



Regional Transportation Planning Agency - Local Transportation Commission
 Monterey County Service Authority for Freeways & Expressways - Email: info@tamcmonterey.org

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

Wednesday, June 26, 2019
Agricultural Center Conference Room
1428 Abbott Street
Salinas, California
****9:00 AM****

FOR WIRELESS INTERNET,
CONNECT TO: ABBOTT CONF-GUEST
PASSWORD: 1428AGGUEST

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

1. QUORUM CHECK – CALL TO ORDER

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

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

PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENTS

Any person may address the Transportation Agency Board at this time. Presentations

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

3. **CONSENT AGENDA**

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

4. **Pajaro to Prunedale - G12 Corridor Study Approval**

1. **DETERMINE** that approval of the Pajaro to Prunedale Corridor Study is exempt from the California Environmental Quality Act (CEQA) pursuant to California Resources Code Section 21102, and CEQA Guidelines Section 15262 (feasibility plans);
2. **APPROVE** the Pajaro to Prunedale Corridor Study as completed; and
3. **AUTHORIZE** staff to support the County of Monterey on implementing the next stages of project development and grant funding for the Pajaro to Prunedale corridor.

- Deal

The Transportation Agency in partnership with the County of Monterey and Caltrans conducted a study of the G12 Corridor, extending from Pajaro to Prunedale, to identify improvements that will provide safer access to all modes of travel. The Corridor Study evaluated current and future travel patterns between the US101/ San Miguel Canyon Road Interchange in Prunedale, to the Highway 1/ Salinas Road Interchange, to the end of Main Street in Pajaro. The study explored the feasibility of affordable mid-term and long-term operational and safety improvements in context with other planned regional improvements, while retaining the unique character of the Elkhorn Slough.

5. **US 101 Safety Improvements South of Salinas Request for Proposals:**

1. **APPROVE** the Request for Proposals Scope of Work for the US 101 Expressway to Freeway Conversion Concept Analysis, 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 \$440,000.

- Williamson

The US 101 Expressway to Freeway Conversion Concept Analysis work will involve the development and review of various safety improvement concepts for the corridor using a

robust public outreach process, data gathering and traffic modeling. The project limits for purposes of the analysis are from Chualar to Salinas.

6. **SUPPORT** House Resolution (H.R.) 2939, the State and Local General Sales Tax Protection Act, federal legislation regarding Federal Aviation Administration fuel sales tax.

- Hale

The Federal Aviation Administration (FAA) adopted a rule on aviation fuel sales taxes in 2014 that reinterpreted federal law on aviation fuel taxes. Previously, fuel excise taxes were used for airport expenses, but sales taxes were exempt from this diversion. Now, the FAA is also applying that rule to sales taxes, including local transportation sales taxes, which could divert funding Monterey County voters designated to implement Measure X projects and programs and set a precedent for other entities to take similar action. The Executive Committee discussed this issue and recommended Board support for H.R. 2939 on June 5, 2019, on a vote of 4-1.

7. **RECEIVE** reports from Transportation Providers:
 - Caltrans Director's Report and Project Update - Gubbins
 - 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**

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

ADMINISTRATION and BUDGET

- 3. 1.1 APPROVE** minutes of the Transportation Agency for Monterey County (TAMC) the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for May 22, 2019.

- Rodriguez

- 3. 1.2 ACCEPT** the list of checks written for the month of May 2019 and credit card statements for the month of April 2019.

- 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 APPROVE** evaluation form, procedure, and timeline for completing annual evaluation for Executive Director and Counsel.

- Goel

The Agency Bylaws require an annual evaluation of the Executive Director and Counsel.

3. 1.4 Agreement for Accounting Services:

1. **AUTHORIZE** the Executive Director to execute contract Amendment #1 with Oppidea LLC in an amount not to exceed \$28,020 per year for three additional years, in order to provide accounting services for the period ending December 31, 2022;
2. **APPROVE** the use of \$28,020 per year 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 for accounting services expires December 31, 2019. Oppidea, LLC was selected in 2016 after a Request for Proposals was issued. At that time, an option to extend the contract till December 31, 2022 was also authorized by the Board. Staff recommends extending the contract with

Oppidea, based on experience, knowledge and cost. The contract rate of \$28,020 per year, which was negotiated in 2016, will continue in Amendment #1 for a six-year total of \$168,120.

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

- Goel

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

3. 1.6 **AUTHORIZE** the Executive Director to transfer an amount equal to the balance of the City of Gonzales Alta Street Rehabilitation project loan as of June 30, 2019 from the Measure X Transportation Safety and Investment Plan Account to the Transportation Agency reserve.

- Goel

In 2017, the City of Gonzales requested and received a \$2.5 million loan from the Transportation Agency for Monterey County to fund and complete their Alta Street Rehabilitation project. Since Measure X had just recently passed, there were insufficient funds in that account to make the requested loan. Hence, the loan was made from the Agency reserves and was to be repaid, with interest, from the City's share of future Measure X revenues. Now that the Transportation Safety and Investment Plan Account (Measure X) has sufficient funds, Agency staff is seeking to replace the Agency reserves used for the loan with Measure X funds.

3. 1.7 **ACCEPT** State of California Transportation Development Act Audit Reports for fiscal year ending June 30, 2018.

- Goel

For all of the audits completed for the year ending June 30, 2018, the auditors found no instances of noncompliance that is required to be reported under Government Auditing Standards, nor did they note any matters involving the internal control over financial reporting and its operation that they consider to be material weaknesses. For all of the audits completed for the year ending June 30, 2018, the auditors found no instances of noncompliance that is required to be reported under Government Auditing Standards, nor did they note any matters involving the internal control over financial reporting and its operation that they consider to be material weaknesses.

3. 1.8 ADOPT amended Resolution 2019-05 for Fiscal Year 2019-20 budget.

