	\$0.00
CASH	26.49% V	\$0.00	\$0.00

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

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SSM-07-21-0038.C | 3643028



## ***Memorandum***

**To:** Board of Directors  
**From:** Todd Muck, Executive Director  
**Meeting Date:** September 28, 2022  
**Subject:** AB 361 Findings

### **RECOMMENDED ACTION:**

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

### **SUMMARY:**

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

### **FINANCIAL IMPACT:**

None.

### **DISCUSSION:**

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

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

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



## Memorandum

**To:** Board of Directors  
**From:** Rita Goel, Director of Finance & Administration  
**Meeting Date:** September 28, 2022  
**Subject:** Agreement for Accounting Services

### RECOMMENDED ACTION:

#### Agreement for Accounting Services:

1. **AUTHORIZE** the Executive Director to execute contract Amendment #2 with Oppidea, LLC in an amount not to exceed \$32,220 per year for an additional twelve months to provide accounting services for the period ending December 31, 2023, and to change the monthly rate to \$2,685 effective January 1, 2023;
2. **APPROVE** the use of \$32,220 for the extended 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, subject to approval by Agency counsel.

### SUMMARY:

The Agency's current agreement expires December 31, 2022. Due to staffing issues and the need for continuity in accounting services, staff recommends a 12-month extension of the Agreement. The contract rate of \$28,020 per year, which has been in effect for ten years, will change in Amendment #2 to \$32,220.

### FINANCIAL IMPACT:

The consultant currently has a monthly rate of \$2,335 (\$28,020 annually), which will change to \$2,685/month (\$32,220 annually) effective January 1, 2023. There are sufficient funds in the budget to cover this expense on an annual basis.

### DISCUSSION:

The Agency's current contract for accounting services expires on December 31, 2022; an agreement needs to be in place before the current Agreement expires.

Oppidea, LLC was selected in 2016 after a Request for Proposals was issued. In June 2019, the Board authorized amendment #1 to extend the contract until December 31, 2022. Due to several retirements that are occurring in the accounting department in the next year, a recent unsuccessful recruitment search for a Director of Finance and Administration, and the need for continuity of the Agency's specialized accounting needs and requirements, staff recommends the approval of a twelve-month extension of the current Agreement with Oppidea to provide accounting services to the Transportation Agency for Monterey County, based on experience, knowledge, and cost. Staff recommends a twelve-month extension of the current Agreement and authorization to increase the monthly rate effective January 1, 2023. The current rate has been in effect for ten years; an increase is necessary to retain Oppidea's services.



## Memorandum

**To:** Board of Directors  
**From:** Aaron Hernandez, Assistant Transportation Planner  
**Meeting Date:** September 28, 2022  
**Subject:** **Monterey-Salinas Transit State of Good Repair Funds**

### **RECOMMENDED ACTION:**

#### **Monterey-Salinas Transit State of Good Repair Funds**

1. **ADOPT** Resolution 2022-11 allocating \$878,286 of Fiscal Year 2022-23 Senate Bill 1 State of Good Repair funds to Monterey-Salinas Transit to help fund bus procurement, purchase of facility maintenance equipment, and installing, repairing, and replacing passenger shelters as needed throughout the system; and
2. **AUTHORIZE** the Executive Director to execute all required documents and any amendments with the California Department of Transportation.

### **SUMMARY:**

Senate Bill 1 (SB 1) established the State of Good Repair program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system.

### **FINANCIAL IMPACT:**

This action will allow Monterey-Salinas Transit to secure \$878,286 in State of Good Repair funds available for Monterey County for Fiscal Year 2022-23.

### **DISCUSSION:**

Senate Bill 1 is a landmark transportation bill adopted in 2017 that will provide over \$50 billion in new transportation funding over the next decade to repair highways, bridges and local roads, to make strategic investments in congested commute and freight corridors, and to improve transit service. The State of Good Repair Program provides approximately \$105 million annually to transit operators in California for capital projects. The Program is funded under a portion of the new Transportation Improvement fee on vehicle registrations due on or after January 1, 2018. The Program investments will benefit the public by providing transportation agencies with a consistent and dependable revenue source to invest in the upgrade, repair and improvement of transit infrastructure, and in turn improvement of transit service.

As a transportation planning agency, the Transportation Agency is an eligible recipient of Program funds for Monterey County, and can act as a lead agency on eligible projects or as a "contributing agency" 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 (PUC 99313) and to transit operators based on transit operator revenues (PUC 99314). The Transportation Agency's allocation of Program funds is \$669,701 and MST's allocation is \$208,585 for a Monterey County total of \$878,286.

Staff recommends that the Transportation Agency act as a "contributing sponsor" and release its FY 2022-23 State of Good Repair allocation to support Monterey-Salinas Transit's bus procurement, purchase of floor scrubbers, beautification and exterior improvements of maintenance facilities, installation of a backup generator, storage areas, vehicle security camera replacements, and installing, repairing, and replacing passenger shelters as needed throughout the system (**attachment**).

**ATTACHMENTS:**

- ▣ Resolution 2022-11 Approving State of Good Repair Allocation
- ▣ MST Project List - FY 2022-23



**RESOLUTION NO. 2022-11  
OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

**AUTHORIZATION FOR THE EXECUTION OF THE  
REGIONAL ENTITIES APPROVING PROJECT LIST  
FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM AND PROGRAMMING  
FY 2022/2023 STATE OF GOOD REPAIR FUNDS TO  
MONTEREY-SALINAS TRANSIT**

**WHEREAS**, Senate Bill (SB 1), the Road Repair and Accountability Act of 2017, established the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

**WHEREAS**, the Transportation Agency for Monterey County (TAMC) is an eligible recipient and may receive State Transit Assistance funding from the State of Good Repair Program (SGR) now or sometime in the future for transit capital projects; and

**WHEREAS**, the statutes related to the state-funded transit capital projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, Senate Bill 1 (2017) named the California Department of Transportation (Caltrans) as the administrative agency for the SGR; and

**WHEREAS**, Caltrans has developed guidelines for the purpose of administering and distributing SGR funds to eligible recipients (local agencies such Monterey-Salinas Transit); and

**WHEREAS**, the Transportation Agency for Monterey County wishes to delegate authorization to execute these documents and any amendments thereto to the Executive Director; and

**WHEREAS**, the fund recipient (Monterey-Salinas Transit) agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects; and

**WHEREAS**, the Transportation Agency's allocation of Fiscal Year 2022-23 State of Good Repair Program funds is \$669,701 (PUC 99313) and MST's allocation is \$208,585 (PUC 99314) for a Monterey County total of \$878,286; and

**WHEREAS**, the Transportation Agency wishes to approve the project list and allocation for the PUC 99313 (based on the latest available annual population estimates from the Department of Finance) and PUC 99314 (based on the revenue amount for each eligible operator) of Fiscal Year 2022-23 State of Good Repair Program funds to support Monterey-Salinas Transit's bus procurement, purchase of floor scrubbers, beautification and exterior improvements of maintenance facilities, installation of a backup generator, storage areas, vehicle security camera replacements, and installing, repairing, and replacing passenger shelters as needed throughout the system.

**NOW, THEREFORE, BE IT RESOLVED THAT:**

1. The Transportation Agency for Monterey County Board of Directors hereby approves the region's SB 1 State of Good Repair project list and allocation for FY 2022/23.
2. The Executive Director is hereby authorized to execute all required documents of the SGR programs and any Amendments thereto with the California Department of Transportation.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 28th day of September 2022, by the following votes:

**AYES:**

**NOES:**

**ABSENT:**

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

**ATTEST:**

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



# Submittal Report

SGR-C14-FY22/23-6011-001

FY 22/23

## Submittal Details

<b>Program</b> State of Good Repair Program	<b>Agency</b> Monterey-Salinas Transit	<b>Date Created</b> 08/05/2022	<b>Date Submitted</b> 08/30/2022	<b>Date Approved</b>
<b>Address</b> 19 Upper Ragsdale Drive	<b>City</b> Monterey	<b>State</b> CA	<b>Zip Code</b> 93940	
<b>Contact</b> Matthew Deal		<b>Contact Title</b> Grants Analyst		
<b>Contact Phone</b> (831) 264-9287		<b>Contact Email</b> mdeal@mst.org		
<b>Support Documentation</b> Draft MST Board Resolution - Estimated date of final Board Resolution is 9/15/2022. Draft TAMC Board Resolution - Estimated date of final Board Resolution is 9/28/2022.		<b>Additional Information</b>		

# Project Details

Title	Description	Asset Type	Project Category	Est. Useful Life	Est. Project Start Date	Est. Project Completion Date	Est. 99313 Costs	Est. 99314 Costs
Purchase Floor Scrubbers	Purchase 3 replacement floor scrubbers to be used at MST's three	Operational Equipment	Replacement	1	12/01/2022	07/31/2023	\$60,000	\$0
CJW Fuel Dispensers	Purchase 3 replacement fuel dispensers (2 diesel and 1 gasoline) to	Operational Equipment	Replacement	1	12/01/2022	07/31/2023	\$75,000	\$0
MTX Repair, Refurbish, and	Repair, refurbish, and beautify Marina Transit Exchange	Passenger Facilities	Maintenance	5	10/01/2022	10/01/2024	\$65,000	\$0
STC Exterior Repairs	Repair Salinas Transit Center Facilities	Passenger Facilities	Maintenance	2	10/01/2022	10/01/2024	\$250,000	\$0
CJW Storage Areas	Repair and Replace Storage Facilities at the Salinas Maintenance and	Operations Facilities	Maintenance	1	10/01/2022	10/01/2024	\$45,000	\$0
LAB Generator	Replace Generator at LAB Building	Operations Facilities	Replacement	3	10/01/2022	10/01/2024	\$17,058	\$0
Replace 6 Non-Revenue	Purchase 6 replacement non-revenue vehicles to be used countywide.	Rolling Stock/Fleet	Replacement	8	07/01/2022	07/31/2023	\$36,800	\$0
Replace 2 Non-Revenue	Purchase 2 replacement non-revenue vehicles to be used countywide.	Rolling Stock/Fleet	Replacement	8	07/01/2022	07/31/2023	\$28,350	\$0
Replace 3 Non-Revenue	Purchase 3 replacement non-revenue vehicles to be used countywide.	Rolling Stock/Fleet	Replacement	8	07/01/2022	07/31/2023	\$27,540	\$0
Replace 3 Non-Revenue	Purchase 3 replacement non-revenue vehicles to be used countywide.	Rolling Stock/Fleet	Replacement	8	07/01/2022	07/31/2023	\$18,400	\$0
Replace 4 Medium Duty /	Purchase 4 replacement Medium or Light Duty revenue vehicles to be used	Rolling Stock/Fleet	Replacement	8	07/01/2022	07/31/2023	\$96,000	\$0
Replace Vehicle Security	Replace 33 vehicle based security camera systems.	Operational Equipment	Replacement	1	07/01/2022	07/31/2023	\$150,000	\$0
Repair/Replace Bus Stops	Repair / replace / install passenger shelters countywide.	Passenger Facilities	Replacement	10	07/01/2022	07/31/2023	\$9,888	\$0



## Memorandum

**To:** Board of Directors  
**From:** Aaron Hernandez, Assistant Transportation Planner  
**Meeting Date:** September 28, 2022  
**Subject:** Measure X Senior & Disabled Transportation Program Guidelines

### **RECOMMENDED ACTION:**

#### **Measure X Senior & Disabled Transportation Program:**

1. **ADOPT** the Measure X Senior & Disabled Transportation Program Guidelines for Fiscal Years 2023/24 through 2025/26; and
2. **RELEASE** the call for projects.

### **SUMMARY:**

The Measure X Senior & Disabled Transportation Program Guidelines were updated based on input from the Measure X Citizens Oversight Committee and the Monterey-Salinas Transit Mobility Advisory Committee. The program guidelines will be used for the third round of grant awards covering fiscal years 2023/24 to 2025/26. The primary change is a new workshop session for prospective applicants during the Call for Projects period.

### **FINANCIAL IMPACT:**

Measure X allocates \$15 million over 30 years to this program, which is approximately \$500,000 per year. On May 27, 2020, the TAMC Board of Directors voted to allocate \$1.5 million of Measure X funds to four non-profits for the program's second 3-year grant cycle covering fiscal years 2020/21, 2021/22, and 2022/23.

### **DISCUSSION:**

The Measure X Senior & Disabled Transportation Program Guidelines were updated based on input at the following meetings:

**Monterey-Salinas Transit Mobility Advisory Committee, July 27, 2022:** TAMC staff provided an update on the annual reports for the four non-profit organizations awarded funding in the second cycle of the program and requested input from Committee members on potential changes to the program guidelines for the third grant cycle. Staff presented an updated needs assessment that was originally prepared to address questions about services provided to South County communities by the organizations awarded funding. Since these questions and concerns were addressed in the preparation of the second cycle, the Mobility Advisory Committee did not suggest any major changes to the program guidelines for the third cycle. The Committee was supportive of the suggestion for a workshop for prospective applicants during the Call for Projects period.

**Measure X Citizens Oversight Committee, August 16, 2022:** TAMC staff presented the following program guideline updates:

- Add a grant workshop at the beginning of Call for Projects.
- Require receipts and quotes to be separated by expense category only: Staff had explained that the previous

guidelines allowed for grantees to report their quarterly receipts by month. This method of reporting made it difficult for staff to keep track of expenses that are eligible for Measure X funding. The Committee supported the method for receipts and quotes to be separated by expense category, as it would improve transparency in the auditing process.

- Incorporate the update of the needs assessment formally in future grant cycles: The original needs assessment was prepared to address questions about services in South County communities. Staff presented about the possibility of incorporating a formal updating process of the needs assessment in future grant cycles as it can serve as a useful tool for future applicants to address transportation gaps in the county. The Committee commented that this would serve as an opportunity to explore solutions to cover transportation gaps for the senior and disabled populations in rural regions such as the communities south of King City.

Upon TAMC Board of Directors approval of the program guidelines, the program implementation timeline would be as follows:

September 28, 2022	Call for project opens
October 12, 2022	TAMC holds grant workshop
December 1, 2022	Cycle 3 Applications Due at 12PM
December 5 - 21, 2022	Grant review committee meets to score proposal and conduct on-site field visits (tentatively rolling into January)
January 17, 2023	Draft program of projects presented to Measure X Citizens Oversight Committee
January 25, 2023	Draft program of projects presented to MST Mobility Advisory Committee
February 22, 2023	TAMC Board of Directors adopt Program of Projects for fiscal years 2023/24, 2024/25, and 2025/26
March 29, 2023	Execute Cycle 3 grant agreements

**WEB ATTACHMENTS:**

[Program Guidelines](#)



## Memorandum

**To:** Board of Directors  
**From:** Michael Zeller, Director of Programming & Project Delivery  
**Meeting Date:** September 28, 2022  
**Subject:** Fort Ord Regional Trail & Greenway - Right of Way Just Compensation

### **RECOMMENDED ACTION:**

#### **Fort Ord Regional Trail & Greenway Right of Way Just Compensation**

1. **AUTHORIZE** the Executive Director to establish just compensation and approve appraisals for the acquisition of parcels for the Fort Ord Regional Trail and Greenway - Canyon Del Rey segment; and
2. **AUTHORIZE** the Executive Director to make purchase offers in the amount that equals the statutory offer of just compensation established for the parcel and negotiate acquisition agreements for parcels needed for the Fort Ord Regional Trail and Greenway - Canyon Del Rey segment.

### **SUMMARY:**

To streamline the acquisition process and ensure that the parcels are acquired in a prompt manner, the Agency is requesting authority for the Executive Director to establish just compensation and initiate purchase offers for the Fort Ord Regional Trail and Greenway - Canyon Del Rey project, with final purchase approval reserved for the Board.

### **FINANCIAL IMPACT:**

The Canyon Del Rey segment design tasks will be funded out of \$600,000 in state Senate Bill 1 Local Partnership Program funds and \$1.376 million in local Measure X funds. The right-of-way acquisition tasks will be paid from \$1.198 million in state Active Transportation grant funds. Construction will be funded out of \$9.1 million in state Active Transportation grant funds.

### **DISCUSSION:**

Phase 1 of the Canyon Del Rey/State Route 218 Segment involves construction of the trail through the City of Del Rey Oaks from Fremont Boulevard to Del Rey Woods Elementary in the City of Seaside. From Fremont Boulevard, the trail will run along State Route 218 and then move behind Safeway through Work Memorial Park traveling around the tennis courts and towards Angelus Way. There are no improvements proposed along Angelus Way based on feedback from the community. The trail will pick up again at Del Rey Park and travel towards State Route 218 along the existing trail. An undercrossing below State Route 218 will connect near Del Rey Oaks City Hall and the Frog Pond. A raised pathway will be constructed to connect trail users from the undercrossing to Carlton Drive at an accessible grade. The trail will extend northeast up Carlton Drive to Plumas Avenue. Along Carlton Drive the trail will consist of a new 12-foot wide multi-use sidewalk on the west side of the road. Along Plumas Avenue the trail will follow the existing PG&E easement up to Del Rey Woods Elementary.

The portion of the trail that runs along Plumas Avenue is planned to be constructed, in part, in right-of-way owned by Pacific Gas & Electric (PG&E). A map of the parcels in question is included as Attachment 1. The Agency will need to negotiate with PG&E for either the acquisition in fee or an easement for these parcels in order to receive the right-of-

way certification from Caltrans prior to proceeding to construction. The first step in this process is to establish just compensation.

Just compensation is the price an agency must pay to acquire real property. An agency official must make the estimate of just compensation to be offered for the property needed. That amount may not be less than the amount established in the approved appraisal report as the fair market value for the property. The appraiser is responsible for determining the initial fair market value of the property.

Once the appraisal of fair market value is complete, a review appraiser will review the report to ensure that all applicable standards and requirements are met. When they are, the review appraiser will give the agency the approved appraisal to use in determining the amount of just compensation to be offered for the real property. This amount will never be less than the fair market value established by the approved appraisal. After the agency approves the just compensation offer, they will begin negotiations by delivering the written offer of just compensation for the purchase of the real property.