- Goel

Pursuant to the Transportation Agency bylaws, the Board adopted the final FY2019-2020 budget and the accompanying Resolution 2019-05 on May 22, 2019. However, the adopted resolution did not list the language necessary to change the Agency's contribution to its cafeteria health plan. The amended Resolution 2019-05 incorporates the language that was omitted from the original Resolution.

3. 1.9 Khouri Contract Amendment 2

1. **APPROVE** contract amendment #2 with Khouri Consulting to extend the time of the contract by four months to October 31, 2019 for \$3,000 per month;
2. **APPROVE** the use of agency funds budgeted for legislative activities; and
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, subject to approval by Agency Counsel.

- Watson

TAMC hired Khouri Consulting for legislative analyst/advocate services in July 2017 for \$30,000 per year (\$2,500 per month) for two years after a request for proposals. TAMC amended the contract in June 2018 to increase the compensation to \$36,000 per year (\$3,000 per month) in recognition of sustained superior performance and hours worked. Mr. Khouri has requested a significant increase in pay, to \$5,000 per month, adjusted annually for cost of living. Staff recommends extending this contract for four months at the same rate as the current contract, \$3,000 per month, to support TAMC through the rest of the legislative session, and will bring the compensation discussion to the Executive Committee in August for direction.

BICYCLE, PEDESTRIAN, TRANSIT, and SOCIAL SERVICES - No items this month

PLANNING

3. 3.1 RECEIVE update on state legislative activities and **ADOPT** positions on legislation.

- Watson

This report includes a legislative update and a bill list with positions recommended by the Executive Committee for adoption by the Board.

3. 3.2 Regional Transportation Plan Environmental Impact Report Agreement:

1. **AUTHORIZE** the Executive Director to execute an agreement not to exceed \$60,000 with the Association of Monterey Bay Area Governments for the preparation of the 2045 Metropolitan Transportation Plan / Sustainable Communities Strategy / Regional Transportation Plan Environmental Impact Report;
2. **APPROVE** the use of \$60,000 in funds budgeted to this project; 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.

- Zeller

The Transportation Agency is seeking to enact a cost sharing agreement with the Association of Monterey Bay Area Governments and the other Regional Transportation Planning Agencies for Santa Cruz and San Benito counties for the mutual development of one environmental review covering each agency's 2045 Regional Transportation Plan, in addition to AMBAG's Metropolitan Transportation Plan / Sustainable Communities Strategy.

PROJECT DELIVERY and PROGRAMMING

- 3. 4.1 RECEIVE** the current list of the representatives appointed to serve on the Measure X Citizens Oversight Committee.

- Wright

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 6 months of the passage of Measure X; and members of the committee were appointed to serve by the Transportation Agency's Board of Directors on March 22, 2017.

3. 4.2 Fort Ord Regional Trail and Greenway Contract Amendment:

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a contract amendment with Alta Planning + Design, subject to approval by Agency Counsel, to increase the contract by a total amount of \$282,478 from \$1,084,008 to \$1,366,486 to provide additional environmental review and preliminary design services;
2. **APPROVE** the use of Measure X funds budgeted to the Fort Ord Regional Trail and Greenway Project;
3. **FIND** that this amendment is justified as a sole source due to the efficiencies that support award to the existing consultant as a logical follow-on to work already in progress under a competitively awarded contract; and
4. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract amendment, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved agreement term or amount.

- Deal

Additional consultant services beyond the approved contract are required in three areas, primarily due to the receipt of an Active Transportation Grant for the State Route 218 segment: 1) federal environmental review of the trail segment adjacent to SR 218, 2) added trail segment on Carlton Drive and Plumas Avenue linking to Del Rey Woods Elementary School, and 3) acceleration of the environmental certification deadline to 2020 imposed by the California Transportation Commission. Other activities added by this contract amendment include additional environmental surveys to cover optional alignments, as well as study of several new alignment options for the Marina north loop due to development uncertainty involving multiple parcels and various property owners.

3. 4.3 Every Child Grant Partner Agreement

1. **AUTHORIZE** the Executive Director to execute a fund transfer agreement with the Monterey County Health Department in an amount not to exceed \$1,167,173;
2. **AUTHORIZE** the use of the “Every Child: Community-Supported Safe Routes to School” project Active Transportation Program grant funding, and Measure X Safe Routes to School Program funds as approved in the FY19/20 budget; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the agreements if such changes do not increase the Agency's net cost, subject to approval by Agency Counsel.

- Green

In January 2019 TAMC was awarded an Active Transportation Program Cycle

4 grant for the “Every Child: Community-Supported Safe Routes to School” project. The project will implement traffic gardens and other safe routes to school programming in Salinas Valley, Monterey Bay Peninsula and North Monterey County communities. The Monterey County Health Department is a grant partner and will help to deliver the project. Work is expected to begin September 2019 and conclude in Summer 2022.

3. 4.4 Draft 2019 Public Participation Plan:

1. **RECEIVE** the Draft 2019 Public Participation Plan;
2. **RELEASE** the Draft 2019 Public Participation Plan for a 45-day public comment review period; and
3. **SCHEDULE** a public hearing for the Draft 2019 Public Participation Plan at the August Transportation Agency Board of Directors Meeting.

- Wright

The Association of Monterey Bay Area Government Area Governments (AMBAG) is required by federal regulations to prepare and maintain a public participation plan for the tri-county region. This comprehensive document guides regional planning agencies and local jurisdictions in the public participation process and how it will be structured for federally-funded transportation plans, programs and projects in the region. Staff for the Transportation Agency has assisted AMBAG in the preparation of this draft plan.

RAIL PROGRAM

3. 5.1 Salinas Rail Project Storm Drain Reimbursement Agreement Extension

1. **APPROVE** and **AUTHORIZE** Executive Director to extend the agreement with the City of Salinas to reimburse for storm drain relocation work associated with the Salinas Intermodal Transportation Center project by six months, to December 31, 2019, with no increase in budget;
2. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the agreement, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved term or amount, subject to approval by Agency Counsel.