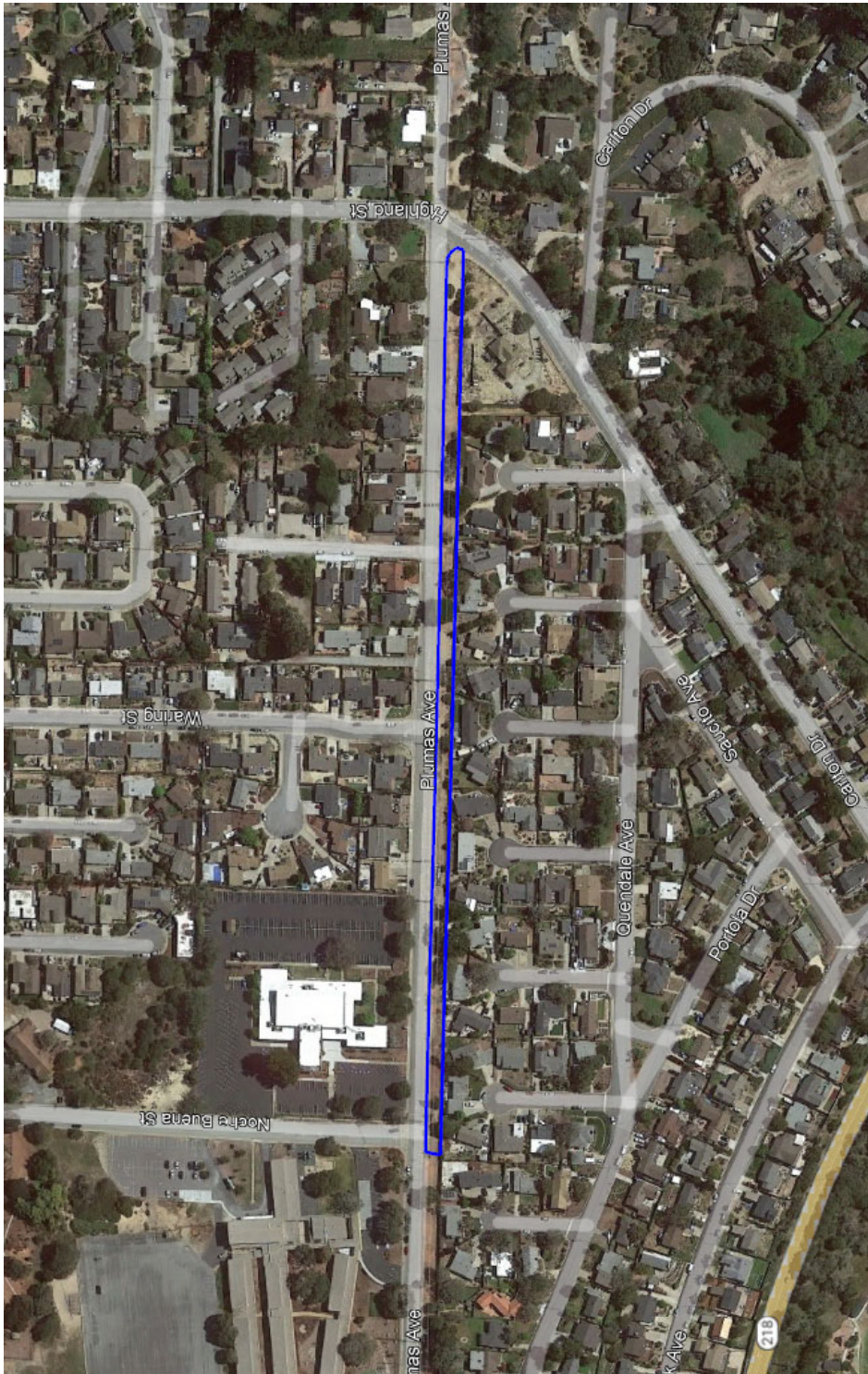
The staff recommended actions would provide the Executive Director with the authority to approve the appraisals and establish just compensation for the parcels needed for the Fort Ord Regional Trail and Greenway - Phase 1 (Canyon Del Rey) segment. The staff recommended action would also give the Executive Director the authority to initiate negotiations to purchase the relevant parcels once just compensation has been established. These actions will streamline the acquisition process and ensure that the appropriate rights to the parcels are acquired in a prompt manner.

Once a purchase offer has been agreed to by the property owner, Transportation Agency staff will present the purchase offer to the Board of Directors for review and consideration. The Transportation Agency Board would have the opportunity to review, comment, and approve or reject the proposed purchase offer.

**ATTACHMENTS:**

- Map - FORTAG Canyon Del Rey - Plumas Avenue section (PG&E property highlighted in blue)

### Site Plan



Source: Google Earth



## Memorandum

**To:** Board of Directors  
**From:** Michael Zeller, Director of Programming & Project Delivery  
**Meeting Date:** September 28, 2022  
**Subject:** **FORTAG FLAP Grant**

### **RECOMMENDED ACTION:**

**APPROVE** the increase of the Agency's local match to the Federal Lands Access Program grant for the Fort Ord Regional Trail and Greenway project by \$1.01 million for a total match of \$5.01 million.

### **SUMMARY:**

On November 24, 2021, the Agency was notified that the Fort Ord Regional Trail and Greenway grant application to the Federal Lands Access Program was short-listed for scoping review by the Federal Highway Administration. The scoping review identified a higher total project cost by \$2.4 million, and Agency staff is seeking to increase the local match to cover a portion of that amount.

### **FINANCIAL IMPACT:**

The initial estimated total project cost, including engineering and escalation of construction costs, was \$9,660,000. The detailed scoping review performed by the Federal Highways Administration concluded the cost to be \$12.1 million. The Board has approved a \$4.0 million match from Measure X (or 41% of the initial \$9.66 million project cost). Staff is seeking to increase the match amount to \$5.01 million to maintain the 41% match amount to secure the grant. The Federal Lands Access Program would contribute the balance of funds.

### **DISCUSSION:**

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

The proposed project will provide a multi-use recreational trail in Marina, between Imjin Parkway/ Imjin Road connecting to the Jerry Smith Trailhead (see the project map, **Attachment 1**). The project involves final design and construction of 2.26 miles of a multi-use bike and pedestrian trail, including 2.1 miles of a paved path and 0.16 miles of raised boardwalk. The raised boardwalk will traverse over a federally-protected species habitat. The path will be paved to 12' wide with 2' unpaved shoulders on each side. Safety improvements include grading to create an Americans with Disabilities Act (ADA) compliant trail and enhanced road crossings. The purpose of this multi-use trail is to provide direct active transportation access to the Bureau of Land Management (BLM) Fort Ord National



Monument from California State University, Monterey Bay (CSUMB) and nearby residents of the cities of Marina, Seaside, and Monterey.

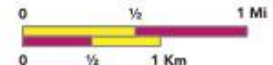
At the April 28, 2021 Transportation Agency Board meeting, the Board authorized staff to submit an application for this project using Measure X as matching funds not-to-exceed \$4 million dollars. On November 24, 2021, the Agency received notification from FHWA that the project was short-listed for a detailed review of the scope of work, costs, and schedule for the final decision on project funding. This scoping review by FHWA and its consultant team from DJ&A included an in-person site visit to walk the proposed alignment of the trail, and the development of a detailed scope and budget. The updated budget from DJ&A came in \$2.44 million higher than the initial estimate from the grant application. Now that the scoping process has been completed, a FHWA Project Development Review Committee will evaluate all of the potential short-listed projects and make a determination on grant awards. To remain competitive and hopefully receive the grant award, staff is seeking to increase the Agency's match amount by \$1.01 million for a not-to-exceed amount of \$5.01 million to cover a portion of the increased costs and remain consistent at the original 41% match amount. If awarded, the Federal Lands Access Program would cover the balance of funds and provide notification by Fall 2022.

**ATTACHMENTS:**

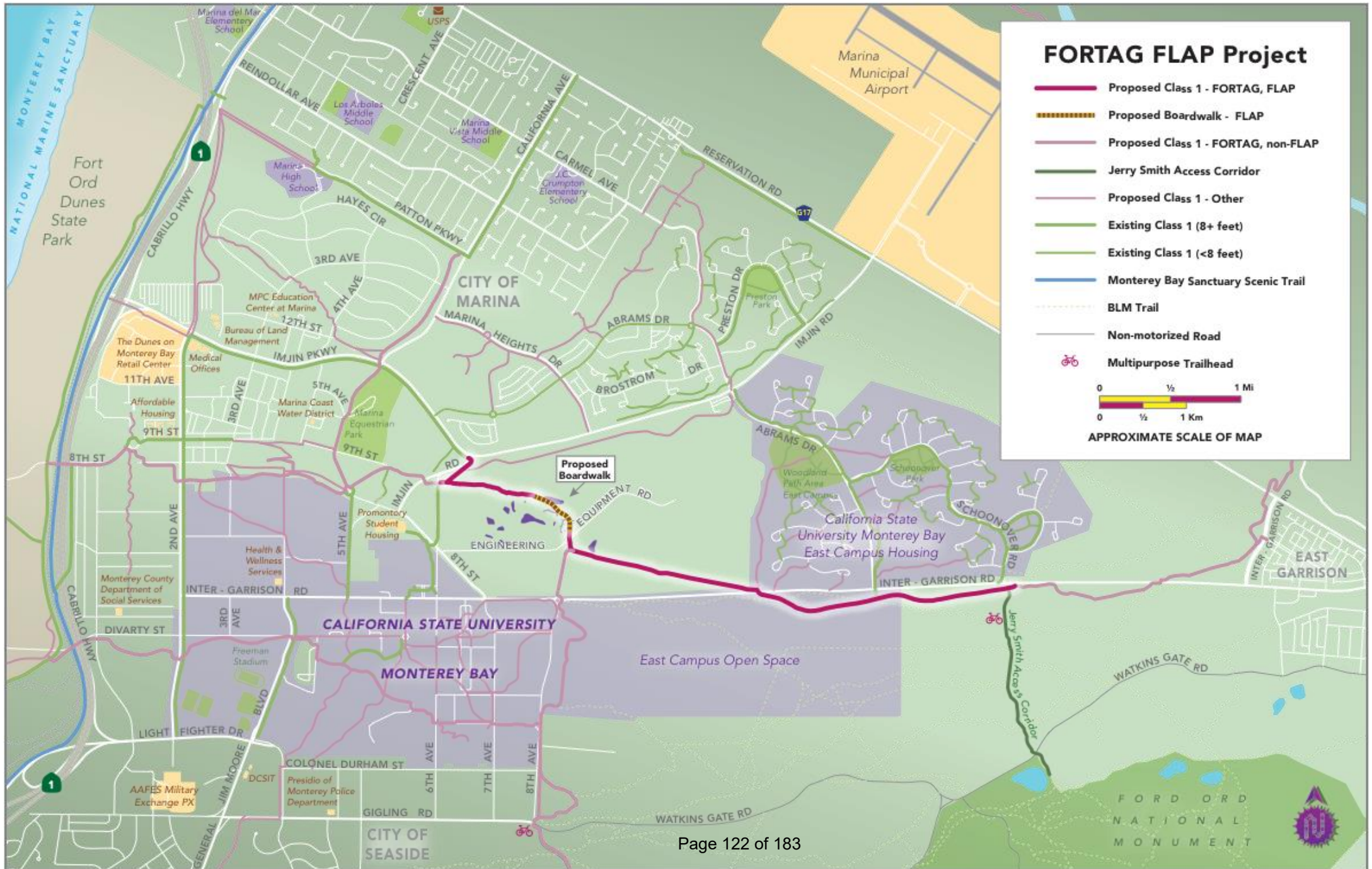
- FORTAG FLAP Project Map

# FORTAG FLAP Project

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



APPROXIMATE SCALE OF MAP





## Memorandum

**To:** Board of Directors  
**From:** Michael Zeller, Director of Programming & Project Delivery  
**Meeting Date:** September 28, 2022  
**Subject:** FORTAG Canyon Del Rey - GHD Contract Amendment #2

### **RECOMMENDED ACTION:**

#### **Fort Ord Regional Trail and Greenway - GHD Contract Amendment #2:**

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute contract amendment #2 with GHD, subject to approval by Agency Counsel, in an amount not to exceed \$36,528, for a total not-to-exceed contract amount of \$2,828,641, to conduct additional environmental analysis;
2. **AUTHORIZE** the use of Measure X funds budgeted to this project;
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount; and
4. **APPROVE** sole source finding.

### **SUMMARY:**

Agency staff is seeking to conduct additional environmental analysis on the Canyon Del Rey segment of the Fort Ord Regional Trail and Greenway. This amendment will provide for GHD and sub-consultant Rincon to assist with the preparation of an addendum to the Final Environmental Impact Report to cover additional areas that fall outside of the current areas of potential effect that are necessary for grading and restoration in Work Memorial Park.

### **FINANCIAL IMPACT:**

These additional services and materials require a budget increase of \$36,528, which when included with the \$117,830 added from Amendment #1 represents a 5.8% increase over the original 2020 engineering/design contract budget of \$2,674,283. In total, the Canyon Del Rey segment design tasks will be funded out of \$600,000 in state Senate Bill 1 Local Partnership Program funds and \$1.376 million in local Measure X funds. The right-of-way acquisition tasks will be paid from \$1.198 million in state Active Transportation grant funds. Construction will be funded out of \$9.1 million in state Active Transportation grant funds.

Other FORTAG segments will proceed to final design and construction as matching funds for Measure X (which sets aside a total of \$20 million for the entire trail) are obtained.

### **DISCUSSION:**

The vision for the Fort Ord Regional Trail & Greenway (FORTAG) is to create a multimodal route designed to accommodate people of all ages and abilities that connects communities in and around the former Fort Ord to each other and to education, employment, community and recreation centers. It will serve as a safe pedestrian and bicycle corridor connecting the cities of Seaside, Marina, Del Rey Oaks, Monterey and unincorporated community residents to California State University Monterey Bay, the Fort Ord National Monument, and the Monterey Bay Sanctuary

Scenic Trail. The Final Environmental Impact Report for the proposed 28-mile paved trail was certified by the Transportation Agency Board on March 25, 2020. A Master Agreement was approved by the Transportation Agency and the underlying jurisdictions in June 2020.

Phase 1 of the Canyon Del Rey/State Route 218 Segment involves construction of the trail through the City of Del Rey Oaks from Fremont Boulevard to Del Rey Woods Elementary in the City of Seaside. From Fremont Boulevard, the trail will run along State Route 218 and then move behind Safeway through Work Memorial Park traveling around the tennis courts and towards Angelus Way. There are no improvements proposed along Angelus Way based on feedback from the community. The trail will pick up again at Del Rey Park and travel towards State Route 218 along the existing trail. An undercrossing below State Route 218 will connect near Del Rey Oaks City Hall and the Frog Pond. A raised pathway will be constructed to connect trail users from the undercrossing to Carlton Drive at an accessible grade. The trail will extend northeast up Carton Drive to Plumas Avenue. Along Carlton Drive the trail will consist of a new 12-foot wide multi-use sidewalk on the west side of the road. Along Plumas Avenue the trail will follow the existing PG&E easement up to Del Rey Woods Elementary.

To hear feedback and concerns directly from Del Rey Oaks residents and the community, the project team has held in-person site visits, virtual public workshops and focus groups, and received over 300 comments from our online interactive project map. Among the comments received have been questions regarding the safety of the trail and the undercrossing, potential impacts to the Frog Pond Wetland Preserve, and whether the trail could be realigned along State Route 218. The project team has been responsive to these comments and has modified the design to further reduce impacts in ways that do not result in safety or security issues. Examples of these adjustments include reducing the length of the switchback in the Frog Pond to avoid trees and impacts to the existing trail system; and modifying the segment along Carlton Drive to incorporate traffic calming features that will slow speeds on the roadway and reintroduce some pockets of on-street parking.

During this process, the slope of the trail through Work Memorial Park was also reduced from 7% to a more gradual 5%. The reason for this change is to eliminate the need to include flat landing areas after an incline as required to make the trail Americans with Disabilities Act compliant. The gentler slope will make the trail more comfortable for all users, particularly as it moves from an area of higher elevation at the entrance to the Park behind Safeway down to the existing haul road, of which a portion will be repurposed for the trail. The remainder of the haul road is proposed to be used as a staging area during construction and then removed and restored to natural habitat as part of the project.

Both areas of additional fill and grading necessary to accommodate the change to a 5% slope of the trail in Work Memorial Park as well as the portion of the haul road planned for removal fall outside of the current Area of Potential Effect from the approved Environmental Impact Report. This proposed contract amendment #2 (**Attachment 1**) would provide scope and budget for Rincon (subconsultant to GHD) to prepare an Addendum to the certified environmental document to address these two areas that fall outside of the original environmental analysis. The amendment includes coordination with Caltrans to prepare the technical memos required for federal environmental clearance.

Staff also recommends a sole source finding for this proposed Amendment #2 based on the related nature of the tasks and efficiencies involved. Staff believes it is most appropriate to do a contract amendment with GHD to add funding to this contract and recommends a sole source finding (**Attachment 2**). This increase, along with the increase from Amendment #1, represents a 5.8% increase from the original 2020 contract budget.

With the failure of Del Rey Oaks Measure B (which would have established restrictions on recreational trails through Del Rey Oaks if it had passed) on June 7, final design and right-of-way certification are anticipated for completion by Spring 2023, and construction is scheduled to start thereafter. Concurrently, the Agency is pursuing grant funds for other segments of the FORTAG, which will proceed to final design and construction as matching funds are obtained.

**ATTACHMENTS:**

- ▣ GHD - FORTAG Phase 1 Canyon Del Rey - Contract Amendment #2
- ▣ Sole Source Justification

**AMENDMENT #2 TO AGREEMENT FOR PROFESSIONAL SERVICES**

**BETWEEN**

**THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**AND**

**GHD, INC.**

THIS is AMENDMENT NO. 2 to the agreement dated October 28, 2020, between the Transportation Agency for Monterey County (TAMC) and GHD, Inc, (Consultant).