- Watson

This agreement extension will accommodate the City's delays to date relocating storm drains in the Caltrans right-of-way (Market Street) associated with the TAMC project to improve the Salinas Intermodal Transportation Center as part of the Monterey County Rail Extension project.

3. 5.2 Geocon Contract Amendment #1

1. **APPROVE** contract amendment #1 with Geocon Consultants, Inc. to extend the time of the contract by six months to December 31, 2019 with no increase in budget; and
2. **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, subject to approval by Agency Counsel.

- Watson

TAMC hired Geocon Consultants, Inc. in September 2018 for \$20,632 after a request for proposals to perform soils and groundwater testing and prepare an Environmental Site Assessment (ESA) of the Salinas Rail Project Package 2 parcels, for the period ending June 30, 2019. The ESA was completed in April 2019 and found arsenic at one testing location. Staff recommends extending this contract for six months with no increase in compensation to enable Geocon to continue to support the property negotiations with additional soils testing to determine the extent of the arsenic contamination, if staff determines this additional testing to be necessary.

REGIONAL DEVELOPMENT IMPACT FEE - No items this month

COMMITTEE MINUTES and CORRESPONDENCE

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

- Rail Policy Committee - June 3, 2019
- Executive Committee - June 5, 2019
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - June 5, 2019
- [Technical Advisory Committee](#) - June 6, 2019
- [Excellent Transportation Oversight Committee](#) - no meeting

- Rodriguez

3. 7.2 RECEIVE correspondence to and from TAMC for the month of June 2019.

- Rodriguez

END OF CONSENT AGENDA

ANNOUNCEMENTS

Next Transportation Agency for Monterey County meeting will be on
Wednesday, August 28, 2019

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

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

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

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

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

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Rich Deal, Principal Engineer
Meeting Date: June 26, 2019
Subject: Pajaro to Prunedale (G12 Corridor) Study Approval

RECOMMENDED ACTION:

Pajaro to Prunedale - G12 Corridor Study Approval

1. **DETERMINE** that approval of the Pajaro to Prunedale Corridor Study is exempt from the California Environmental Quality Act (CEQA) pursuant to California Resources Code Section 21102, and CEQA Guidelines Section 15262 (feasibility plans);
2. **APPROVE** the Pajaro to Prunedale Corridor Study as completed; and
3. **AUTHORIZE** staff to support the County of Monterey on implementing the next stages of project development and grant funding for the Pajaro to Prunedale corridor.

SUMMARY:

The Transportation Agency in partnership with the County of Monterey and Caltrans conducted a study of the G12 Corridor, extending from Pajaro to Prunedale, to identify improvements that will provide safer access to all modes of travel. The Corridor Study evaluated current and future travel patterns between the US101/ San Miguel Canyon Road Interchange in Prunedale, to the Highway 1/ Salinas Road Interchange, to the end of Main Street in Pajaro. The study explored the feasibility of affordable mid-term and long-term operational and safety improvements in context with other planned regional improvements, while retaining the unique character of the Elkhorn Slough.

FINANCIAL IMPACT:

The Corridor Study was financed with a \$282,942 Caltrans Sustainable Transportation Planning grant (federal funds) and matched with \$36,658 County funds. The total study cost was \$319,600.

DISCUSSION:

The goal of the Pajaro to Prunedale Corridor Study is to facilitate critical multi-modal transportation improvements that will reduce congestion, improve safety and operations, support the regional economy, and protect the environment in North Monterey County. Once completed, this study will provide the data, analysis, and public deliberation necessary to make informed decisions on safety and operations projects that can be implemented over the next twenty years along San Miguel Canyon

Road-Hall Road-Salinas Road (the G12 Corridor) between the Salinas and Pajaro Valleys.

Dividing the corridor into six study project areas, the study evaluated and documented: traffic congestion; bike, pedestrian and vehicle collisions, injuries and fatalities; intersection operations; bicycle level of stress; and gaps in sidewalks or pedestrian crossings. Based on these conditions, various improvements are recommended to improve safety and traffic flow.

Transportation Agency staff will present the study analysis and recommendations. Attached is a summary of the key recommendations for engineering improvements in the corridor.

ATTACHMENTS:

- ▣ Map of Corridor and Project Areas
- ▣ G12 Corridor Improvement Concepts Summary










WEB ATTACHMENTS:

[G12: Pajaro to Prunedale Corridor Study](#)

Recommended Plan Overview

Legend

Project Area

-  Project Area 1
-  Project Area 2
-  Project Area 3
-  Project Area 4
-  Project Area 5
-  Project Area 6
-  New Roundabout
-  New Traffic Signal
-  Project Area

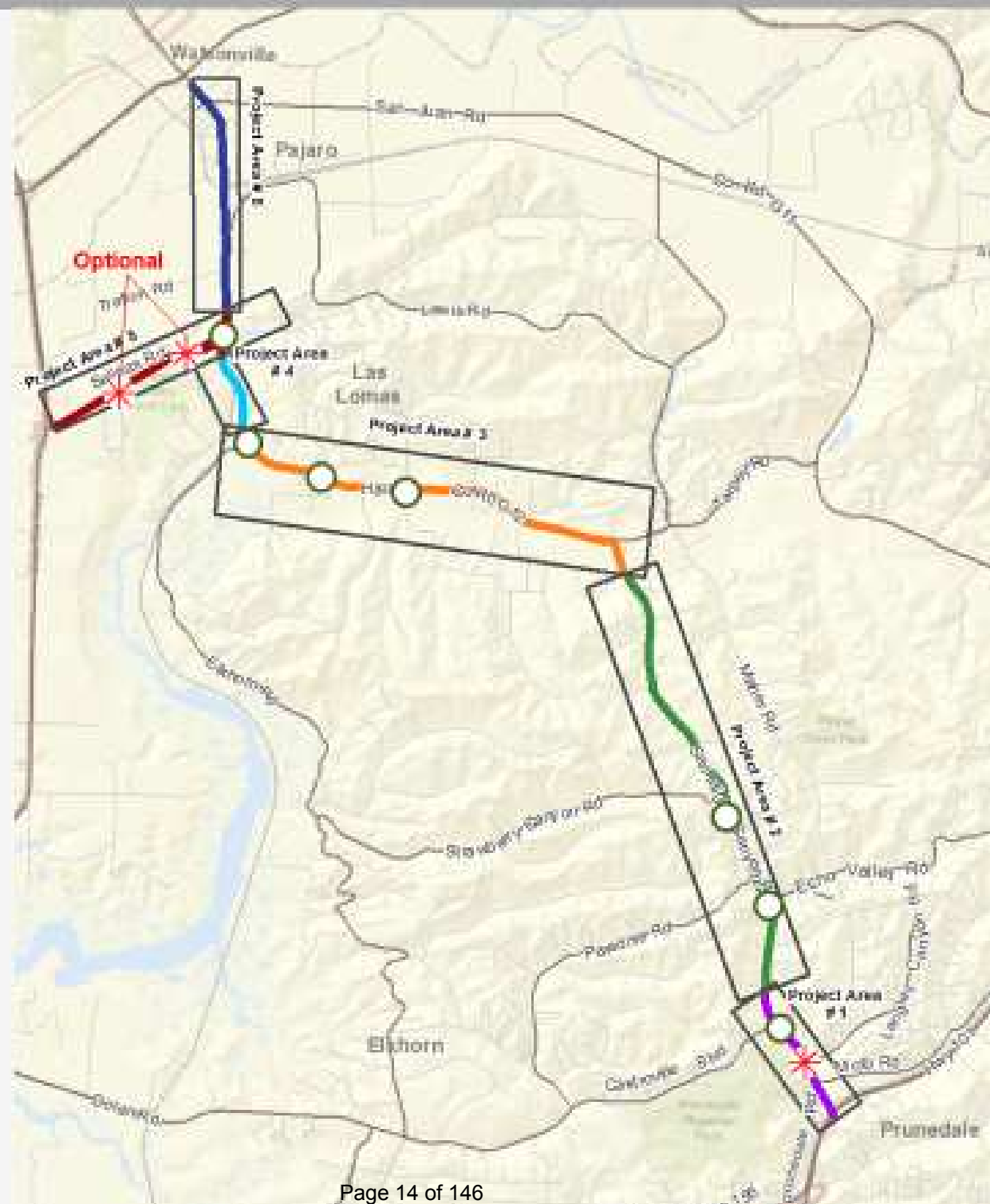




Table 8.2 G12 Corridor Improvement Concepts Summary

Project Area	Improvement Concepts
1. San Miguel Canyon Road, US 101 to Castroville Boulevard (Prunedale)	<ul style="list-style-type: none"> • Traffic Signal at Langley Canyon Road • Roundabout at Castroville Boulevard • 2 Lanes northbound between Moro Road and Castroville Boulevard • Sidewalk between Moro Road and Langley Canyon Road • Class I Bike Path connecting from Bike Lane to Prunedale North Road • Class II Bike Lane northbound between Prunedale North Road and Moro Road
2. San Miguel Canyon Road, north of Castroville Boulevard to Hall Road	<ul style="list-style-type: none"> • Echo Valley Road – Alternatives: <ul style="list-style-type: none"> ○ Roundabout (preferred) and Center Left Turn Lane south to Pond Derosa Lane, or ○ Center Left Turn Lane south to Pond Derosa Lane • Roundabout at Strawberry Road • Center Left Turn Lane between Echo Valley Road and Paradise Road, and between Mark Ryan Estates and Woodland Hill Lane • Guardrail north of Hambey Lane
3. Hall Road, San Miguel Canyon Road to Elkhorn Road (Las Lomas)	<ul style="list-style-type: none"> • Remove channelized right turn at San Miguel Canyon Road/Hall Road traffic signal • Sill Road – Alternatives: <ul style="list-style-type: none"> ○ Roundabout (preferred) or Traffic Signal • Realign Las Lomas Drive and Sill Road, construct Roundabout • Restrict left turns out at Willow Road • Center Left Turn Lane, Frontage Road, and Sidewalk west of Willow Road • Roundabout at Elkhorn Road
4. Elkhorn Road Bridge	<ul style="list-style-type: none"> • Widen bridge to install Bike Lanes on both sides, and sidewalk on south side
5. Elkhorn Road/Werner Road/Salinas Road	<ul style="list-style-type: none"> • G12/Werner Road/Salinas Road – Alternatives: <ul style="list-style-type: none"> ○ Consolidate intersections into one, construct roundabout, or ○ Install 3 traffic signals • Install Traffic Signal at Hillcrest Road • Install Traffic Signal at Fruitland Avenue (optional; if meets warrants)
6. Salinas Road/Porter Drive, north of Salinas Road/Elkhorn Road to Pajaro River Bridge (Pajaro)	<ul style="list-style-type: none"> • Road Diet with Buffered Bike Lanes along Salinas Road (current 4-lane section) south of Pajaro • Entry Median and overhead Welcome sign south of Railroad Tracks • Class II Bike Lanes (with Buffer where feasible) within Pajaro • Continuous 5' sidewalk within Pajaro • Flashing Beacons (RRFB) at mid-block crosswalk • Reconfigure diagonal on-street parking north of Bishop Street to be separated from roadway • Convert Salinas Road minor road approach at Porter Drive to be Right Turn Only out • Reconfigure southbound Porter Drive south of San Juan Road to be one lane (remove lane merge) • Reconfigure southbound approach lane geometry of Porter Drive/Main Street at San Juan Road to have one right turn pocket, one thru lane, and two left turn lanes (one continuous lane, one turn pocket) • Install overhead sign for southbound traffic



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Laurie Williamson, Senior Transportation Engineer
Meeting Date: June 26, 2019
Subject: US 101 Safety Improvements South of Salinas Request for Proposals

RECOMMENDED ACTION:

US 101 Safety Improvements South of Salinas Request for Proposals:

1. **APPROVE** the Request for Proposals Scope of Work for the US 101 Expressway to Freeway Conversion Concept Analysis, 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 \$440,000.