**RECITALS:**

- A. **WHEREAS**, TAMC and Consultant entered into an agreement for professional services on October 28, 2020 (Agreement);
- B. **WHEREAS**, TAMC and Consultant entered into Amendment #1 to the Agreement on October 3, 2021 to provide additional public outreach;
- C. **WHEREAS**, the Agreement relates to the Fort Ord Regional Trail and Greenway – Canyon Del Rey Segment Final Design (the Project), for which Consultant is to provide final design, right-of-way, and design support during construction;
- D. **WHEREAS**, the Agreement contains a not-to-exceed amount, which may be amended only by the written agreement of the parties, and which establishes the maximum costs that may be incurred under the Agreement;
- E. **WHEREAS**, TAMC and Consultant desire to further amend the agreement for professional services, to extend the term and increase the maximum amount payable to add new tasks to the project scope of work for additional environmental review that is required;

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

**1. BUDGET AND TOTAL COMPENSATION**

The Budget attached to the Agreement as amended as Exhibit B is hereby replaced with the Budget designated Exhibit B-2 and shall be effective upon execution. Exhibit B-2 is attached hereto as Exhibit B-2 and provides for the addition of \$36,528 for a new not-to-exceed amount of \$2,828,641. Exhibit B-2 replaces previous versions of the Budget in the contract.

**2. TERM OF THE AGREEMENT**

The term of this agreement is extended to June 30, 2023.

**3. SCOPE OF WORK**

The Scope of Work attached to the Agreement as Exhibit A is hereby appended with the Task 9 Scope of Work attached hereto as Exhibit A-2.

**4. REMAINDER OF TERMS UNCHANGED**

All other terms of the Agreement, as amended, remain in full effect.

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

**IN WITNESS WHEREOF**, the parties hereto have executed this Amendment #2 to the Agreement with GHD, Inc.

TAMC:

GHD, INC.:

\_\_\_\_\_

\_\_\_\_\_

Todd Muck  
Executive Director

Name  
Title

\_\_\_\_\_

\_\_\_\_\_

(date)

(date)

Approved as to form:

\_\_\_\_\_

\_\_\_\_\_

TAMC Counsel

(date)

## EXHIBIT A-2

### TASK 9 SCOPE OF WORK –

#### APPENDED TO EXHIBIT A: SCOPE OF WORK DATED OCTOBER 20, 2020

### Task 9

#### Task 9.1: Additional Environmental Analysis (Rincon)

To date, Rincon has reviewed existing environmental documents for their applicability to the segment and prepared an Environmental Impact Report (EIR) Addendum and Caltrans technical memorandums to address alignment changes. This task request responds to Caltrans' request for additional cultural resource, biological resources, and hazardous materials analysis required to address modifications to the trail alignment, which have occurred since the previous studies were finalized. This task also will likely include a second California Environmental Quality Act (CEQA) EIR addendum to analyze the impacts from the modified alignment.

#### Task 9.1.1: Draft Second EIR Addendum

In accordance with Section 15164 of the CEQA Guidelines, a lead agency may prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Based on the extent and location of proposed modifications, there does not appear to be a substantial change proposed that would require major revisions to the FORTAG Project EIR certified in March 2020. Therefore, this scope of work assumes that the Canyon Del Rey segment revisions would not result in new or substantially increased significant impacts and that, pursuant to CEQA Guidelines Section 15164, a second EIR Addendum would be the appropriate level of supplemental CEQA review for the project.

Rincon will prepare a Draft Second EIR Addendum pursuant to the requirements set forth in Section 15164 of the CEQA Guidelines. The Draft EIR Addendum will include the following content:

- Introduction. The Draft Second EIR Addendum will include introductory information, including a brief description of the project background, an explanation of the relationship of the Draft Second EIR Addendum to the previous analysis, and to relate that they were a description of the required contents and applicability of preparing an Addendum; and
- Environmental Impact Evaluation. The Draft Second EIR Addendum will evaluate whether the alignment revisions would have different environmental impacts or a different degree of impact than those presented in either the certified EIR or first EIR addendum. The impact evaluation will address all issue areas discussed in the EIR. Since the project and analysis will be limited to minor modifications for the Canyon Del Rey segment only, and would occur mainly in already developed and/or paved areas, Rincon anticipates very few environmental impacts; and
- Conclusion. This section will reiterate the need for an Addendum and summarize of its impact determinations for the project.



The Draft Second EIR Addendum will be in the format of a stand-alone report. Rincon will submit an electronic copy of the Draft Second EIR Addendum in Microsoft Word and PDF formats to GHD and TAMC for their review and comment.

#### Task 9.1.2: Final Second EIR Addendum

Rincon will address one round of consolidated comments from TAMC on the Draft Second EIR Addendum and prepare the Final Second EIR Addendum. TAMC will handle noticing regarding the project and that, consistent with the CEQA Guidelines, the document will not be specifically and separately circulated for public comment. Rincon will submit an electronic copy of the Final EIR Addendum in Microsoft Word and PDF formats.

#### Task 9.1.3: Caltrans Coordination

Rincon staff will be available to attend up to two conference calls with Caltrans to discuss potential revisions to the Canyon Del Rey segment and NEPA studies. Rincon staff will include project managers, cultural resources specialists, and biologists familiar with the project and proposed alignment modifications. This task also includes internal coordination and coordination with Caltrans regarding the alignment modifications and their potential environmental impacts.

#### Task 9.1.4: Amended Cultural Resource Reports

Rincon will prepare amendments to the existing Historic Property Survey Report (HPSR) and Archaeological Survey Report (ASR) to address new potential cultural resources impacts. As part of this effort, Rincon will prepare an updated Area of Potential Effects (APE) map, conduct background and archival research, provide updated Native American and local interested party consultation assistance, and conduct a pedestrian field survey of the modified APE Canyon Del Rey segment, the results of which will be summarized in the HPSR and ASR as necessary.

#### Task 9.1.5: Area of Potential Effects

Rincon will delineate an expanded APE in coordination with GHD and Caltrans for the Canyon Del Rey segment. Rincon assumes that the expanded APE will be limited to the new Area of Direct Impact (ADI), which includes all areas of ground disturbance associated with the undertaking including staging areas and easements associated with the revised alignment. An assessment of indirect effects will not be required. This scope of work assumes that the existing APE previously analyzed has not changed and will not need further analysis. The draft APE map will be submitted to GHD and Caltrans for review and approval. Rincon assumes that a maximum of two revisions to the APE map may be required based on consolidated comments received from GHD and Caltrans.

#### Task 9.1.6: Section 106 Native American and Local Interested Party Consultation Assistance

Caltrans SER-compliant technical environmental studies require coordination with local Native American individuals and groups who may have knowledge of, or concerns with, Native American cultural resources in the area. Pursuant to 36 CFR Section 800.4(a)(3), Section 106 additionally requires consultation with individuals and organizations that may have knowledge of, or concerns with, historic properties in the vicinity of a project.

The Native American Heritage Commission (NAHC) previously conducted a search of the Sacred Lands File (SLF) and provided a list of Native American contacts for the undertaking; therefore, Rincon assumes that an updated SLF search and Native American contact list will not be required. Rincon will prepare letters which will be sent by Caltrans to all NAHC-listed contacts. Letters will be compiled on agency letterhead and signed by an agency official. Rincon will also prepare and send outreach letters to a maximum of three local organizations who have interest and knowledge of historic properties in the vicinity of the APE. All of the letters will provide a description and map of the undertaking and request that Native American contacts and other local interested parties contact Caltrans if they are aware of Native American religious or cultural resources or other potential historic properties within or immediately adjacent to the APE. This task does not include additional Section 106 consultation assistance or meetings. Should Caltrans require additional Section 106 consultation assistance, a scope and budget augmentation will be requested.

#### Task 9.1.7: Pedestrian Field Survey

Upon review of the previously completed CHRIS search, a Rincon archaeologist will conduct a pedestrian field survey of the Canyon Del Rey segment's expanded ADI using transects spaced at maximum intervals of 10 meters with transect accuracy maintained through use of a hand-held global positioning system (GPS) unit. The survey will not include resurveying the existing APE. For the purposes of this proposal and cost estimate, Rincon assumes that no archaeological resources will be encountered that require recordation or updates. Any archaeological resources identified during the survey would require a change order for formal recordation. No testing or excavation will be conducted, nor will any artifacts, samples, or specimens be collected during the survey. Rincon assumes that one 10-hour day, inclusive of travel time, will be needed for one archaeologist to complete the pedestrian survey of the ADI. Rincon assumes there will be no access restrictions for the archaeological field survey.

#### Task 9.1.8: Archaeological Survey Report

Following completion of the pedestrian field survey, Rincon will prepare an addendum to the existing ASR for the undertaking. The ASR will document the results of the records search, Native American and local interested party consultation, and pedestrian field survey; discuss the potential eligibility of cultural resources within the APE for listing in the NRHP; and provide management recommendations for these resources. The report will include maps depicting the area surveyed for cultural resources. If the locations of sensitive archaeological sites or Native American cultural resources will be depicted or described in the report, it will be considered confidential; the report may not be distributed to the public. To protect these sensitive resources, the confidential technical report shall be made available only to qualified cultural resources personnel, GHD and Caltrans on a "need to know" basis. Rincon assumes the ASR will be negative for archaeological resources. A draft copy of the ASR will be submitted electronically to GHD and Caltrans for review. For the purpose of this scope and cost estimate, Rincon assumes a maximum of two rounds of revisions to the updated draft ASR will be required based on consolidated GHD and Caltrans reviews. Upon receipt of comments, Rincon will produce the final ASR.

#### Task 9.1.9: Historic Property Survey Report

Upon completion of the above-noted tasks, Rincon will prepare an addendum to the existing short-format HPSR. The short-format HPSR will be prepared according to Caltrans current guidance as specified in the SER. The HPSR is the overarching document that summarizes the results of the cultural resources investigation; it will include a description of the undertaking, description of the APE, details of Native American and local interested party consultation, a summary of identification efforts, information regarding any properties identified within the APE, a list of attached documentation, and the findings of the study. Rincon assumes a maximum of two rounds of revisions to the updated HPSR will be required based on consolidated GHD and Caltrans reviews. Upon receipt of comments, Rincon will produce the final HPSR. Rincon assumes that consultation with the State Historic Preservation Officer (SHPO) will be handled by Caltrans and Rincon will not be needed for support with the consultation process. If additional cultural resources analysis or evaluation becomes necessary, Rincon can prepare the analysis and consultation with SHPO and interested parties under a separate contract and budget.

#### Task 9.1.10: Natural Environment Study Addendum

Rincon assumes that, based on the limited extent and location of proposed design modifications and the associated potential impacts, a brief addendum to the 2020 NES will be sufficient to address the additional biological impacts. The NES Addendum will also serve to re-confirm habitat types mapped in prior studies. Based on a review of areal imagery, we assume that the Canyon Del Rey segment revisions would not result in new, or substantially increased impacts and that a brief addendum letter report will be sufficient to update the project impacts. This scope of work assumes that the existing conditions of the project Area of Potential Effect and Area of Direct Impact previously analyzed have not changed and will not need further analysis.

#### Task 9.1.11: Expanded Jurisdictional Delineation

Rincon will conduct an expanded jurisdictional delineation of waters of the U.S. and state of California that includes the wetlands at Work Memorial Park in the expanded impact area. Rincon will delineate the boundaries of jurisdictional features with special emphasis on features subject to USACE, RWQCB, and CDFW jurisdictions in accordance with the most current agency guidance. The field work will be completed by one biologist in a single (10-hour) day inclusive of travel, and the results will be documented in the NES addendum.

#### Task 9.1.12: NES Addendum Report

The NES Addendum will include a brief description of the project background and an explanation of the relationship of the NES Addendum to previous analysis. The NES Addendum will include the following content:

- Environmental Setting. The NES Addendum will include a description of the existing conditions within the areas outside the previous environmental clearance boundary. This section will include the results of the extended jurisdictional delineation.

- Change in Project Design. This section will include a summary of the changes in project design and impacts to biological resources. The NES Addendum will evaluate whether the impacts from added areas, increased limits of grading, or work within the Coastal Zone would have different environmental impacts or a different degree of impact than those presented in the 2020 NES.
- Conclusion. This section will reiterate the need for an Addendum for the project and summarize its impact determinations. Rincon assumes there will be one round of GHD and TAMC staff review, and three rounds of Caltrans review (District 5 staff/peer review, QA/QC, and District Chief). Rincon assumes GHD will provide the 60 percent design CAD or shapefiles of the limits of grading and permanent impacts. This scope also assumes no additional botanical surveys will be required.

Task 9.1.13: Initial Site Assessment Addendum

To confirm that the design changes for the Canyon Del Rey segment will not significantly change the findings of the Initial Site Assessment (ISA), Rincon will re-order the regulatory database report, and review the listed sites outside of the original study area for their potential to impact the alignment. Rincon will provide an addendum to the ISA to reflect any changes from the previous version of the report. This will include updated figures to reflect the design changes. The report will undergo Rincon’s standard review process, and a revised draft will be submitted to GHD within three weeks of authorization to proceed. Rincon assumes there will be one round of GHD and TAMC staff review, and one rounds of Caltrans review (District 5 staff/peer review, QA/QC, and District Chief).

Task 9.1.14: Caltrans Memo for Other Issue Areas

To inform Caltrans that the revisions to the additional NEPA studies (i.e., Hydrology, Air Quality, Aesthetics) are not warranted for the proposed alignment changes Rincon will prepare a brief 1 to 2 page memo. Rincon will submit the memo to Caltrans and assumes one round of GHD review, and one round of Caltrans review.

**Assumptions:**

- Existing conditions of the project APE and ADI previously analyzed have not changed and will not need further analysis
- Caltrans District 5 will serve as the lead federal agency for the NEPA addendums
- The CHRIS records search previously conducted for the undertaking adequately covers the modified APE CDR segment; therefore, an updated records search will not be required. Should a new records search be required by Caltrans, a budget augment would be necessary.
- The APE will be limited to the ADI and an assessment of indirect effects will not be required.
- GHD and/or Caltrans will provide sufficient detail on which to delineate the APE.
- An HRER will not be required.
- A maximum of two revisions to the APE map will be required based on consolidated comments received from GHD and Caltrans.
- An updated SLF search and Native American contact list will not be required.

- No facilitation of Section 106 consultation meetings or meeting attendance will be required. Should Caltrans require additional Section 106 consultation assistance, a scope and budget augmentation will be requested.
- No archaeological resources will be encountered during the archaeological pedestrian survey that require recordation or updates. Any archaeological resources identified during the survey would require a change order for formal recordation.
- No testing or excavation will be conducted, nor will any artifacts, samples, or specimens be collected during the survey.
- There will be no access restrictions for the archaeological and biological field surveys.
- The results of the ASR will be negative for archaeological resources.
- All deliverables will be provided electronically. Deliverables will not be ADA compliant.
- Consultation with the SHPO will be handled by Caltrans and Rincon will not be needed for support with the consultation process. If additional cultural resources analysis or evaluation becomes necessary, Rincon can prepare the analysis and consultation with SHPO and interested parties under a separate contract and budget.
- This scope and budget does not include costs to prepare a Finding of Effect (FOE), or Memorandum of Agreement (MOA); should preparation of a FOE and/or MOA be necessary, a budget augment will be required.