SUMMARY:

The US 101 Expressway to Freeway Conversion Concept Analysis work will involve the development and review of various safety improvement concepts for the corridor using a robust public outreach process, data gathering and traffic modeling. The project limits for purposes of the analysis are from Chualar to Salinas.

FINANCIAL IMPACT:

The initial anticipated budget was \$255,000; however, based on an independent cost estimate of the scope of work, the project budget is estimated at \$440,000. The project will be funded through Measure X funds and staff has confirmed the availability of the additional funds required.

DISCUSSION:

US 101 south of Salinas is a four-lane expressway with at-grade intersections providing side street access at various locations between Salinas and King City. Traffic volumes, speeds and fatal/injury crashes have increased tremendously over time. Caltrans prepared a Project Study Report (PSR) in 2003 to begin the process of upgrading the segment of US 101 between Airport Boulevard in Salinas and Main Street in Chualar. The concepts in the PSR proposed to close the US 101 median openings, convert US 101 from an expressway with multiple at grade intersections to a freeway with access control, construct a new interchange and frontage road system. The PSR also proposed to eliminate all

cross-traffic and left turns into and out of side streets with at-grade intersections to reduce fatal/injury crashes in this segment. The concepts developed in the PSR were not refined enough to move them directly into the environmental review phase of the project.

This solicitation will request proposals from qualified consulting firms to develop and model a range of viable concepts to reduce crashes on US 101. The work will include a robust public outreach process with a community advisory group that includes land owners, growers, shippers, businesses, residents, and interested parties. The grass-roots citizens group, "US 101 South of Salinas Traffic Safety Alliance," will be a key partner in the public outreach and concept development process. The result of the study will be a set of publicly-supported project concepts to be environmentally reviewed in the next project phase.

Other key aspects of the consultant's Scope of Work include (see attachment for details):

- Review existing conditions and traffic volumes
- Develop concepts and planning level cost estimates
- Model changes in traffic patterns for multiple viable concepts
- Create travel simulations to evaluate concepts
- Produce draft and final Concept Analysis document

The Agency will oversee the consultant work and development of the concept analysis in coordination with the City of Salinas, County of Monterey and Caltrans.

Based on review of the received proposals and interviews (if needed) with the most qualified candidates, Agency staff will meet with the most qualified consultant or consultant team and negotiate a final Scope of Work and a Fee schedule for the project. Upon completion of negotiations, the consultants or consultant teams will be recommended to the Transportation Agency Board for final selection and contract approval. The proposed schedule for the Request for Proposals is as follows:

June 27, 2019	Distribute RFP
July 25, 2019	Deadline - requests for clarification or exceptions
August 14, 2019	Proposals due
August 15 - 16, 2019	Review and rank proposals
August 27 - 29, 2019	Interviews (if necessary)
Sept. 3 - 28, 2019	Select top ranked consultant, negotiate contract
October 23, 2019	Present consultant contract to TAMC Board

ATTACHMENTS:

- US 101 Expressway to Freeway Conversion Concept Analysis Draft RFP SOW

ATTACHMENT A SCOPE OF WORK

US 101 Expressway to Freeway Conversion Concept Analysis in Monterey County (from the Main Street Overcrossing in Chualar to the Airport Boulevard Overcrossing in Salinas)

INTRODUCTION:

The Transportation Agency for Monterey County (TAMC), in partnership with Caltrans District 5, proposes to convert US 101 from an expressway to a freeway in Monterey County from the Main Street overcrossing in Chualar to the Airport Boulevard overcrossing in the City of Salinas. Both a Corridor Study and Project Study Report were previously performed to begin the process. This scope of work focusses on performing and recording extensive public outreach with an involved, motivated constituency to develop, evaluate, and rank various concepts to supplement the Project Study Report (PSR). The concepts are intended to accomplish the Purpose and Need and efficiently lead the project into the environmental determination phase. The Consultant selected will prepare a matrix of concepts identifying potential environmental impacts and regulatory requirements.

BACKGROUND:

US 101 is California's major north-south coastal route between Los Angeles and San Francisco, and is a vital asset to national, state and local economies. Its close proximity to two of the nation's largest cities makes it an essential route for national and international goods movement, commerce, trade, tourism, education, military transport, spaceport and national defense operations, and other important industrial activities.

US 101 in Caltrans District 5 accommodates interregional, regional and urban traffic. Common personal mobility purposes are related to business, government, recreation, tourism and daily living, including journey-to-work. The highway accommodates freight and goods movement related to agriculture, commerce and manufacturing. National defense-related transport, including the movement of troops, equipment and hazardous materials is also served by US 101.

US 101 between Salinas and King City consists of four lanes of either rural expressway or rural freeway with intermittent frontage roads. The existing Union Pacific railroad line runs alongside the west side of US 101. Along this stretch of US 101, there are numerous at grade intersections, public and private railroad crossings, some of which are uncontrolled, and a non-standard interchange (Abbott Street). Fresh packaged produce from agricultural operations in the area requires immediate movement to markets after picking and packaging. The agricultural operations contribute to traffic conflicts between high speed through traffic and slow-moving vehicles entering or exiting the adjacent agricultural fields and related services as well as conflicts with crossing the railroad tracks.

A Corridor Study (CS) coving US 101 from the King City northern urban boundary to the Salinas southern urban boundary was completed in July 2001. A Project Study Report (PSR) covering US 101 from the Chualar Main Street overcrossing to the Salinas Airport Boulevard overcrossing was completed in July 2003. A Transportation Concept Report was completed in December 2014.

PURPOSE AND NEED:

The purpose of the project is to improve safety, operations, interregional traffic flow and local circulation of goods movement on the US 101 corridor through an expressway to freeway conversion from the Main Street Overcrossing in Chualar to the Airport Boulevard Overcrossing in Salinas.

The PSR project study area and surrounding areas have experienced a substantial amount of development, which is expected to continue into the future. This continued growth along with continued growth in commute and interregional traffic has resulted in substantial congestion and safety issues. Without improvements, continued growth will result in an escalation of congestion and safety concerns including lack of controlled access, trucks crossing the highway and railroad, slow moving agricultural equipment and non-standard left exit and left entrance ramps at the Abbott Street Interchange.

The purpose of this RFP is to supplement the existing Project Study Report by developing, evaluating and recommending viable concepts to be evaluated in the environmental phase of the project.

TASKS:**Task 1: Project Management****1.1. Project Kick-off Meeting:**

- A. Organize and facilitate a kick-off meeting with the design team, Caltrans and TAMC. Consultant to coordinate the meeting, prepare the agenda, take meeting minutes and distribute final minutes, including action items.

1.2. Project Development Team Meetings:

- A. Organize and facilitate monthly project development team meetings with TAMC, Caltrans and other parties as appropriate. Consultant to coordinate meetings, prepare agendas, take meeting minutes, distribute final minutes and maintain a list of action items.

1.3. Project Management Meetings:

- A. Organize and facilitate weekly project meeting call-ins with TAMC. Consultant to coordinate meetings, prepare agendas, take meeting minutes and maintain a list of action items.

1.4. Project Schedule:

- A. Develop and maintain a project schedule (schedule of work). The schedule shall cover the life of the project and include milestones and deadlines.

Task 2: Public Outreach: Consultant shall create a comprehensive bilingual public outreach plan that includes, at a minimum, the following tasks:

2.1. Online Community Engagement:

- A. Create and maintain a project website with project information, announcements, and comment box for the public to submit feedback. The website will be a resource for communicating project information and receiving public comments. Consultant to work with TAMC on developing the website and content.
- B. Target outreach to solicit public input from citizens unable to attend community workshops or presentations with an interactive online project forum.

2.2. Community Advisory Group:

- A. Organize and facilitate a minimum of six (6) Community Advisory Group meetings to introduce the project to the advisory group, introduce the project website and solicit feedback on how the public accesses and uses the corridor and surrounding area. Feedback shall be used in developing and refining concept alternatives. Consultant shall provide outreach materials, meeting presentation materials and graphics, and meeting notes. Consultant to work with TAMC on developing meeting materials and graphics.

2.3. Community Workshops:

- A. Organize and facilitate a minimum of three (3) Community Workshops to introduce the project to the community, introduce the project website and solicit feedback from the public on concepts. Public comments may be used to help revise and finalize concept alternatives. Consultant shall provide outreach materials, workshop presentation materials and graphics, and workshop notes. Consultant to work with TAMC on developing workshop materials and graphics.

2.4. Board Presentations:

- A. Present refined concept alternatives to local boards and councils along the corridor (TAMC, City of Gonzales, City of Salinas, County of Monterey and various groups). Consultant shall also provide presentation materials and graphics.

Task 3: Base Mapping

3.1. Existing Mapping:

- A. Gather existing base mapping information for use in preparing base maps including, but not limited to:
 - 1. AMBAG imagery provided through TAMC,
 - 2. Public Utility Mapping from various utility providers provided through TAMC,
 - 3. Monterey County APN information provided through TAMC (GIS/dwg file),

3.2. GPS Surveys:

- A. Perform GPS surveying of existing well sites and visible infrastructure. Consultant shall contact various organizations and groups with well data prior to performing GPS surveys to obtain available data (RWQCB, Monterey County Health Department, Salinas Valley Basin Groundwater Sustainability Agency, Geotracker, etc.).

Task 4: Existing Corridor and Surrounding Area Data Collection

4.1. Existing Document Review:

- A. Review existing documents including, but not limited to the following:
 1. Corridor Study, July 2001,
 2. Project Study Report, July 2003,
 3. Transportation Concept Report, December 2014,
 4. Monterey County Traffic Impact Studies,
 5. Various General Plans, Specific Plans, Land Use Plans, etc.

4.2. Existing Conditions and Traffic Volumes:

- A. Conduct field survey and needs assessment to document existing conditions on US 101 and Old Stage Road and at all their cross-street intersections.
- B. Identify opportunities and constraints and photograph corridor areas.
- C. Review crash histories (CHP and Caltrans data) for US 101, Old Stage Road and UPRR crossings.
- D. Collect Origin and Destination, and travel time data at strategic locations in coordination with TAMC.
- E. Collect intersection turning movement counts at approximately twenty (20) locations identified by TAMC. Counts along US 101 shall be obtained through video collection.

Task 5: Modeling: From the AMBAG Regional Model, prepare a model to estimate traffic diversions generated by the top five viable concepts and suggest possible improvements to accommodate diverted traffic.

5.1. Base Model:

- A. Develop a base model for the no build scenario at current year volumes.

5.2. Travel Patterns:

- A. Analyze current local and regional travel patterns for up to five (5) concepts identified by TAMC along the following routes:
 1. US 101, from Airport Boulevard in Salinas to Alta Street in Gonzales,
 2. Old Stage Road, from Williams Road in Salinas to US 101 in Gonzales.

5.3. Diversion Traffic:

- A. Analyze impact of diversion traffic along the following routes:

1. Hartnell Road,
2. Spence Road,
3. Potter Road,
4. Esperanza Road,
5. Chualar Road,
6. Alisal Road,
7. Old Stage Road,
8. Williams Road.