**EXHIBIT B-2  
BUDGET**

		GHD COSTS																								
		Vedula PIC	Silva QA/QC	Van Parys PM	Grupico DPM/Trail Lead	Walter Caltrans Liason	Boyle Sr. Engr	Design Engineer Level D	Design Engineer Level B	Design Engineer Level A/ CAD Tech	Structures Engineer Level D	Tunnel/Utility Engineer Level F	Vedula Traffic Ops	Electrical Engineer Level E	Electrical Engineer Level C	Penny Sig/Light Design & Ops	Hudson Sig/Light Design & Ops	Operations Engineer Level C	Operations Engineer Level B	Digital Design Engineer D	Bois Outreach	Robertson LAR	Piper LAR	Admin. Assistant / Graphics	Hours	
		Labor + Overhead Rate	\$ 285	\$ 378	\$ 244	\$ 244	\$ 265	\$ 313	\$ 173	\$ 140	\$ 126	\$ 173	\$ 225	\$ 285	\$ 206	\$ 155	\$ 252	\$ 213	\$ 155	\$ 140	\$ 133	\$ 280	\$ 218	\$ 156	\$ 84	
<b>TAMC - FORTAG</b>																										
<b>1</b>	<b>Project Management</b>	<b>40</b>	<b>0</b>	<b>326</b>	<b>172</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>40</b>	<b>84</b>	<b>80</b>	<b>756</b>	
1.1	Project Management (3 yrs)	20		160	72											8	8							80	328	
1.2	Not Used																									0
1.3	Progress Meetings (32)	20		120	80	8	8			4	2		8								4	8	32			274
1.4	Review of Existing Documents and Environmental Impact Report			6																			8	12		26
1.5	Field Review FORTAG Alignment (Team)			16	16					4												16				52
1.5.1	Not Used																									0
1.5.2	Implement EIR Mitigation Measures (Rincon)			16	4																		8	40		68
1.6	Agreements and Permits (GHD/Rincon)			8																						8
<b>2</b>	<b>Land Surveying</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
2.1	Review Available Survey Data (Whitson)																									0
2.2	Land Surveying (Whitson)			2				4																		6
<b>3</b>	<b>Engineering Design PS&amp;E</b>	<b>14</b>	<b>66</b>	<b>72</b>	<b>292</b>	<b>12</b>	<b>66</b>	<b>412</b>	<b>990</b>	<b>732</b>	<b>244</b>	<b>92</b>	<b>52</b>	<b>66</b>	<b>156</b>	<b>56</b>	<b>108</b>	<b>252</b>	<b>148</b>	<b>40</b>	<b>0</b>	<b>292</b>	<b>476</b>	<b>0</b>	<b>4624</b>	
3.1	Plans, Specifications and Cost Estimate (PS&E) (Team)																									
3.1.1	35% PS&E		2	8	40		24	60	96	80	56	8	8	12	28	16	24	96	48				40	80		726
3.1.2	60% PS&E	2	2	16	48		24	80	260	200	88			16	40	8	16	48	24	40			80	140		1130
3.1.3	95% PS&E	2	2	8	48			48	320	280	72			16	40	8	8	36	16				32	96		1030
3.1.4	100% PS&E	2		8	40			40	230	140	24			8	16	8	8	24	16			8	24			584
3.2	Analysis and Reports																									
3.2.1	Geotechnical Design & Materials Report (incl in drilling and field Investigation)				2				4		2															8
3.2.2	Preliminary Foundation Report (Incl in 3.2.1)				2				4																	6
3.2.3	Structure Type Selection				2		2		4		2	4														14
3.2.4	Drainage Reports			2	16		8	32	24	32																114
3.2.5	SWPPP				2			8																		10
3.2.6	Caltrans Environmental Certification and Commitments Record			2																						2
3.2.7	Environmental Commitments Record				2																					2
3.2.8	Environmental Certification				2																					2
3.2.9	Trail Lighting Design Analysis				8									4	32								8	16		68
3.2.10	Traffic Analysis (intersection) & 2 CT Coord. Meetings					4		16	48				40			8	32	40	24							212
3.2.11	Landscape and Aesthetics Plan			4	8																		80	80		152
3.3	Quality Assurance/Quality Control (QA/QC) Review (GHD)		60									80		8									40	40		188
3.4	Cost Estimates (GHD/Interwest)				32			48						2				8	4	4		24	40			162
3.5	Project Report	8		24	40	8	8	80					4			8	16	8	16							204
<b>4</b>	<b>Right of Way</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>
4.1	ROW Documents (Whitson) Not Used																									0
4.2	ROW Engineering (Whitson)				4			4																		6
4.3	ROW Acquisition (Interwest)			16	4			4																		24
4.4	ROW Resolutions of Necessity (Interwest)			16	8			16																		40
4.5	ROW Certification (Interwest)				2																					2
<b>5</b>	<b>Utility Coordination</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>64</b>	<b>48</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>189</b>
5.0	Utility Coordination (Whitson)											8														8
5.1	PS&E Utility Conflict Maps (GHD)			1	8			24	48	48		24														153
5.2	PS&E Utility Relocation Cost (GHD/Whitson)				4			16				8														28
<b>6</b>	<b>Community Outreach</b>	<b>4</b>	<b>4</b>	<b>206</b>	<b>238</b>	<b>64</b>	<b>8</b>	<b>72</b>	<b>64</b>	<b>124</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>166</b>	<b>88</b>	<b>148</b>	<b>0</b>	<b>1326</b>	
6.1	Community and Stakeholder Meetings and Design Workshops																									0
	Agency Outreach	4		40	32	16	8			24			16			8	8									184
	Focus Groups (6)			40	16			24		16													16			128
	eNewsletters (6)			6																		6				12
	Community Presentations (15)				90	32			40	40												24	40	60		326
	Workshops (6)																									
	Online Work Shops			60	48					20											24	4	20	8		184
	Workshop Promotion Strategies			8																						12
	Project Website				8					24											32	4		8		76
	Social Media																					4				4
	Collateral Development			8	16				24												24		4	8		84
	Visualization Development			4	20																24		8	16		72
6.2	Grant Support (GHD)		4	32	8	16		48					8													116




**GHD COSTS**

	Vecula PIC	Silva QA/QC	Van Parys PM	Gropico DPM/Trail Lead	Walter Caltrans Liason	Boyle Sr. Engr	Design Engineer Level D	Design Engineer Level B	Design Engineer Level A/ CAD Tech	Structures Engineer Level D	Tunnels/Utility Engineer Level F	Vecula Traffic Ops	Electrical Engineer Level E	Electrical Engineer Level C	Penny Sig/Light Design & Ops	Hudson Sig/Light Design & Ops	Operations Engineer Level C	Operations Engineer Level B	Digital Design Engineer D	Bolla Outreach	Robertson LAR	Piper LAR	Admin. Assistant/ Graphics	Hours	
6.3 Human Centered Design - Optional (GHD)			8																					128	
<b>7 Design Services During Construction</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>4</b>	<b>32</b>	<b>100</b>	<b>36</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>0</b>	<b>464</b>
7.1 Design Support During Advertisement Period (Bid Support) (GHD/MMJ)	2		12	12	4	24	24	12					4												92
7.2 Design Services During Construction (GHD/MMJ/Whitson)				60		8	60	24	80				12								20	40			304
7.3 Construction Staking (Whitson)																									0
7.4 Record Drawings (GHD/MMJ)				8			16		24												4	16			68
<b>TOTAL HOURS</b>	<b>60</b>	<b>70</b>	<b>651</b>	<b>812</b>	<b>88</b>	<b>114</b>	<b>636</b>	<b>1154</b>	<b>1016</b>	<b>246</b>	<b>132</b>	<b>84</b>	<b>82</b>	<b>156</b>	<b>72</b>	<b>124</b>	<b>252</b>	<b>148</b>	<b>144</b>	<b>170</b>	<b>444</b>	<b>764</b>	<b>80</b>	<b>7439</b>	
<b>DIRECT COSTS</b>																									
ODC1	Travel Costs																								
ODC2	Per Diem (Meals & Lodging)																								
ODC3	Visualization																								
ODC4	Permit & Filing Fees																								
ODC5	Drilling and Field Investigation																								
ODC6	Laboratory Testing																								
ODC7	Plotting, Printing Postage																								
ODC8	Staking Materials																								
ODC9	Title Services (9 Properties)																								
ODC10	Primary Appraisal																								
ODC11	Review Appraisal																								
	Estimated Salary Escalation																								
<b>TOTAL DIRECT COSTS</b>																									
<b>TOTAL</b>																									

		GHD Cost	Rincon	Whitson	DKS	MMJ	Exaro	Interwest	Total Project Cost
			Cost	Cost	Cost	Cost	Cost	Cost	
Labor + Overhead Rate									
<b>TAMC - FORTAG</b>									
<b>1</b>	<b>Project Management</b>	\$ 174,605	\$ 62,513	\$ 5,543	\$ 5,600	\$ 23,010	\$ -	\$ -	\$ 271,270
1.1	Project Management (3 yrs)	\$ 72,823	\$ 6,030			\$ 3,780			\$ 82,633
1.2	Not Used	\$ -							\$ -
1.3	Progress Meetings (32)	\$ 70,072		\$ 3,532	\$ 5,600	\$ 11,340			\$ 90,544
1.4	Review of Existing Documents and Environmental Impact Report	\$ 5,080	\$ 913			\$ 4,320			\$ 10,313
1.5	Field Review FORTAG Alignment (Team)	\$ 11,812		\$ 2,011		\$ 3,570			\$ 17,393
1.5.1	Not Used	\$ -							\$ -
1.5.2	Implement EIR Mitigation Measures (Rincon)	\$ 12,863	\$ 15,464						\$ 28,327
1.6	Agreements and Permits (GHD/Rincon)	\$ 1,954	\$ 40,106						\$ 42,060
<b>2</b>	<b>Land Surveying</b>	\$ 1,182	\$ -	\$ 52,336	\$ -	\$ -	\$ -	\$ -	\$ 53,517
2.1	Review Available Survey Data (Whitson)	\$ -							\$ -
2.2	Land Surveying (Whitson)	\$ 1,182		\$ 52,336					\$ 53,517
<b>3</b>	<b>Engineering Design PS&amp;E</b>	\$ 800,140	\$ 6,369	\$ 20,817	\$ -	\$ 81,362	\$ -	\$ 7,573	\$ 916,261
3.1	Plans, Specifications and Cost Estimate (PS&E) (Team)	\$ -							\$ -
3.1.1	35% PS&E	\$ 126,471				\$ 13,864			\$ 140,335
3.1.2	60% PS&E	\$ 185,647				\$ 16,570			\$ 202,217
3.1.3	95% PS&E	\$ 159,089				\$ 5,425			\$ 164,514
3.1.4	100% PS&E	\$ 92,669				\$ 2,621			\$ 95,290
3.2	Analysis and Reports	\$ -							\$ -
3.2.1	Geotechnical Design & Materials Report (incl in drilling and field Investigation)	\$ 1,397							\$ 1,397
3.2.2	Preliminary Foundation Report (Incl in 3.2.1)	\$ 1,050							\$ 1,050
3.2.3	Structure Type Selection	\$ 2,922				\$ 7,772			\$ 10,694
3.2.4	Drainage Reports	\$ 19,863		\$ 17,644					\$ 37,506
3.2.5	SWPPP	\$ 1,875		\$ 3,174					\$ 5,048
3.2.6	Caltrans Environmental Certification and Commitments Record	\$ 489	\$ 4,949						\$ 5,438
3.2.7	Environmental Commitments Record	\$ 489							\$ 489
3.2.8	Environmental Certification	\$ 489	\$ 1,420						\$ 1,909
3.2.9	Trail Lighting Design Analysis	\$ 11,961							\$ 11,961
3.2.10	Traffic Analysis (intersection) & 2 CT Coord. Meetings	\$ 40,340							\$ 40,340
3.2.11	Landscape and Aesthetics Plan	\$ 28,485							\$ 28,485
3.3	Quality Assurance/Quality Control (QA/QC) Review (GHD)	\$ 51,045				\$ 13,148	\$ 7,573		\$ 71,766
3.4	Cost Estimates (GHD/Interwest)	\$ 30,661				\$ 14,125			\$ 44,786
3.5	Project Report	\$ 45,200				\$ 7,837			\$ 53,037
<b>4</b>	<b>Right of Way</b>	\$ 16,371	\$ -	\$ 34,044	\$ -	\$ -	\$ -	\$ 107,957	\$ 158,372
4.1	ROW Documents (Whitson) Not Used	\$ -							\$ -
4.2	ROW Engineering (Whitson)	\$ 1,670		\$ 34,044					\$ 35,715
4.3	ROW Acquisition (Interwest)	\$ 5,578					\$ 94,415		\$ 99,994
4.4	ROW Resolutions of Necessity (Interwest)	\$ 8,634					\$ 8,020		\$ 16,655
4.5	ROW Certification (Interwest)	\$ 489					\$ 5,521		\$ 6,010
<b>5</b>	<b>Utility Coordination</b>	\$ 31,382	\$ -	\$ 44,108	\$ -	\$ -	\$ 48,351	\$ -	\$ 123,842
5.0	Utility Coordination (Whitson)	\$ 1,798		\$ 38,915			\$ 48,351		\$ 89,065
5.1	PS&E Utility Conflict Maps (GHD)	\$ 24,562							\$ 24,562
5.2	PS&E Utility Relocation Cost (GHD/Whitson)	\$ 5,023		\$ 5,193					\$ 10,215
<b>6</b>	<b>Community Outreach</b>	\$ 277,470	\$ -	\$ -	\$ 65,710	\$ -	\$ -	\$ -	\$ 343,180
6.1	Community and Stakeholder Meetings and Design Workshops	\$ -							\$ -
	Agency Outreach	\$ 41,761			\$ 7,300				\$ 49,061
	Focus Groups (6)	\$ 25,842			\$ 7,920				\$ 33,762
	eNewsletters (6)	\$ 3,026			\$ 7,080				\$ 10,106
	Community Presentations (15)	\$ 65,446			\$ 5,250				\$ 70,696
	Workshops (6)				\$ -				\$ -
	Online Work Shops	\$ 38,743			\$ 10,720				\$ 49,463
	Workshop Promotion Strategies	\$ 2,994			\$ 5,820				\$ 8,814
	Project Website	\$ 11,523			\$ 10,800				\$ 22,323
	Social Media	\$ 1,040			\$ 5,120				\$ 6,160
	Collateral Development	\$ 14,536			\$ 5,700				\$ 20,236
	Visualization Development	\$ 13,286							\$ 13,286
6.2	Grant Support (GHD)	\$ 28,113							\$ 28,113



		GHD Cost	Rincon	Whitson	DKS	MMJ	Exaro	Interwest	Total Project Cost
			Cost	Cost	Cost	Cost	Cost	Cost	
6.3	Human Centered Design - Optional (GHD)	\$ 33,157							\$ 33,157
<b>7</b>	<b>Design Services During Construction</b>	<b>\$ 86,908</b>	<b>\$ -</b>	<b>\$ 143,981</b>	<b>\$ -</b>	<b>\$ 27,722</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 258,611</b>
7.1	Design Support During Advertisement Period (Bid Support) (GHD/MMJ)	\$ 21,673							\$ 21,673
7.2	Design Services During Construction (GHD/MMJ/Whitson)	\$ 54,109		\$ 5,750		\$ 27,722			\$ 87,581
7.3	Construction Staking (Whitson)	\$ -		\$ 138,231					\$ 138,231
7.4	Record Drawings (GHD/MMJ)	\$ 11,126							\$ 11,126
<b>TOTAL HOURS</b>		<b>\$ 1,388,057</b>	<b>68,882</b>	<b>300,830</b>	<b>71,310</b>	<b>132,094</b>	<b>48,351</b>	<b>115,530</b>	<b>\$ 2,125,053</b>
<b>DIRECT COSTS</b>									
ODC1	Travel Costs	\$ 3,500	\$ 268		\$ 1,500	\$ 600		\$ 870	
ODC2	Per Diem (Meals & Lodging)	\$ 4,000							
ODC3	Visualization	\$ 19,780							
ODC4	Permit & Filing Fees	\$ -							
ODC5	Drilling and Field Investigation	\$ -				\$ 49,369			
ODC6	Laboratory Testing	\$ -							
ODC7	Plotting, Printing Postage	\$ 1,500		\$ 900	\$ 2,000			\$ 203	
ODC8	Staking Materials	\$ -		\$ 2,500					
ODC9	Title Services (9 Properties)	\$ -						\$ 6,750	
ODC10	Primary Appraisal	\$ -						\$ 63,000	
ODC11	Review Appraisal	\$ -						\$ 11,700	
	Estimated Salary Escalation	\$ 12,965		\$ 10,694		\$ 7,214		\$ 1,098	
		\$ -							
<b>TOTAL DIRECT COSTS</b>		<b>\$ 41,745</b>	<b>\$ 268</b>	<b>\$ 14,094</b>	<b>\$ 3,500</b>	<b>\$57,183</b>	<b>\$ -</b>	<b>\$83,621</b>	<b>\$ 200,410</b>
<b>TOTAL</b>		<b>\$ 1,429,802</b>							<b>\$ 2,325,464</b>

		GHD COSTS					Sub-consultant	Total Cost
		Project Manager	Human Centered Design / Outreach	Engineer	Administration	GHD Cost	DKS Cost	
Loaded Rate		\$245	\$260	\$173	\$135			
<b>8</b>								<b>\$117,830</b>
8.1	Project Management							
	Project Management	5				\$1,225		\$1,225
	Outreach Plan	8	8			\$4,040		\$4,040
8.2	Mailers							
	Monthly Mailers (5)	20	10			\$7,500	\$24,213	\$31,713
8.3	Electronic Newsletters							
	Electronic Newsletters (15)	45	20			\$16,225	\$45,000	\$61,225
8.4	Project Alignment Exhibits							
	Project Alignment Exhibits			80		\$13,840		\$13,840
8.5	Reimbursable Expenses							
	Printing, Postage, Mailings (740 total)						\$5,787	\$5,787
	<b>Task 8 Total</b>	<b>78</b>	<b>38</b>	<b>80</b>		<b>\$42,830</b>	<b>\$75,000</b>	<b>\$117,830</b>
<b>9</b>							<b>Rincon</b>	
9.1	Additional Environmental Analysis	2			2			
	<b>Task 9 Total</b>	<b>2</b>			<b>2</b>	<b>\$760</b>	<b>\$35,768</b>	<b>\$36,528</b>

**Note: The postage rate will vary between \$0.555 and \$1.16, it will be billed at cost**

<b>Approved Contingency</b>	<b>\$348,819</b>
<b>Total Contract Not-to-Exceed</b>	<b>\$2,828,641</b>



**SOLE SOURCE JUSTIFICATION**

Project Manager: Michael Zeller Date: 9/7/2022

Consultant/Vendor: GHD

Contract Amount: \$ 2,828,641 (as amended)

Project Description: FORTAG Canyon Del Rey Final Design & Right of Way

**Notice: Contracting without providing for full and open competition is prohibited unless justified on one or more of the boxes below.**

**BY MARKING THE BOXES BELOW, YOU ARE AFFIRMING THAT THE FOLLOWING STATEMENTS ARE TRUE**

- The need for a sole source is not due to a failure to plan or a lack of advanced planning.
- The need for a sole source is not due to concerns about the amount of State or Federal assistance available to support the procurement (for example, expiration of state or Federal assistance available for award).

**JUSTIFICATIONS FOR AWARD OF SOLE SOURCE CONTRACT (without FEDERAL FUNDING)**

**For non-federally funded contracts, at least one of these justifications must apply:**

- Only one contractor/consultant/vendor can provide unique/highly specialized item/service.
- Economy or efficiency supports award to existing contractor/consultant as a logical follow-on to work already in progress under a competitively awarded contract.
- Cost to prepare for a competitive procurement exceeds the cost of the work or item.
- The item is an integral repair part or accessory compatible with existing equipment.
- The item or service is essential in maintaining research or operational continuity.
- The item/service is one with which staff members who will use the item/service have specialized training and/or expertise and retraining would incur substantial cost in time and/or money.

**EXPLANATION:** (please include a written explanation)

The Fort Ord Regional Trail and Greenway - Canyon Del Rey segment is at 65% design. GHD was originally hired for this work in October 2020 after a formal Request for Proposals process. The contract now needs to be amended to add funding to the contract for the following unforeseen activities: preparation of an addendum to the Final Environmental Impact Report to cover additional areas that fall outside of the current areas of potential effect that are necessary for grading and restoration in Work Memorial Park. Staff recommends a sole source finding for this proposed amendment #2 based on the related nature of the tasks and efficiencies involved. Staff believes it is most appropriate to do a contract amendment with GHD to add funding to this contract and recommends a sole source finding. This increase, along with the increase from Amendment #1, represents a 5.8% increase from the original 2020 contract budget.