Task 6: Concept Development and Refinement Analysis

6.1. Viable Concepts:

- A. Develop a range of reasonable and viable concepts through the Public Outreach process. For estimating purposes, assume ten (10) viable concepts.

6.2. Concept Evaluation:

- A. Develop criteria for ranking concepts including, but not limited to:
 1. Traffic safety
 2. Traffic operations
 3. Induced traffic diversion
 4. Freight movement
 5. ROW needs
 6. Business access
 7. Farming operations
 8. Storm water compliance
 9. Potential environmental issues
 10. Union Pacific Railroad constraints
 11. Estimates of probable costs
- B. Evaluate concepts and create a concept comparison matrix.
- C. Rank viable concepts and include explanations of rejected concepts. The top five viable concepts shall be addressed in the PSR Supplement.

6.3. Implementation Strategies:

- A. Recommend implementation strategies for the top five concepts including short-term, mid-term and long-term improvements.

Task 7: Project Study Report Supplement

7.1. Administrative Draft Supplement:

- A. Compile outcomes of previous tasks into a single Administrative Draft PSR Supplement document for staff review and comment. Include an Executive Summary, chapters on existing conditions, corridor travel analysis and concept refinement, and recommendations for short and mid-term transportation improvements.

7.2. Draft Public Supplement:

- A. Refine the Administrative Draft document per staff comments to prepare a Draft Public PSR Supplement. Provide online and printed versions of the document.

7.3. Final Supplement:

- A. Revise the Draft document to address comments from the public, Caltrans and TAMC. Provide electronic, online and printed versions of the final document.

Task 8: Fiscal Management

8.1. Invoicing:

- A. Submit complete invoice packages, including backup, to TAMC. All invoice packages shall contain the TAMC invoice cover sheet. Invoicing shall be set up on a monthly or quarterly basis.

ADDITIVE ALTERNATE TASKS

Task 9: Simulations

9.1. Corridor Travel Simulations

- A. Develop corridor traffic simulation evaluating alternative project concepts.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Debra L. Hale, Executive Director
Meeting Date: June 26, 2019
Subject: **Napolitano Legislation Regarding Aviation Fuel Sales Tax**

RECOMMENDED ACTION:

SUPPORT House Resolution (H.R.) 2939, the State and Local General Sales Tax Protection Act, federal legislation regarding Federal Aviation Administration fuel sales tax.

SUMMARY:

The Federal Aviation Administration (FAA) adopted a rule on aviation fuel sales taxes in 2014 that reinterpreted federal law on aviation fuel taxes. Previously, fuel excise taxes were used for airport expenses, but sales taxes were exempt from this diversion. Now, the FAA is also applying that rule to sales taxes, including local transportation sales taxes, which could divert funding Monterey County voters designated to implement Measure X projects and programs and set a precedent for other entities to take similar action. The Executive Committee discussed this issue and recommended Board support for H.R. 2939 on June 5, 2019, on a vote of 4-1.

FINANCIAL IMPACT:

Unknown, likely minimal impact to Measure X revenues.

DISCUSSION:

H.R. 2939 is intended to overturn a 2014 FAA rulemaking and "re-establish Congressional intent and 29 years of federal interpretation that the limitation on the use of sales taxes collected on aviation fuel for airport purposes is applied to excise taxes on aviation fuel only, and not to general sales taxes that states and localities impose on all goods."

This legislation was brought to the attention of TAMC staff by the Self Help Counties Coalition. The overriding concern is delivering on the promise to voters when they approved the Measure X project list. Any proposal that diminishes the amount of funding coming to TAMC through the 3/8 of a cent sales tax diminishes TAMC's ability to secure matching funds in order to deliver projects. It could also set a precedent for other entities to act in a similar way, further reducing the amount of funding available for the voter-approved intention.

The statewide impact of the FAA rule is estimated by the Board of Equalization (BOE) to be \$53 million per year. Although Monterey County only has a few small airports (including the Monterey Regional Airport), and the actual amount of funding at risk is likely to be minimal, the reason the Executive Committee voted to recommend the Board support this legislation is based on the principle of standing firm to protect Measure X revenues for the purpose intended by the voters.

Attachment 1 is a summary of the 2014 FAA rulemaking and the legislation introduced by Representative Grace F. Napolitano (CA-32) on May 23, 2019. **Attachment 2** is the draft bill (H.R. 2939) and **Attachment 3** is a redline showing how the bill will change current law. Online as **web attachments** are the Congress Member's news release and a letter of support from the Self-Help Counties Coalition.

ATTACHMENTS:

- ▣ FAA tax summary
- ▣ Draft Napolitano bill
- ▣ Redline of current law

WEB ATTACHMENTS:

- [May 23, 2019 News Release, "Napolitano introduces bill to protect California from FAA's recent threat"](#)
- [June 3, 2019 letter from the Self-Help Counties Coalition to Congresswoman Grace Napolitano, re: Support HR 2939](#)

Napolitano Legislation regarding FAA's 2014 rulemaking on state and local general sales taxes as they apply to aviation fuel

- This legislation protects 45 states and approximately 10,000 local governments that have general sales taxes from federal government intrusion in the use of their general sales tax revenues.

Summary

- Re-establish Congressional intent and 29 years of federal interpretation that the limitation on the use of sales taxes collected on aviation fuel for airport purposes is applied to excise taxes on aviation fuel only, and not to general sales taxes that states and localities impose on all goods.

Background

- In 1987 Congress passed the FAA authorization amendments that required airports to spend aviation fuel excise tax revenue on airport uses. The conference report for the 1987 amendments to the FAA statute (H.R. Conf. Rept. No. 484, 100th Cong., 1st Sess. 1987 accompanying P.L. 100-223) clearly stated that the requirement that local taxes on aviation fuel must be spent on airports “is intended to apply to local fuel taxes only, **and not to other taxes imposed by local governments, or to state taxes**”.