## Memorandum

**To:** Board of Directors  
**From:** Ariana Green, Principal Transportation Planner  
**Meeting Date:** September 28, 2022  
**Subject:** Caltrans Sustainable Transportation Planning Grants

### **RECOMMENDED ACTION:**

#### **Caltrans Sustainable Communities Grant Applications**

1. **AUTHORIZE** staff to partner with the Monterey County Health Department and Ecology Action to submit a grant application to develop the North Monterey County Safe Routes to School Plan;
2. **AUTHORIZE** staff to submit a grant application to conduct a county-wide assessment of the bicycle network level of traffic stress; and
3. **AUTHORIZE** an amount not to exceed \$150,000 of agency funding as a grant match for both applications

### **SUMMARY:**

Staff proposes the Transportation Agency submit two applications for the fiscal year (FY) 2023/24 Caltrans Sustainable Communities Grants program. One application is to develop a safe routes to school plan that will include a list of infrastructure and non-infrastructure recommendations for all of the K-12 public schools in North Monterey County. The second application would be for a countywide bicycle network stress assessment to identify lower stress alternate routes and create a tool to increase bicycle ridership and improve safety.

### **FINANCIAL IMPACT:**

Staff recommends including a local match of up to \$90,000 of Measure X funds as a match for the North Monterey County Safe Routes to School Plan application and up to \$60,000 regional surface transportation program TAMC reserve funds as a match for the Monterey County Bicycle Network Stress Assessment application for a total not to exceed amount of \$150,000 of agency funds.

### **DISCUSSION:**

The Measure X Safe Routes to School Program has identified areas of need across Monterey County to prioritize safe routes to school planning efforts. Communities in North Monterey County are among the most transportation disadvantaged in the County, and collision data shows that each community has a need for improved safety, especially around school sites. Transportation Agency staff recommends partnering with the Monterey County Health Department and Ecology Action to develop a Caltrans Sustainable Communities Grant application for the North Monterey County Safe Routes to School Plan. All partners are eligible sub-applicants according to the Caltrans Sustainable Transportation Planning Grant Guidelines.

If awarded, the nearly three-year planning process will identify barriers to safe access to all K-12 public schools in the communities of Castroville, Prunedale, Las Lomas, Moss Landing, Elkhorn, and Pajaro, and recommend infrastructure and non-infrastructure improvements. The Plan will be written with implementation in mind and organized to enable

jurisdictions to develop competitive grant applications. The Transportation Agency will serve as the Lead Agency, responsible for administering the grant, requesting reimbursement from Caltrans, and overseeing and participating in outreach and project delivery in compliance with state, federal, and local requirements. Ecology Action will be the Implementing Agency responsible for managing the planning process, facilitating partner meetings and community engagement, collecting and analyzing data, developing draft and final planning documents, and submitting invoices to the Transportation Agency. The Monterey County Health Department will be a Partnering Agency responsible for assisting the Implementing Agency in community engagement, especially with non-English speakers and health-disadvantaged populations. The Planning team will work closely with each of the School Districts, schools, County public works staff and local advocacy groups to develop a plan that meets the needs of each community and is implementable.

Staff also recommends pursuing funds to conduct a county-wide assessment of the bicycle level of traffic stress on Monterey County roads. Bicycle level of traffic stress is a data-driven approach to identify how comfortable a roadway feels to a person bicycling based on factors such as vehicle speed, vehicle volume, parked cars, existing bicycling facilities, and land use patterns. The project will develop a user-friendly online map to highlight gaps in the bicycle network and identify segments with high traffic stress. Bicyclists will be able to utilize the bicycle level of traffic stress map to determine the most comfortable route for their daily trips. In addition, an analysis of potential projects will establish a high-priority project list for local agencies. Local agencies can utilize the project list to prioritize future projects where there are gaps in the network and high levels of traffic stress. The deliverables of this project are an interactive online map, a project priority list, and a report documenting the technical work required to complete the assessment.

The goal of this project is to increase bicycling among Monterey County residents, targeting groups of riders who are particularly vulnerable such as the young and elderly with limited transportation options and who are interested in bicycling but are concerned for their safety. Increasing bicycling is a proven method to reduce greenhouse gas emissions and improve health of communities and is a primary goal in regional and State transportation planning documents, yet the level of comfort of roadways and existing facilities is rarely assessed, leaving out key populations of potential bicyclists. This project will work to target these key populations through a comprehensive public outreach process to ensure the end product is user-friendly, accessible, and integrates into their daily lives. The final plan document will support public agencies in applying for grant funding to construct a network comfortable for bicyclists of all ages and abilities.

Applications for the Sustainable Communities Grant will be due in November/December 2022 a minimum 11.47% match. The budgets for both the Plan and Bicycle Network Stress Assessment are in development but are estimated to cost approximately \$700,000 and \$500,000 respectively. TAMC staff recommends using up to \$90,000 of Measure X Safe Routes to School Program funding for the North Monterey County Safe Routes to School Plan grant match to minimize financial impacts to the jurisdictions and partner agencies. Staff recommends using up to \$60,000 of regional surface transportation program TAMC reserve funds as a match for the Monterey County Bicycle Network Stress Assessment application.



## ***Memorandum***

**To:** Board of Directors  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** September 28, 2022  
**Subject:** **Support for Federal Reconnecting Communities Grant Application**

### **RECOMMENDED ACTION:**

**AUTHORIZE** the Executive Director to submit a support letter for California Department of Transportation (Caltrans) Reconnecting Communities Pilot grant application.

### **SUMMARY:**

The new federal Reconnecting Communities Pilot discretionary grants are to be awarded on a competitive basis for projects that reconnect communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development. The Transportation Agency, Caltrans and the City of Salinas are collaborating on this grant application to conduct a feasibility study on how to resolve the barriers of US 101, State Route 183, and the Union Pacific Railroad through the City.

### **FINANCIAL IMPACT:**

The proposed feasibility study is estimated to cost \$498,000 and the proposed grant application would cover \$398,400 of that cost, matched with Caltrans planning funds. The total funding available for planning grants within the Reconnecting Communities program is \$50 million per year nationwide.

### **DISCUSSION:**

The Reconnecting Communities Pilot program provides technical assistance and grant funding for planning and capital construction to address infrastructure barriers, restore community connectivity, and improve peoples' lives. The variety of transformative solutions to knit communities back together can include: high-quality public transportation, infrastructure removal, pedestrian walkways and overpasses, capping and lids, linear parks and trails, roadway redesigns and complete streets conversions, and main street revitalization. The Reconnecting Communities Pilot Program provides funding for two types of grants. Planning Grants fund the study of removing, retrofitting, or mitigating an existing facility to restore community connectivity; to conduct public engagement; and other transportation planning activities. Capital Construction Grants are to carry out a project to remove, retrofit, mitigate, or replace an existing eligible facility with a new facility that reconnects communities. The total amount of funding available nationwide for fiscal year 2022-23 is around \$198 million.

This Reconnecting Communities Grant application requests funding to conduct a feasibility study of key bicycle and pedestrian barriers along US 101 at Alvin Drive, State Route 183 and Union Pacific Railroad (UPRR) adjacent to Chinatown. **Attached** is the Reconnecting Communities Pilot grant program overview and proposed Salinas project fact sheet.

Staff recommends supporting this grant application. This action is consistent with the Transportation Agency's mission to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environmental quality, and economic activities in Monterey County.

**ATTACHMENTS:**

- Salinas Reconnecting Communities Fact Sheet



# Reconnecting Salinas:

## Feasibility Study of Key Bicycle and Pedestrian Access Barriers

### WHAT IS RCP?

It is the first-ever Federal program dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.



### STUDY PURPOSE

Caltrans, City of Salinas, and Transportation Agency for Monterey County would like to conduct a feasibility study to examine different alternatives for crossing over three (3) major barriers that divide the community:

- **US 101 at Alvin Drive**
- **State Route (SR) 183**
- **Union Pacific Railroad (UPRR) at SR 183**

These barriers divide low-income housing from employment, retail destinations, medical providers, rail and bus transit facilities, and other opportunities. Currently, there are no bicycle or pedestrian facilities that allow the community to cross the barriers

### STUDY OUTCOMES

The study will examine:

- Bike and pedestrian mobility
- Accessibility
- Connectivity
- Active Transportation
- Healthier communities
- Goods movement
- Economic development
- Land use efficiency
- Air quality and emissions reduction



## FUNDING SUMMARY

### Funding Available:

- Planning: \$50 mil/yr
- Capital Construction: \$148+ mil/yr

### Funding Requested:

- \$398,400 from USDOT

### Total Cost of Project:

- \$498,000

## EXPECTED RESULTS

- Conceptual design alternatives.
- Thorough public engagement addressing bicycle and pedestrian crossing needs.
- Economic benefits of addressing the barrier.
- Greater understanding of existing behavior of bicyclists and pedestrians in/around the transportation barriers

## APPLICATION DEADLINE:

**October 13, 2022.**

\*\* The deadline for applications is 11:59 PM EDT on Thursday, October 13,

## CONTACT:

**Sheridan Nansen**

Caltrans District 5

sheridan.nansen@dot.ca.gov  
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## Memorandum

**To:** Board of Directors  
**From:** Janneke Strause, Transportation Planner  
**Meeting Date:** September 28, 2022  
**Subject:** Measure X Funding Agreement - Cedar, Sunset & Congress Intersection Improvements

### **RECOMMENDED ACTION:**

**APPROVE** and **AUTHORIZE** the Executive Director to enter into a Measure X Funding Agreement with the City of Pacific Grove, subject to approval by Agency Counsel, for an amount not to exceed \$1,000,000, to fund the Project Approval and Environmental Document (PA&ED) phase of the Cedar, Sunset & Congress Intersection Improvements project.

### **SUMMARY:**

The City of Pacific Grove is the implementing agency for the Cedar, Sunset & Congress Intersection Improvements project, part of the Holman Highway 68 Corridor. This funding agreement between the City of Pacific Grove and TAMC allows the City's project costs to be funded and reimbursed through Measure X.

### **FINANCIAL IMPACT:**

This funding agreement will allow the Transportation Agency to reimburse the City of Pacific Grove for expenses paid on the PA&ED phase of the project, not to exceed \$1,000,000 in Measure X Funds. The remaining phases of the project will be funded using Measure X regional allocation earmarked for the Pacific Grove segment of the Holman Highway 68 corridor and/or potential grant funding.

### **DISCUSSION:**

The Cedar, Sunset & Congress Intersection Improvements project will construct safety and multi-modal improvements at the Congress, Sunset, & Cedar 5-way intersection south to 19th and Sunset in Pacific Grove. This intersection is a dangerous 5-way intersection that is near the Pacific Grove High School and Forest Grove Elementary School. The purpose of this project is to design and construct an intersection that is safe for all users. The Cedar, Sunset & Congress Intersection Improvement project will include a robust public feedback process, engineering, environmental review, a cooperative agreement with Caltrans for the proposed improvements, and after implementation, a maintenance agreement with Caltrans for post construction maintenance.

To receive the Measure X regional funds, which are administered by the Transportation Agency, the City of Pacific Grove is required to enter into a Measure X Regional Funding Agreement with the Transportation Agency (**Attachment**).

The funding agreement sets forth the agreed upon expected benefits, project scope, schedule, and cost, and also identifies the parties responsible for meeting reporting requirements and implementing the project. In this case, the Transportation Agency is the administrator of the Measure X funds, and the City of Pacific Grove will be the project sponsor responsible for implementation and reporting.

**ATTACHMENTS:**

- Measure X Regional Funding Agreement - Scope and Budget

**WEB ATTACHMENTS:**

[Measure X Regional Funding Agreement - Cedar, Sunset & Congress Intersection Improvements](#)

**REGIONAL FUNDING AGREEMENT  
FOR THE PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT PHASE OF  
THE CEDAR, SUNSET & CONGRESS INTERSECTION IMPROVEMENTS**

This Measure X Regional Funding Agreement ("Agreement") is made and entered into on \_\_\_\_\_ by and between the City of Pacific Grove ("Sponsor") and the Transportation Agency for Monterey County ("TAMC"), collectively referred to herein as "Parties," or in the singular, as "Party."

**RECITALS**

**WHEREAS** on November 8, 2016, the voters of Monterey County, pursuant to the provisions of the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 et seq. (the "Act"), approved the Transportation Safety & Investment Plan Measure X (TAMC Ordinance No. 2016-01) on the Monterey County Ballot, thereby authorizing TAMC to impose and administer the proceeds from a three-eighths cent transaction and use tax ("Measure X"); and

**WHEREAS** Measure X identifies the Cedar, Sunset & Congress Intersection Improvements (part of Holman Highway 68 Project) (the "Project") as an eligible use of funds from Measure X revenues; and

**WHEREAS** Sponsor desires to receive Measure X regional funding from TAMC for the Project Approval and Environmental Document (PA&ED) phase of the Project; and

**WHEREAS** up to \$1,000,000 of Measure X funds are designated for the PA&ED phase of the Project; and

**WHEREAS** on May 11, 2022, Pacific Grove City Council approved authorization of the City Manager to evaluate the intersection of Congress, Sunset & Cedar and execute the Project Approval and Environmental Document phase of the Cedar, Sunset & Congress Intersection Improvement Project in an amount not to exceed \$1,000,000; and

**WHEREAS** TAMC is authorized to program funds to the Project and wishes to assist in the Project Approval and Environmental Document phase of the Project; and

**WHEREAS** the Parties understand and agree that as between TAMC and Sponsor, any cost savings developed in implementing the Project will be retained by TAMC and may be re-programmed for other components of the Project or eligible Measure X projects;

**NOW, THEREFORE**, in consideration of the mutual promises and undertakings herein made and the mutual benefits to be derived therefrom, the Parties hereto represent, covenant and agree as follows:

## **SECTION I**

### **Covenants of Sponsor**

1.1 Project Definition. The Project Description and Scope of Work for the Project Approval and Environmental Document phase of the Project is attached hereto as Exhibit A. The Estimated Project Schedule is also attached hereto as Exhibit B. The Project's estimate of probable cost, both as a whole and by activity, for this Project Approval and Environmental Document phase of the Project is attached hereto as Exhibit C. The anticipated amount and type of funds, and fiscal year of funding, are specified in Exhibit C, Funding Summary. Exhibits A, B, and C are incorporated herein by this reference.

1.2. Change in Project Scope. No change in the Project Description or Scope of Work as described in Exhibit A may be approved or implemented until it has been reviewed and approved by TAMC as an amendment to Exhibit A. Changes implemented without TAMC approval will not be eligible for reimbursement.

1.3. Eligible Costs. Eligible costs to be reimbursed by TAMC pursuant to this Agreement are those costs directly related to the Project's implementation of preliminary engineering and environmental analysis costs (including staff time and costs incurred by the City of Pacific Grove that are directly related to the Project) as specified in Exhibit B. City of Pacific Grove overhead costs are not eligible for reimbursement. In no event shall expenses incurred prior to the execution of this Agreement, or for purposes other than preliminary engineering and environmental analysis be considered eligible reimbursement costs under this Agreement.

1.4. Timing of TAMC Disbursements. TAMC shall issue payments in the form of reimbursements to Sponsor pursuant to a Request for Payment submitted by the Sponsor, as described in Section 1.5. As the Sponsor complies with the procedure set forth in Section 1.5, below, the Sponsor will submit its documentation in a sufficiently timely basis to allow TAMC to review Requests for Payment and to disburse funds directly to Sponsor within a period of twenty (20) business days. TAMC shall not be responsible for any penalties or charges related to late payments to Sponsor or Sponsor contractors, if TAMC has made a disbursement to the Sponsor within this period, or if TAMC has complied with Section 2.4 ("Suspension of Disbursements) for any invoices/Requests for Payments that are disputed. Sponsor understands that in no event shall payments from TAMC, when aggregated with previously approved reimbursement requests, exceed the amount listed as "Total Reimbursable Amount" in Exhibit C.

1.5. Invoices and Progress Reports. Starting one month after the execution of this Agreement, Sponsor will submit to TAMC monthly progress reports and Requests for Payments for activities conducted over the prior unbilled month. These documents will include the following specified information:

1.5.1. Invoices. Sponsor will provide TAMC with one (1) copy of all invoices submitted to Sponsor by every contractor, subcontractor, consultant, or subconsultant performing work related to the Project, timecards reflecting

hours invoiced for reimbursement by Sponsor's employees and staff, and invoices supporting direct expenses billed to project by Sponsor.

1.5.2. Progress Reports. The monthly progress reports will include a brief description of the status of the Project, including the work completed to date and public outreach efforts. This summary may be included on the invoices submitted to TAMC or be attached to those invoices.

1.5.3. Allocation of Funds as Between Sponsor and TAMC. Each Request for Payment shall allocate requested funds equally between the Sponsor Contribution and TAMC Reimbursable Funds until such time as all of Sponsor's Contribution has been exhausted. That is, for each \$100 invoiced, \$50 shall be paid by Sponsor's Contribution and \$50 from TAMC funds until such time as all the funds identified in the Funding Summary as Sponsor's funds have been used.

1.5.4. Request for Payments. A Request for Payment for an amount not to exceed the total invoice(s) for the prior month, shall accompany the invoices and progress reports. Requests for Payment shall consist of a cover letter stating the time period for which reimbursement is requested, a Progress Report as detailed in section 1.5.2 above, the name of the Project, total amount requested and contact name and telephone number, as well as all invoices and progress reports for which the Sponsor requests reimbursement.

1.6. Use of Funds. Sponsor will expend funds consistent with the Project's Scope of Work described in Exhibit A and Estimate of Cost described in Exhibit C or approved by TAMC pursuant to Section 1.2. Sponsor shall encumber the funds no later than the Project schedule as listed in Exhibit B.

1.7. Submittal of Documents. Sponsor will provide copies to TAMC of all executed contracts which relate to the Project's Scope of Work, as described in Exhibit A, or approved by TAMC pursuant to Section 1.2. Sponsor will retain records pertaining to the Project for as long as required by law, but not less than a minimum of five (5) years following completion of the Project.

1.8. Public Outreach. Sponsor will be responsible for the development and administration of a public outreach effort to ensure public awareness and TAMC involvement in the Project development and delivery process. Sponsor will provide a copy of the public outreach plan and all materials documenting the public outreach activities, including public notices, press releases, flyers, etc. to TAMC. The public outreach plan must accompany the first invoice/ Request for Payment from the Sponsor.

## 1.9. Cost Savings and Excess Costs

1.9.1. Cost Savings. As between Sponsor and TAMC, after the Project Approval and Environmental Document phase of the Project has been accepted by Sponsor as complete, any positive difference between the costs, as listed in Exhibit C or approved by TAMC pursuant to Section 1.2, and the total amount paid by TAMC shall be considered cost savings. All (100%) of the cost savings will be re-credited to TAMC for re-programming by TAMC on other components of the Project or eligible Measure X projects.

1.9.2. Excess Costs. In the event the actual Project cost exceeds the estimates shown in Exhibit C, this amount will be considered an excess cost. Sponsor is solely responsible for all costs over the amounts identified in Exhibit C as reimbursable project costs.

1.10. Errors and Omissions. Sponsor shall diligently monitor and manage all aspects of the work to be performed with funding from this Agreement and shall aggressively pursue any and all remedies, including full restitution and damages from any consultant, contractor or sub-contractor and their insureds and sureties suspected of any acts, errors, or omissions committed during business activities that economically or legally damage the Project.

## **SECTION II** **Covenants of TAMC**

2.1. Funding Commitments. TAMC shall provide funding to Sponsor in an amount not to exceed One and a Half Million Dollars (\$1,500,000) for eligible Project costs as specified in the Funding Summary included with Exhibit C consistent with the procedures described in Section 1.5.

2.1.1. Deadline to Submit Reimbursement Requests. Requests for Payment shall be submitted to TAMC on or before 5:00 p.m. on the tenth (10th) calendar day of the month in which the Sponsor requests reimbursement payments. Copies of invoices must be complete and legible, or the Request for Payment will be returned. TAMC shall make payments to Sponsor on or before the last day of the month for all timely submittals.

2.1.2. Late Submittals. If Sponsor fails to submit invoices, documentation or progress reports, as set forth in this agreement, to TAMC in a timely manner, then TAMC may delay the reimbursement payments until the required documentation is provided.

2.1.3. Costs Ineligible for Reimbursement. In addition to any other remedy detailed herein, or otherwise afforded by law, TAMC reserves the right to

adjust current or future reimbursement payments to Sponsor if an invoice includes ineligible costs.

2.1.4. Reimbursement Amount. The amount of reimbursement payments to Sponsor shall be equivalent to 50% of eligible expenditures for each invoice submitted to TAMC until such time as Sponsor's Contribution is exhausted, as specified in Exhibit C and Section 1.5.3, except as provided in 2.2., below.

2.2. Delay or Suspension of Reimbursement Payments. Notwithstanding the reimbursement provisions listed above, if TAMC determines that an invoice includes ineligible costs, lacks adequate supporting documentation, or lacks a progress report, the TAMC Project Manager or Fiscal Officer shall provide the Sponsor with a written dispute notice outlining the reason for the return and the proposed remedy, if one exists, which would make the invoice acceptable. TAMC will delay payment until within 15 days of when the revised invoice or requested documentation is received. If Sponsor disputes the TAMC finding or request, Sponsor may immediately submit a new invoice representing only the amounts which are not in dispute, while setting aside the disputed amounts for review in accordance with the provisions set forth below.

### 2.3 Dispute Resolution Process.

2.3.1 If at any time either party hereto is considered to have failed to meet any of the conditions included in this Agreement, the parties shall meet and confer in a good faith effort to resolve the matter. Such meet and confer shall occur within thirty (30) days of a notice from one party to the other of non-compliance.

2.3.2 If, after meeting and conferring, there is still a dispute as to compliance or non-compliance with a term or condition of the Agreement, TAMC shall refer the matter to the eXcellent Oversight Committee for its review and recommendation. Consistent with the terms of the Ralph M. Brown Act, the eXcellent Oversight Committee meeting may be a special meeting, provided that at least 72 hours prior notice is provided to the public and an agenda is posted. After considering the matter, the eXcellent Oversight Committee may make its recommendation to the parties to resolve the matter.

2.3.3 Pending the consideration and possible resolution of the issue by the eXcellent Oversight Committee, TAMC shall withhold disputed Measure X payments to the City of Pacific Grove under this Agreement, except for allocations required for bond payments, which shall not be withheld.

2.3.4 If, after receiving the recommendation from the eXcellent Oversight Committee the parties are still in dispute over compliance or non-



compliance of this Agreement, the matter shall be agendized at the next available TAMC Board meeting. Each party may submit up to five (5) pages in support of its position, as part of the agenda package to be submitted for such Board meeting. If the parties are still in dispute after the TAMC Board meeting, then the disputing party may file an action in Monterey Superior Court.

2.3.5 Resumption of funding distribution to the Sponsor can occur at any time during the life of Measure X but shall only occur after full repayment of any unauthorized expenditure(s) of Measure X funds, and confirmation by TAMC of Sponsor's compliance with each of the conditions in this Agreement. Repayment of unauthorized expenditures may not be made by future Measure X funds.

2.4. Making of Payment Does Not Result In Waiver. TAMC payments pursuant to an approved Request for Payment does not result in a waiver of the right of TAMC to require fulfillment of all terms of this Agreement.

2.5. Right to Conduct Audit. TAMC shall, at TAMC's expense, have the right to conduct an audit of all Sponsors' records pertaining to the Agreement at any time during construction and up to a five (5) year period after completion of the Project. If any irregularities are found as a result of an audit, Sponsor shall reimburse TAMC for the cost of the audit.

### **SECTION III** **Mutual Covenants**

3.1. Term. This Agreement shall remain in effect until discharged or terminated as provided in Section 3.2 or Section 3.15.

3.2. Discharge/Termination. This Agreement shall be subject to discharge as follows:

3.2.1. Termination by Mutual Consent This Agreement may be terminated at any time by mutual consent of the Parties. At the time of any such mutual termination, TAMC shall be obligated to provide funding for only such Requests for Payment as may be outstanding and approved at the time of termination.

3.3. Indemnity. It is mutually understood and agreed, relative to the indemnification of TAMC and Sponsor:

3.3.1. Sponsor shall, to the full extent permitted by law, fully defend, indemnify and hold harmless TAMC, its Board and Directors, and any officer, agent, or employee of TAMC, against any damage or liability occurring by reason of anything done or omitted to be done by Sponsor under the Agreement.

3.3.2. TAMC shall, to the full extent permitted by law, fully defend, indemnify and hold harmless Sponsor, and any officer or employee of Sponsor, against any damage or liability occurring by reason of anything done or omitted to be done by TAMC under the Agreement.

3.3.3. Notwithstanding any other provision of this Agreement, each party's obligation to defend, indemnify and hold harmless the other party, as expressed in these Indemnification Provisions, shall survive the termination or expiration of the Agreement for a term to include the applicable statute of limitations related to the Sponsor's performance pursuant to the Agreement.

3.4. Liability. As TAMC is only providing certain funds, and is not the primary or responsible agency for carrying out the Project herein identified, TAMC is not liable for any loss, cost, liability, damage, claim, lien, action, cause of action, demand or expense which may arise as a result of the acts or omissions of Sponsor or its agents, contractors, consultants, engineers, or representatives. Nor shall TAMC be liable for any loss, cost, liability, damage, claim, lien, action, cause of action, demand or expense which may arise as a result of TAMC's provision of funds which may ultimately be utilized in, but not limited to, the acquisition of, the design, implementation, or construction of the Project herein described.

3.5 Contract Administrators. Sponsor's designated principal responsible for administering Sponsor's work under this Agreement shall be Daniel Gho, Public Works Director / Deputy City Manager; TAMC's designated administrator of this Agreement shall be Dave Delfino, Financial Officer. TAMC's Project Manager under this Agreement shall be Doug Bilse, Principal Engineer.

3.6 Notices. Any notice which may be required under this Agreement shall be in writing and shall be given by personal service, or by certified or registered mail, return receipt requested, to the addresses set forth below:

TAMC  
Todd Muck  
Executive Director  
55B Plaza Circle  
Salinas, California 93901

CITY OF PACIFIC GROVE  
Daniel Gho  
Public Works Director / Deputy City Manager  
300 Forest Ave  
Pacific Grove, CA 93950

Either Party may change its address by giving notice of such change to the other party in the manner provided in this Section 3.6. All notices and other communications shall be deemed communicated as of actual receipt or after the second business day after deposit in the United States mail.

3.7. Additional Acts and Documents. Each Party agrees to do all such things and take all such actions, and to make, execute and deliver such other documents and

instruments, as shall be reasonably requested to carry out the provisions, intent and purpose of the Agreement.

3.8. No Promise or Representation of Approval. It is expressly agreed and understood that this Agreement is to fund Project Approval and Environmental Document phase of the Project and each Party retains their full discretion to agree or disagree to terms and conditions relating to future actions with respect to the Project and that by entering into this Agreement neither TAMC nor the Sponsor is making any promise, representation or commitment to give special treatment to, or exercise its discretion favorably with respect to the final consideration and possible approval of the Project or any entitlement to develop the Project on TAMC property.

3.9. Integration. This Agreement represents the entire Agreement of the Parties with respect to the subject matter hereof. No representations, warranties, inducements, or oral agreements have been made by any of the Parties except as expressly set forth herein, or in other contemporaneous written agreements.

3.10. Amendment. This Agreement may not be changed, modified, or rescinded except in writing, signed by all Parties hereto, and any attempt at oral modification of this Agreement shall be void and of no effect.

3.11. Independent Agency. Sponsor renders its services under this Agreement as an independent agency and TAMC is also an independent agency under the Agreement. None of the Sponsor's agents or employees shall be agents or employees of TAMC and none of TAMC's agents or employees shall be agents or employees of Sponsor.

3.12. Assignment. The Agreement may not be assigned, transferred, hypothecated, or pledged by any Party without the express written consent of the other Party.

3.13. Binding on Successors. This Agreement shall be binding upon the successor(s), assignee(s) or transferee(s) of TAMC or Sponsor, as the case may be. This provision shall not be construed as an authorization to assign, transfer, hypothecate or pledge this Agreement other than as provided above.

3.14. Severability. Should any part of this Agreement be determined to be unenforceable, invalid, or beyond the authority of either Party to enter into or carry out, such determination shall not affect the validity of the remainder of this Agreement which shall continue in full force and effect; provided that, the remainder of this Agreement can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the Parties.

3.15. Counterparts. This Agreement may be executed in one or more counterparts and shall become effective when one or more counterparts have been signed by the

Parties; each counterpart shall be deemed an original, but all counterparts shall constitute a single document.

3.16. Survival. The following provisions in this Agreement shall survive discharge:

3.16.1. Sponsor. As to Sponsor, the following sections shall survive discharge: Section 1.6 (obligation to apply funds to Project), Section 1.7 (obligation to provide copies and retain records), Section 1.8 (obligation to continue to manage Project).

3.16.2. TAMC. As to TAMC, the following section shall survive discharge: Section 2.5 (right to conduct audit).

3.16.3. Both Parties. As to both Parties, the following sections shall survive discharge: Section 3. (indemnity) and Section 3.4 (liability), until the expiration of all relevant statutes of limitations.

3.17. Limitation. All obligations of TAMC under the terms of this Agreement are expressly contingent upon TAMC's continued authorization to administer the reimbursable funds identified in the Funding Summary included with Exhibit B. If for any reason, TAMC's right or ability to collect or expend such funds are terminated or suspended in whole or part so that it materially affects TAMC's ability to fund the Project, TAMC shall promptly notify Sponsor, and the Parties shall consult on a course of action. If, after twenty-five (25) working days, a course of action is not agreed upon by the Parties, this Agreement shall be deemed terminated by mutual or joint consent. Any future obligation to fund this Project or any other project or projects of Sponsor, not already specifically covered by a separate Agreement, shall arise only upon execution of a new Agreement.

3.18. Time. Time is and shall be of the essence of this Agreement and each of its provisions in which performance is a factor.

3.19. Remedies Cumulative. No remedy or election of remedies provided for in this Agreement shall be deemed exclusive but shall be cumulative with all other remedies at law or in equity. Each remedy shall be construed to give the fullest effect allowed by law.

3.20. Applicable Law. This Agreement shall be governed by, and construed and enforced in accordance with, the laws of the State of California. Venue shall be in Monterey County.

3.21. Captions. The captions in this Agreement are for convenience only and are not a part of this Agreement. The captions do not in any way limit or amplify the provisions of this Agreement and shall not affect the construction or interpretation of any of its provisions.

3.22. No Continuing Waiver. The waiver by any Party of any breach of any of the provisions of this Agreement shall not constitute a continuing waiver or a waiver of any subsequent breach of the same, or of any other provision of this Agreement.

3.23. No Rights in Third-Parties. Nothing in this Agreement, express or implied, is intended to confer any rights or remedies on any third-party, nor is anything in this Agreement intended to relieve or discharge the obligation or liability of any third-party to any Party to this Agreement, nor shall any provision of this Agreement give any third-party any right of subrogation or action over or against any Party to this Agreement.

3.24. Signatory's Warranty. Each Party warrants to each other that he or she is fully authorized and competent to enter into this Agreement in the capacity indicated by his or her signature and agrees to be bound by this Agreement as of the day and year first mentioned above upon the execution of this Agreement by each other Party.

**IN WITNESS WHEREOF**, the undersigned parties have executed this Agreement on the day and year first written above.

TRANSPORTATION AGENCY FOR  
MONTEREY COUNTY:

CITY OF PACIFIC GROVE

By: \_\_\_\_\_  
Todd Muck  
Executive Director

By: \_\_\_\_\_  
Bill Peake  
Mayor, Pacific Grove

Approved as to form:

Approved as to form:

By: \_\_\_\_\_  
Robert Brayer  
TAMC Counsel

By: \_\_\_\_\_  
Brian Pierik  
Pacific Grove General Counsel

## EXHIBIT A

### **PROJECT DESCRIPTION and SCOPE OF WORK**

**Project Name:** Cedar, Sunset & Congress Intersection Improvements

**Project Contact:** Daniel Gho, Public Works Director / Deputy City Manager, City of Pacific Grove

**Project Manager:** Daniel Gho, Public Works Director / Deputy City Manager, City of Pacific Grove

### PROJECT DESCRIPTION

**Responsible Agency:** City of Pacific Grove

**Project Limits:** The project will construct safety and multi-modal improvements at the Congress, Sunset, & Cedar 5-way intersection south to 19th and Sunset (Pacific Grove).

**Project Phase:** Project Approval and Environmental Document

This phase of work includes developing the Project Approval and Environmental Document. After a thorough community and public input process and reaching the 100% design milestone, the Pacific Grove City Council may exercise its discretionary authority to proceed into the construction phase of the project.

**Project Purpose:**

This intersection is a dangerous 5-way intersection that is near the Pacific Grove High School and Forest Grove Elementary School. The purpose of this project is to design and construct an intersection that is safe for all users.

**Transportation Benefit:**

Improved circulation, especially when school is out for the day. There is potential for a large development nearby for housing and a redesign of the intersection will improve pedestrian, bicycle, and vehicle traffic.

## SCOPE OF WORK

The Cedar, Sunset & Congress Intersection Improvement project is a multi-year, multi-million-dollar project that the City of Pacific Grove anticipates using the full \$5 million TAMC Regional Project Measure X allocation that is earmarked for the Pacific Grove segment of the Highway 68 corridor. The City anticipates harnessing the first \$1 million in FY22/23 for a segment of the scope of work noted below. This large-scale project will take several years to complete. The full project scope of work is noted below; moreover, the schedule in Exhibit B provides the tasks the City plans to complete in FY22/23.

This multi-year project allows for the design, permitting, environmental review and construction of safety and multi-modal improvements at the Cedar, Sunset & Congress 5-way intersection. This project was identified via the Highway 68 Corridor Study conducted in conjunction with the Transportation Agency of Monterey County (TAMC) in 2016.

The Cedar, Sunset & Congress Intersection Improvement project will include a robust public feedback process, engineering, environmental review, a cooperative agreement with Caltrans for the proposed improvements, and after implementation, a maintenance agreement with Caltrans for post construction maintenance.



## **EXHIBIT B**

### **ESTIMATED SCHEDULE**

- **Fall 2022 – Formalize Funding**
  - Execute Funding Agreement with approval from TAMC Board & Pacific Grove City Council
- **Winter 2022 - Spring 2023: Design**
  - Prepare and release RFP for planning & design services
  - Retain consultant
  - Perform ICE study
  - Submit CAL trans PID application
  - Develop conceptual design options
- **Summer 2023 – Public Outreach & Feedback on Design Options**
  - Perform robust public outreach on design options
  - Obtain Pacific Grove City Council & TAMC Board feedback on design options
  - Continue coordination with Caltrans on permitting
- **Fall 2023 – Winter 2024 – Environmental Permitting**
  - Conduct CEQA analysis
  - Public review CEQA
- **Spring 2024 – Summer 2024 – Pre-Construction**
  - Finalize construction drawings & bidding documents
  - Release bid
  - Award construction contract
  - Begin conversation with Caltrans regarding maintenance of intersection improvements
- **Fall 2024 – Summer 2026: Construction**
  - Construction to occur per drawings & specifications
  - Finalize maintenance agreement with Caltrans

**EXHIBIT C**

**PROJECT ESTIMATE OF PROBABLE COST AND FUNDING SUMMARY**

**FUNDING SUMMARY**

<b><u>Project Phase</u></b>	<b><u>Fund Source</u></b>	<b><u>Fiscal Year</u></b>	<b><u>Amount</u></b>	<b><u>Reimbursable by TAMC Under This Agreement?</u></b>	<b><u>Funding Secured?</u></b>
Project Approval and Environmental Document	Measure X	2022/23	\$1,000,000	Yes	Yes
<b>Total Reimbursable Amount:</b>			\$1,000,000		
<b>Total Cost:</b>			\$1,000,000		Yes



## Memorandum

**To:** Board of Directors  
**From:** Laurie Williamson, Senior Transportation Engineer  
**Meeting Date:** September 28, 2022  
**Subject:** **Regional Traffic Counts Request for Proposals**

### **RECOMMENDED ACTION:**

#### **Regional Traffic Counts Request for Proposals:**

1. **APPROVE** the Request for Proposals Scope of Work for the Regional Traffic Counts program, subject to counsel approval;
2. **AUTHORIZE** staff to publish the Request for Proposals and return to the Board of Directors with a recommendation for approval of a consultant, including the final scope of work; and
3. **APPROVE** the use of funds from the approved project budget for this contract in an amount not to exceed \$109,500.

### **SUMMARY:**

This request for proposals will be used by TAMC to select a consultant or consultant team to conduct traffic counts at approximately 170 locations throughout Monterey County for the Agency's Regional Traffic Counts Program. Counts shall be taken twice a year, once during the off-peak season (either March or April) and once during the peak-season (either August or September) over the life of the Agreement. The Agency's traffic counts data supports local, state, and federal grant proposals, the regional travel demand model and other long-range planning efforts.

### **FINANCIAL IMPACT:**

Based on an independent cost estimate of the scope of work, the project budget is estimated at \$109,500. The project will be funded through Regional Surface Transportation Program (RSTP) funds.

### **DISCUSSION:**

TAMC maintains a regional traffic counts program to monitor traffic volumes on regional roads throughout Monterey County. The Agency's traffic count data supports local, state, and federal grant proposals, the regional travel demand model and other long-range planning efforts. Data is also used by public works and planning departments for congestion management, traffic signal coordination, planning studies, and preparation of environmental documents.

This solicitation will request proposals from qualified consulting firms or teams to conduct traffic counts at approximately 170 locations throughout Monterey County. Counts shall be taken twice a year, once during the off-peak season (either March or April) and once during the peak-season (either August or September) over three calendar years.

Bicycle and pedestrian counts required for projects funded by the State Active Transportation Program are also included in this request for proposals. Local jurisdictions can also utilize the Agency's contract to purchase additional vehicle and bicycle / pedestrian counts via a separate funding agreement between TAMC and the procuring

jurisdiction.

Based on review of the received proposals and interviews, if necessary, with the most qualified candidates, Agency staff will meet with the most qualified consultant and negotiate a final Scope of Works and a Fee Schedule for the project. Upon completion of negotiations, the consultant will be recommended to the Transportation Agency Board for final selection and contract approval. The proposed schedule for the Request for Proposal is as follows:

September 29, 2022 Distribute Request for Proposals  
October 20, 2022 Deadline for questions and/or requests for clarification  
November 10, 2022 Proposals due by 12:00 pm PST  
November 14-18, 2022 Review and rank proposals  
December 1-2, 2022 Hold interviews, if necessary  
December 5, 2022 Determine top ranked consultant and negotiate contract  
January 28, 2023 Bring contract to TAMC Board for approval

**ATTACHMENTS:**

- Regional Traffic Counts 2023 Draft RFP SOW

## ATTACHMENT A SCOPE OF WORK

### REGIONAL TRAFFIC COUNTS 2023

#### **Breakdown of Regional Traffic Counts Program**

This request for proposals will be used by TAMC to select a consultant or consultant team to conduct traffic counts at approximately 170 locations throughout Monterey County for the Agency’s Regional Traffic Counts Program. Counts shall be taken twice a year, once during the off-peak season (either March or April) and once during the peak-season (either August or September) over the life of the Agreement. In addition, bicycle and pedestrian counts required for projects funded by the Active Transportation Program will also be conducted.

<b>TYPE</b>	<b>QUANTITY</b>	<b>FREQUENCY</b>
Vehicle Counts	170	Bi-annually
Bicycle and Pedestrian Counts	20	As needed

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

#### **Tasks to be performed by the Consultant:**

##### **Task 1: Vehicle Counts**

Bi-directional traffic volume 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 or as directed by TAMC staff. See Exhibit A for a list of potential vehicle count locations.

##### **Task 2: Bicycle and Pedestrian Counts**

Bicycle and pedestrian counts of a one-day duration (Tuesday, Wednesday, or Thursday), recorded at 15-minute intervals, midnight to midnight, at all locations provided by TAMC, with all counts taken according to the frequency above or as directed by TAMC staff.

##### **Task 3: Latitude and Longitude Data**

Collection of latitude and longitude data at each count location.

##### **Task 4: Notifications and Encroachment Permits**

The Consultant is required to notify the designated officials at the local jurisdictions and/or the Department of Transportation prior to any counts being taken on their facilities. The Consultant is required 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.

**Optional Tasks to be performed by the Consultant:**

The Consultant shall include a price proposal to conduct the following optional task when requested by the Project Manager:

**Task 5: Additional Counts**

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

**Method of reporting monitoring results to TAMC staff:**

1. Data shall be transferred to TAMC in a Microsoft Excel-compatible format:
  - A. One spreadsheet for each location, with counts compiled in hourly figures; and
  - B. A summary spreadsheet listing all locations with the following information: roadway segment, AM and PM peak hour count, total daily count, and coordinates.
2. Data shall be provided to TAMC staff no later than one month after the end of each county cycle. Any deviations in the TAMC traffic monitoring schedule must receive prior approval from staff.
3. Results should be consistent and accurate, subject to staff verification. Consultant shall contact school districts and local jurisdictions as well as review weather forecasts to identify any special events or other conditions that may affect counts. 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 judgement of TAMC, it shall be the responsibility of the contractor to repeat the volume count until the results are acceptable.

**EXHIBIT A**  
**POTENTIAL VEHICLE COUNT LOCATIONS**

# of Sites	Location Database ID #	Jurisdiction	Street	Cross Street
1	1	Salinas	Main St	US 101 & Bernal Dr
2	2	Monterey	Lighthouse Ave	Pacific Ave & Foam St
3	3	Monterey	Lighthouse Ave	Private Bolio Rd & Reeside Ave
4	4	Salinas	Main St	Market St & Lake St
5	5	Monterey	Lighthouse Ave	Del Monte Ave & Tunnel
6	6	Salinas	Natividad Rd	E Laurel Dr & Sorrentini Dr
7	7	Monterey	Del Monte Ave	Camino El Estero & Camino Aguajito
8	8	Monterey Co	Davis Rd	Hwy 183 & Rossi St
9	9	Salinas	Sanborn Rd	Work St/Tervan Ave & Elvee Dr
10	10	Monterey	Fremont St	btwn Camino El Estero & Camino Aguajito
11	11	Salinas	Market St/Sherwood Dr	Front St & Market Way
12	12	Salinas	Boronda Rd	US 101 & Main St
13	13	Salinas	Main St	Pajaro River Bridge
14	14	Salinas	N Davis Rd	Post Dr & Laurel Dr
15	15	Salinas	Sanborn Rd	btwn US 101 & John St
16	17	Salinas	N Main St	btwn E Boronda Rd & San Juan Grade Rd
17	18	Monterey Co	Blanco Rd	Hitchcock Rd & Davis Rd
18	19	Marina	Reservation Rd	Imjin Pkwy & Blanco Rd
19	20	Seaside	Fremont St	Cassanova & Canyon Del Rey
20	21	Seaside	Del Monte Ave	Roberts Ave & Canyon Del Rey Blvd
21	22	Monterey	Munras Ave	btwn Soledad Dr & Via Buena Vista
22	23	Salinas	N Boronda Rd	btwn Davis Rd & US 101
23	24	Salinas	John St	btwn Abbott St & Work St
24	25	Monterey Co	Blanco Rd	btwn Main St & Pajaro ST
25	26	Seaside	Del Monte Blvd	SR 218/Canyon Del Rey Blvd & Palm Ave
26	27	Marina	Imjin Parkway	SR 1 & 2nd Ave
27	29	Salinas	Laurel Dr	US 101 & Adams St
28	30	Monterey	Fremont Blvd	btwn SR-1 NB on-ramp & Del Monte Ave
29	31	Marina	Del Monte Blvd	SR 1 & Reindollar Ave
30	32	Salinas	E Boronda Rd	btwn N Main St & San Juan Grade Rd
31	33	Salinas	Sherwood Dr	btwn US 101 & Sherwood Pl
32	35	Salinas	Alisal St	btwn US 101 & Kern St
33	36	Salinas	N Sanborn Rd	Laurel Dr & Acosta St
34	37	Salinas	Laurel Dr	Ranch View Ln & Constitution Blvd
35	38	Salinas	Blanco Rd	Gabilan Park & Abbott St
36	39	Salinas	Laurel Dr	US 101 & N Davis Rd

# of Sites	Location Database ID #	Jurisdiction	Street	Cross Street
37	41	Salinas	Abbott St	Blanco Rd/Sanborn & Merrill St
38	42	Salinas	Market St	btwn US 101 & Kern St
39	43	Salinas	Blanco Rd	btwn SR 68/S Main St & Padre Dr
40	44	Monterey Co	Carmel Valley Rd	btwn Rio Vista Dr & Via Mallorca
41	45	Marina	Imjin Parkway	Reservation Rd & Preston Dr
42	46	Seaside	Fremont Blvd	btwn SR 218 Canyon Del Rey & Portola Dr
43	47	Monterey Co	Blanco Rd	btwn Davis Rd & W Alisal St
44	48	Marina	Reservation Rd	Del Monte Ave & Vista Del Camino
45	49	Marina	Imjin Parkway	4th Ave & California Ave
46	50	Salinas	E Market St	btwn Sun St & Griffin St
47	51	Monterey	N Fremont St	btwn Palo Verde & Dela Rosa Ave
48	53	Salinas	E Market St	Short St & Division St
49	54	Salinas	E Boronda Rd	btwn Natividad Rd & El Dorado Dr
50	55	Monterey Co	Carmel Valley Blvd	btwn Pacific Meadows Ln & Del Mesa Dr
51	56	Salinas	Alisal St	btwn Front St & Prader St
52	57	Salinas	Airport Blvd	Terven Ave & Hansen St
53	58	Salinas	Abbott St	Harkins Rd & Harris Rd
54	59	Salinas	John St	btwn US 101 & Wood St
55	60	Monterey Co	Carmel Valley Rd	btwn Valley Greens Dr & Williams Ranch Rd
56	61	Salinas	Front St	btwn Abbott St & San Luis St
57	62	Marina	Lightfighter Dr	btwn SR 1 & 1st Ave
58	63	Salinas	Natividad Rd	btwn Los Coches Ave & Emerald Way
59	64	Monterey	Soledad Dr	btwn Pacific St & Munras Ave
60	65	Monterey	Fremont St	btwn Abrego St & Munras Ave
61	66	Seaside	Broadway Ave	btwn Fremont Blvd & Terrace Ave
62	67	Monterey	Foam St	btwn Lighthouse Ave & Reeside Ave
63	68	Salinas	Salinas St	btwn SR 183/W Market St & Central Ave
64	69	Salinas	Williams Rd	Freedom Parkway & Del Monte Ave
65	70	Salinas	Monterey St	btwn E Market St & Gabilan St
66	71	Monterey	Abrego St	btwn El Dorado St & Fremont St
67	72	Salinas	Boronda Rd	Rider Ave & Constitution Blvd
68	73	Monterey Co	San Miguel Cyn Rd	Woodland Hills Ln & Charles Schell Ln
69	74	Marina	Reservation Rd	SR 1 & Cardoza Ave
70	75	Salinas	San Juan Grade	btwn Russell Rd & Newlyn St
71	76	Salinas	John St	btwn Main St & Pajaro St
72	77	Monterey Co	Ocean Ave	btwn SR 1 & Hatton Rd
73	79	Monterey	Camino El Estero	Fremont St & Webster St
74	80	Monterey	Hawthorne St	btwn David Ave & Eardley Ave



# of Sites	Location Database ID #	Jurisdiction	Street	Cross Street
75	81	Salinas	Airport Blvd	btwn US 101 and Moffett St
76	82	Sand City	La Playa Ave	btwn Del Monte Ave & California Ave
77	84	Monterey	Pacific St	btwn Sloat Ave & Lighthouse Curve
78	85	Monterey	Camino Aguajito	btwn 10th St and Fremont St
79	86	Salinas	Wood St	btwn US 101 & John St
80	87	Monterey Co	Carmel Valley Rd	btwn Scarlett Rd & Rancho Fiesta Rd
81	88	Monterey	Camino Aguajito	Glenwood Circle & SR 1 SB On-ramp
82	90	Salinas	Central Ave	btwn David Ave & Dewey Ave
83	91	Salinas	John St	btwn Main St & Salinas St
84	92	Salinas	N Main St	btwn E Boronda Rd & Russell Rd
85	93	Monterey Co	San Juan Rd	Corey Rd & Carpenteria Rd
86	94	Monterey	Franklin St	Tyler St & Washington St
87	95	Monterey	David Ave	btwn SR 68 & Ransford Ave
88	96	Pacific Grove	Forest Ave	btwn SR 68 & Beaumont Ave
89	97	Monterey	David Ave	btwn Lighthouse Ave & Foam St
90	98	Marina	Gen Jim Moore Blvd	btwn Lightfighter Dr & Gigling Rd
91	100	Salinas	E Alisal St	Tampa St & Fern St
92	101	Salinas	Romie Ln	btwn Main St & Pajaro St
93	102	Salinas	Bardin Rd	btwn Williams Rd & Cross Ave
94	103	Salinas	Freedom Pkwy	Constitution Blvd & Nogal Dr
95	104	Salinas	E Laurel Dr	N Sanborn Rd & Towt St
96	105	Salinas	Russell Rd	btwn US 101 & Harrison Rd
97	106	Monterey	Franklin St	Pierce St and Pacific St
98	107	Pacific Grove	Lighthouse Ave	btwn 17th St & 18th St
99	108	Salinas	Natividad Rd	btwn Boronda Rd & Rogge Rd
100	109	Pacific Grove	David Ave	btwn SR 68 & Seaview Ave
101	110	Pacific Grove	Lighthouse Ave	btwn Fountain Ave & Grand Ave
102	111	Monterey Co	Reservation Rd	btwn Watkins Gate & Davis Rd
103	112	Seaside	Gen Jim Moore Blvd	Coe Ave & Broadway Ave
104	113	Monterey Co	Davis Rd	btwn Hitchcock Rd & Blanco Rd
105	114	Seaside	Broadway Ave	General Jim Moore Blvd & Mescal St
106	115	Seaside	Gen Jim Moore Blvd	Coe Ave & McClure Way
107	116	Monterey Co	Metz Rd	btwn Topo Rd & Hwy 146
108	117	Salinas	Russell Rd	btwn Bahia Ave & Van Buren Ave
109	118	Salinas	San Juan Grade Rd	btwn N Main St & E Boronda Rd
110	119	Seaside	Gen Jim Moore Blvd	btwn Lightfighter Dr & 1st St
111	120	Seaside	Gen Jim Moore Blvd	South Boundary Rd & Broadway Ave
112	121	Salinas	Griffin St	btwn Rianda St & Neil St

# of Sites	Location Database ID #	Jurisdiction	Street	Cross Street
113	122	Monterey Co	Castroville Blvd	Cielo Azul & Los Ninos Pl
114	123	Salinas	Alisal St	btwn Bardin Rd & Hartnell Rd
115	124	Salinas	Pajaro St	btwn John St & San Luis St
116	125	Marina	Reindollar Ave	btwn Del Monte Blvd & Sunset Ave
117	126	Pacific Grove	Presidio Blvd	btwn SR 68 Holman Hwy & Austin Ave
118	127	Monterey Co	Laureless Grade	btwn Southview Ln & Camino Escondido Rd
119	128	Pacific Grove	Lighthouse Ave	btwn Alder St & Bentley St
120	130	Monterey	Pearl St	Camino El Estero & Camino Aguajito
121	131	Del Rey Oaks	Gen Jim Moore Blvd	SR 218/Canyon Del Rey & South Boundary Rd
122	132	Salinas	Las Casitas Dr	Ranchero Dr & Constitution Blvd
123	133	Monterey Co	Harkins Rd	Hunter Ln & Nutting St
124	134	Marina	California Ave	btwn Imjin Pkwy & Reindollar Ave
125	135	Salinas	San Juan Grade/Salinas Rd	btwn Crazy Horse & The Alameda
126	136	Monterey Co	Dolan Rd	btwn Trail Dr & Dolan Pl
127	137	Monterey Co	Crazy Horse Canyon Rd	btwn San Juan Ggrade & Hidden Canyon Rd
128	138	Salinas	Monterey St	btwn John St & San Luis St
129	139	Marina	Del Monte Blvd	btwn Paul Davis Dr & Lapis Rd
130	140	Salinas	Iverson St	btwn Blanco Rd & Woodside Dr
131	141	Monterey Co	Nashua Rd	btwen Cooper Rd & SR 1
132	142	Monterey Co	Harrison Rd	btwn Russell Rd & Easy St
133	143	Salinas	San Joaquin St	btwn Main St & Pajaro St
134	144	Monterey Co	Murphy Rd	Pajaro River bridge
135	145	Monterey Co	River Rd	btwn Chualar River Rd & Parker Rd
136	146	Monterey Co	Central Ave	btwn Thompson Canyon Rd & Teague Ave
137	147	Salinas	Williams Rd	Boronda Rd & Old Stage Rd
138	148	Seaside	Monterey Rd	Buna Rd & Bougainville Rd
139	149	Monterey Co	Old Stage Rd	btwn Chualar Rd & Goat Rd
140	150	Marina	2nd Ave	btwn Imjin Pkwy & 10th St
141	151	Monterey Co	Jolon Rd	btwn San Lucas Rd & Jolon Dump Rd
142	153	Monterey	Glenwood Cir	Iris Canyon Rd & Aguajito Rd
143	154	Monterey	Private Bolio Rd	btwn Hawthorne St & Lighthouse Ave
144	155	Marina	2nd Ave	btwn Lightfighter Dr and 1st St
145	156	Salinas	E Acacia St	btwn Main St & Pajaro St
146	157	Monterey Co	Carpenteria Rd	Greenleaf Dr & Snyder Ave
147	158	Monterey Co	Blackie Rd	Commerical Pkwy & Moro Ter.
148	159	Salinas	California St	btwn John St & San Luis St
149	160	Monterey Co	Bitterwater/King City Rd	btwn Metz Rd & SR 25
150	161	Monterey Co	Arroyo Seco Rd	btwn Thorne Rd & Clark Rd

# of Sites	Location Database ID #	Jurisdiction	Street	Cross Street
151	162	Monterey Co	Maher Rd	Padilla Pl & Little Hill Ln
152	163	Monterey Co	Carpenteria Rd	Pajaro River bridge
153	164	Monterey Co	Elkhorn Rd	Campagna Way & Kirby Rd
154	165	Monterey Co	Ft. Romie Rd	btwn Camphora Rd & Puma Rd
155	166	Monterey Co	Metz Rd	btwn Spreckles Rd & Elm Ave (Greenfield)
156	167	Monterey	Via Lavendera	Fishnet Rd & Glenwood Cir
157	168	Monterey Co	Aguajito Rd	btwn Loma Alta Rd & Monhollan Rd
158	169	Salinas	Chestnut St	btwn Main St & Pajaro ST
159	170	Salinas	Soledad St	btwn John St & San Luis St
160	171	Gonzales	Fanoie Rd	Rhone Way & Fanoie Rd
161	172	Gonzales	Johnson Canyon Rd	Fanoie Rd & Herold Pkwy
162	173	Gonzales	5 <sup>th</sup> St	East of US 101 North onramp
163	174	Gonzales	5 <sup>th</sup> St	West of US 101 South onramp
164	175	Gonzales	Alta St	btwn N Alta Rd & 10th St
165	176	Gonzales	S Alta St	at S Alta St & Gloria Ct
166	177	Gonzales	Gonzales River Rd	btwn Puente Del Monte & Gonzales River Rd
167	178	Seaside	Del Monte Blvd	btwn Tioga Ave & Afton Ave
168	179	Seaside	Gigling Rd	btwn General Jim Moore Blvd & Malmedy Rd
169	-	Monterey Co	Harris Rd	btwn Spreckles Blvd & Abbott St
170	-	Monterey Co	Espionosa Rd	btwn SR 183 & Rodgers Rd



## Memorandum

**To:** Board of Directors  
**From:** Theresa Wright, Community Outreach Coordinator  
**Meeting Date:** September 28, 2022  
**Subject:** Measure X Citizens Oversight Committee Appointments

### **RECOMMENDED ACTION:**

**APPROVE** the appointment of Brent McFadden to serve as the education representative and Darren Fort to serve as the alternate education representative on behalf of Monterey County Office of Education; and Steve Snodgrass to serve as the North County representative on the Measure X Transportation Safety & Investment Plan Citizens Oversight Committee.

### **SUMMARY:**

The Transportation Safety & Investment Plan Policies calls for the formation of a Citizens Oversight Committee representing a diverse range of community interests. 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, approved by voters on November 8, 2016, 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 will make a significant dent in the billions of dollars in unmet road repair needs and regional road safety and mobility project needs and, in some cases, will help get transportation projects off the ground sooner than planned.

### **DISCUSSION:**

In accordance with the Policies & Project Descriptions for the Transportation Safety & Investment Plan, a Citizens Oversight Committee representing a diverse range of community interests was formed within six months of voter approval of Measure X. Members and their alternates were nominated by the organization they are representing. Additional members were appointed by the Transportation Agency Board of Directors to assure that a broad range of geographic and stakeholder interests are represented on the committee.

Members of the Citizens Oversight Committee were appointed by the Transportation Agency Board of Directors on March 22, 2017. Initial terms were staggered, with half of the committee members serving a 2-year term, and the other half serving a 3-year term, as specified by the Transportation Agency.

On behalf of the Monterey County Office of Education, Superintendent Deneen Guss nominated the following candidates to serve as education representatives on the Measure X Citizens Oversight Committee:

- Brett McFadden, Deputy Superintendent, Monterey County Office of Education
- Daren Fort, Director of Maintenance Operations and Transportation, Monterey County Office of Education

On behalf of North County residents, Supervisor John Phillips nominated Steve Snodgrass to serve as the North Monterey County representative. Mr. Snodgrass is the retired Chief Financial Officer of Granite Rock Company.

This report seeks the appointment of Brett McFadden to serve as the education representative, Daren Fort to serve as the alternate education representative and Steve Snodgrass to serve as the North County representative on the Measure X Transportation Safety & Investment Plan Citizens Oversight Committee.



## Memorandum

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board  
**Meeting Date:** September 28, 2022  
**Subject:** **Committee Minutes**

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### **RECOMMENDED ACTION:**

**ACCEPT** draft minutes of the Transportation Agency Committees:

- Executive Committee - draft minutes of September 7, 2022
- Rail Policy Committee - draft minutes of September 12, 2022
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of September 7, 2022
- [Technical Advisory Committee](#) - draft minutes of September 1, 2022
- [Measure X Citizens Oversight Committee](#) - No meeting

### **ATTACHMENTS:**

- ❑ Executive Committee draft minutes of September 7, 2022
- ❑ Rail Policy Committee draft minutes of September 2022

**DRAFT MINUTES**

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

**EXECUTIVE COMMITTEE MEETING**

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

**Wednesday, September 7, 2022**

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

REMOTE VIDEO/PHONE CONFERENCE ONLY

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

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

P = Present

A = Absent

P(A) = alternate present

E = Excused

## **1. CALL TO ORDER**

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

Staff present: Goel, Guther, Muck, Rodriguez, Strause, Watson, and Zeller.

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

## **2. PUBLIC COMMENTS**

No public comment

## **3. CONSENT AGENDA**

On a motion by Committee Member Craig, seconded by Committee Member Lopez, the Committee voted 6-0 to approve the minutes from the Executive Committee meeting of August 3, 2022.

## **4. LEGISLATIVE UPDATE**

The Executive Committee received an update on state and federal legislative issues.

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

Mr. Khouri noted that AB 2438 (Friedman): Climate Action Plan for Transportation Infrastructure and California Transportation Plan Compliance – State Funding Eligibility is now awaiting the Governor’s signature or veto, noting this bill requires that state funding, including maintenance programs, such as the State Highway Operation Protection Program, the Senate Bill 1 competitive grant programs, and State Transportation Improvement Program, align with the California Transportation Plan and Climate Action Plan for Transportation Infrastructure. Mr. Khouri noted he is coordinating with other organizations, notably the Self Help Counties Coalition, to request a veto on this bill.

Agency federal legislative analysts Paul Schlesinger and Jim Davenport presented an update on federal legislative activities. They reported that Congress returned to session on September 6 and indicated a plan to pass a Continuing Resolution by September 30 that will extend federal funding for transportation at existing levels until December 16, by which time they expect to pass appropriations bills.



## **5. CLOSED SESSION**

The Executive Committee held a closed session Pursuant to Government Code sections 54957(b)(1) and 54957.6, the Executive Committee conferred regarding recruitment process and labor negotiations for the position of Director of Finance and Administration.

Reconvened in open session: Agency Counsel Brayer reported that there was no reportable action taken.

## **6. TAMC BOARD DRAFT AGENDA**

Executive Director Todd Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of September 28, 2022. After Executive Committee discussion, direction was provided to staff to place the following items for consideration on the regular agenda:

- Employee of the Quarter
- Salinas Rail: Caltrain Operations Discussions
- Legislative Update
- Safe Routes to School Plan

## **7. ANNOUNCEMENTS**

No announcements this month.

## **8. ADJOURNMENT**

Chair Adams adjourned the meeting at 9:43 a.m.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

**RAIL POLICY COMMITTEE MEETING**

*Draft Minutes of September 12, 2022*

Transportation Agency for Monterey County

ZOOM REMOTE VIDEO/PHONE CONFERENCE ONLY

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

A. Guther Assis. Transp. Planner	-	P		P	P	P		P	E		P	P
T. Wright, Community Outreach Coordinator	A	A		A	A	A		A	A		P	A
J. Strause Transportation Planner	-	-		-	-	-		-	-		P	A

P = Present                      A = Absent                      P(A) = alternate present                      E = Excused

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

Chair LeBarre called the meeting to order at 3:01 p.m. A quorum was established.

**OTHERS PRESENT**

Sam Sargent	Caltrain	Guy Preston	SCCRTC
Brianna Goodman	SCCRTC	Paul Guirguis	Caltrans
Andrew Easterling	City of Salinas	Alex Lopez	Caltrans
Brad Tarp	Public	Tarah Brady	Caltrans

**2. PUBLIC COMMENTS**

None

**3. CONSENT AGENDA**

**M/S/C** Potter / Craig /unanimous

**3.1** Approved minutes of the Augst 1, 2022 Rail Policy Committee meeting.

**END OF CONSENT AGENDA**

**4. SANTA CRUZ COUNTY RAIL LINE UPDATE**

The Committee received an update from Santa Cruz County Regional Transportation Commission on their rail corridor studies.

Christina Watson, Director of Planning, introduced Guy Preston, Executive Director, and Brianna Goodman, Transportation Planner, from the Santa Cruz County Regional Transportation Commission. Mr. Preston reported that in 2016, the Measure D local transportation sales tax measure was passed, which included 8% for rail corridor preservation and analysis of options, and 17% for active transportation, including the 32-mile Monterey Bay Sanctuary Scenic Trail in the rail right-of-way. Mr. Preston noted that the Transit Corridor Alternatives Analysis completed in 2021 concluded that electric passenger rail was the best option for the rail corridor. Ms. Goodman noted that a request for proposals is out now for consultants to prepare conceptual plans and environmental review of the proposed projects in the rail corridor.

Chair LeBarre asked about a park-and-ride lot in the Pajaro, Watsonville area to enable passengers to park and ride the rail into Santa Cruz. Brianna Goodman replied that the plan envisions a park and ride lot at each end of the corridor.

Committee Member Potter noted that a connection to the Monterey Branch Line would be great for passengers traveling to Santa Cruz.

## **5. SALINAS RAIL: CALTRAIN OPERATIONS DISCUSSIONS**

The Committee received an update from Caltrain on next steps in the operations discussions for the Salinas Rail extension project.

Christina Watson, Director of Planning, introduced Sam Sargent, Caltrain Director of Strategy and Policy, who presented an update on the Salinas Rail Extension project. He noted that TAMC staff and Caltrain staff have been holding regular meetings to discuss the strategy for implementing operations on the corridor, noting the next step is a Memorandum of Understanding (MOU).

Committee Member Craig thanked Mr. Sargent for his work to further the project to extend train service to Salinas and noted that the City of Salinas has invested in the downtown area. Mr. Sargent replied that he is planning a visit to Salinas soon.

Executive Director Todd Muck thanked Sam Sargent for attending the meeting and noted that he will present a similar presentation at the September Board meeting. Mr. Muck noted that the team is building a great partnership and an MOU is a good starting point for getting service implemented in Monterey County.

Chair LeBarre asked about the funding available for zero-emission trains, recognizing the need for diesel service in the near term until those new trains are available. Mr. Sargent noted that both state and federal funding is becoming available for zero-emission train equipment.

## **6. SALINAS RAIL KICK START PROJECT UPDATE**

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

Mike Zeller, Director of Programming and Project Delivery, reported that the City Salinas City Council and TAMC Board approved the revised transfer agreements in August. He noted that Transportation Agency staff have submitted a request for approval of the land transfer to the California Transportation Commission (CTC) for consideration at their October 12, 2022, meeting. Mr. Zeller reported that negotiations for the acquisition of properties needed for the Salinas layover facility (Package 2) and Gilroy track improvements (Package 3) are ongoing.

Brad Tarp, member of public, asked about the long timeframe for the City to approve a lot line adjustment. Mr. Zeller replied that he can reach out to the City of Salinas staff to facilitate the process; he noted that once the final order of condemnation is approved by the court, the new

lot lines will be automatically generated. Committee Member Craig asked that staff provide Mr. Tarp with her contact information if she can assist staff in resolving this issue.

Christina Watson, Director of Planning, reported that HDR completed the 100% plans for packages 2 and 3 and distributed them to our partner stakeholder agencies on September 1.

Alissa Guther, Assistant Transportation Planner, reported that the Pajaro station Transit and Intercity Rail Capital Program (TIRCP) application was unsuccessful. She noted that staff met with Caltrans recently and they informed us adding a capitol component to the application might improve the project ranking. Ms. Guther noted that Agency staff will continue to look for other funding sources for the project.

**6. COAST CORRIDOR RAIL PROJECT UPDATE**

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

Alissa Guther, Assistant Transportation Planner, invited Committee Members to a field trip to the Sonoma Marin Area Rail Transit (SMART) on October 25, 2022. She noted that the trip would include a tour of their operating center and a train ride.

Committee Alternate Anderson and Committee Member Craig asked to arrange a separate trip for those who cannot make it on Tuesdays, which presents a conflict with Board of Supervisors and many city council meetings.

Christina Watson, Director of Planning, reported that on August 19 the Policy Committee met to discuss legislative items and hear updates from partner agencies, including from Caltrans about the intercity bus plan and freight plan. In conclusion, Ms. Watson noted that the City of King City train station was not awarded a highly competitive federal grant, but that the team would seek alternate funding for the project.

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

Lisa Rheinheimer, Monterey-Salinas Transit provided an update on public outreach efforts for the SURF! Busway and Bus Rapid Transit project.

**8. ADJOURN**

Chair LeBarre adjourned the meeting at 3:57 p.m.



## Memorandum

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board  
**Meeting Date:** September 28, 2022  
**Subject:** Correspondence

### **RECOMMENDED ACTION:**

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

### **WEB ATTACHMENTS:**

- [August 9, 2022 letter to Tony Tavares, Director, Caltrans, regarding: Request for a List of State Highway Capacity Projects, from Assembly Member Laura Friedman](#)
- [August 23, 2022 letter to Steve Heminger, Chair of the Peninsula Corridor Joint Powers Board, regarding: Central Coast Service Deployment: Gilroy to Salinas Rail Station, from TAMC Executive Director Todd Muck](#)
- [August 24, 2022 letter to Mitch Weiss, Executive Director, California Transportation Commission, regarding: Monterey County Rail Extension Project-Property Transfer, from Executive Director Todd Muck](#)
- [August 24, 2022 letter to The Honorable Gavin Newsom, Governor of California, regarding: AB 2805 \(Bauer-Kahan\): Department of Fish and Game Advance Mitigation and Regional Conservation Investment Strategies - Request for Signature, from Executive Director Todd Muck](#)
- [August 24, 2022 letter to The Honorable Gavin Newsom, Governor of California, regarding: SB 1175 \(McGuire\): Caltrans Intermodal Passenger Services: Rail Corridors - Request for Signature, from Executive Director Todd Muck](#)
- [August 24, 2022 letter to The Honorable Gavin Newsom, Governor of California, regarding: SB 922 \(Wiener\): California Environmental Quality Act: Exemption: Transportation Related Projects - Request for Signature, from Executive Director Todd Muck](#)
- [August 24, 2022 letter to The Honorable Gavin Newsom, Governor of California, regarding: SB 942 \(Newman\): Low Carbon Transit Operations Program: Free or Reduced Fare Transit Program - Request for Signature, from Executive Director Todd Muck](#)
- [August 24, 2022 letter to The Honorable Gavin Newsom, Governor of California, regarding: AB 2438 \(Friedman\): Transportation Regional Transportation Improvement Plan: Sustainable Communities Planning: Strategies - Request for VETO, from Executive Director Todd Muck](#)
- [August 24, 2022 letter to The Honorable Gavin Newsom, Governor of California, regarding: AB 1713 \(Boerner Horvath\): Vehicles: Required Stops: Bicycles - Request for Signature, from TAMC Executive Director Todd Muck](#)
- [August 24, 2022 letter to The Honorable Gavin Newsom, Governor of California, regarding: AB2622 \(Mullin\): Sales Tax use Taxes, Exemptions: California Hybrid and Zero Emission Truck Bus Voucher Incentive Project: Transit Buses - Request for Signature, from TAMC Executive Director Todd Muck](#)
- [August 26, 2022 letter to Mitch Weiss, Executive Director, California Transportation Commission, regarding: Support for Highway Safety Improvement Program Grant for the Salinas Williams Road Complete Streets Improvement Project, from TAMC Executive Director Todd Muck](#)
- [August 26, 2022 letter to Mitch Weiss, Executive Director, California Transportation Commission, regarding:](#)

[Support for Highway Safety Improvement Program Grant for San Juan Grade Road Sidewalk and Street Light Improvement Project, from TAMC Executive Director Todd Muck](#)

- [August 30, 2022 letter to Bryce Goldstein, Associate Transportation Planner, Caltrans Division of Rail and Mass Transportation, regarding: Comments on the Draft California Intercity Bus Study, from TAMC Executive Director Todd Muck](#)
- [August 30, 2022 letter to The Honorable Gavin Newsom, Governor of California, regarding: AB 1919 \(Holden\): Transportation Free Transit Passes - Request for Signature, from Executive Director Todd Muck](#)
- [September 1, 2022 letter to Molly Eriksen c/o Stamp/Eriksen Attorneys, regarding: Public Records Request Dated July 28, 2022, from Laurie Williamson, TAMC Senior Engineer](#)
- [September 12, 2022 letter to The Honorable Pete Buttigieg, Secretary of Transportation, United States Department of Transportation, regarding: Boronda Road Complete Streets Project - Safe Streets and Roads for All 2022 - Letter of Support, from TAMC Executive Director Todd Muck](#)