Problem

- On December 8, 2014 (79 FR 66282), FAA made a final rulemaking that contradicts the Congressional intent and 29 years of practice by saying that “*the agency interpreted the provisions of Sections 47107(b) and 47133 to apply to any state or local tax on aviation fuel, whether the tax was specifically targeted at aviation fuel or was a general sales tax on products that included aviation fuel without exemption.*”

Concerns

- This FAA rulemaking is contrary to states' rights and is an assault on state and local control of their general application sales tax measures.
- Many local governments have voter approved sales tax measures for specific purposes such as transportation funding. This rulemaking will overturn the decision of local voters in taxing themselves for specific purposes.
- Due to the fact that sales taxes on aviation fuel are not segregated from other taxable sources, the burden placed on states and local governments to implement the tracking system necessary is extensive and represents an unfunded mandate.

Solution

- The bill would overturn the FAA rulemaking of 2014 and re-establish 29 years of FAA interpretation by clarifying Congress' original intent that general sales taxes are not subject to 49 U.S.C. Sections 47107(b)(1) and 47133(a), and that “local tax on aviation fuel” means local excise taxes on aviation fuel.

.....
(Original Signature of Member)

115TH CONGRESS
1ST SESSION

H. R.

To amend title 49, United States Code, to clarify the use of certain taxes and revenues.

IN THE HOUSE OF REPRESENTATIVES

Mrs. NAPOLITANO introduced the following bill; which was referred to the Committee on _____

A BILL

To amend title 49, United States Code, to clarify the use of certain taxes and revenues.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. USE OF REVENUES.**

4 (a) WRITTEN ASSURANCES ON USE OF REVENUE.—

5 Section 47107(b) of title 49, United States Code, is
6 amended—

7 (1) in each of paragraphs (1) and (2) by strik-
8 ing “local taxes” and inserting “local excise taxes”;

1 (2) in paragraph (3) by striking “State tax”
2 and inserting “State excise tax”; and

3 (3) by adding at the end the following:

4 “(4) This subsection does not apply to State or local
5 general sales taxes nor to State or local generally applica-
6 ble sales taxes.”.

7 (b) RESTRICTION ON USE OF REVENUES.—Section
8 47133 of title 49, United States Code, is amended—

9 (1) in subsection (a) in the matter preceding
10 paragraph (1) by striking “Local taxes” and insert-
11 ing “Local excise taxes”;

12 (2) in subsection (b)(1) by striking “local
13 taxes” and inserting “local excise taxes”;

14 (3) in subsection (c) by striking “State tax”
15 and inserting “State excise tax”; and

16 (4) by adding at the end the following:

17 “(d) LIMITATION ON APPLICABILITY.—This section
18 does not apply to State or local general sales taxes nor
19 to State or local generally applicable sales taxes.”.

Proposed Napolitano Legislation Regarding FAA Aviation Fuel Sales Tax

Changes to current law that would be made by this amendment are in red.

49 U.S.C. § 47107

(b) Written assurances on use of revenue.--(1) The Secretary of Transportation may approve a project grant application under this subchapter for an airport development project only if the Secretary receives written assurances, satisfactory to the Secretary, that local excise taxes on aviation fuel (except taxes in effect on December 30, 1987) and the revenues generated by a public airport will be expended for the capital or operating costs of--

(A) the airport;

(B) the local airport system; or

(C) other local facilities owned or operated by the airport owner or operator and directly and substantially related to the air transportation of passengers or property.

(2) Paragraph (1) of this subsection does not apply if a provision enacted not later than September 2, 1982, in a law controlling financing by the airport owner or operator, or a covenant or assurance in a debt obligation issued not later than September 2, 1982, by the owner or operator, provides that the revenues, including local excise taxes on aviation fuel at public airports, from any of the facilities of the owner or operator, including the airport, be used to support not only the airport but also the general debt obligations or other facilities of the owner or operator.

(3) This subsection does not prevent the use of a State excise tax on aviation fuel to support a State aviation program or the use of airport revenue on or off the airport for a noise mitigation purpose.

(4) This subsection does not apply to State or local general sales taxes nor to State or local generally applicable sales taxes.

49 U.S.C. § 47133

(a) Prohibition.--Local **excise** taxes on aviation fuel (except taxes in effect on December 30, 1987) or the revenues generated by an airport that is the subject of Federal assistance may not be expended for any purpose other than the capital or operating costs of--

(1) the airport;

(2) the local airport system; or

(3) any other local facility that is owned or operated by the person or entity that owns or operates the airport that is directly and substantially related to the air transportation of passengers or property.

(b) Exceptions.--

(1) Prior laws and agreements.--Subsection (a) shall not apply if a provision enacted not later than September 2, 1982, in a law controlling financing by the airport owner or operator, or a covenant or assurance in a debt obligation issued not later than September 2, 1982, by the owner or operator, provides that the revenues, including local **excise** taxes on aviation fuel at public airports, from any of the facilities of the owner or operator, including the airport, be used to support not only the airport but also the general debt obligations or other facilities of the owner or operator.

(2) Sale of private airport to public sponsor.--In the case of a privately owned airport, subsection (a) shall not apply to the proceeds from the sale of the airport to a public sponsor if--

(A) the sale is approved by the Secretary;

(B) funding is provided under this subchapter for any portion of the public sponsor's acquisition of airport land; and

(C) an amount equal to the remaining unamortized portion of any airport improvement grant made to that airport for purposes other than land acquisition, amortized over a 20-year period, plus an amount equal to the Federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996, is repaid to the Secretary by the private owner.

(3) Treatment of repayments.--Repayments referred to in paragraph (2)(C) shall be treated as a recovery of prior year obligations.

(c) Rule of construction.--Nothing in this section may be construed to prevent the use of a State **excise** tax on aviation fuel to support a State aviation program or the use of airport revenue on or off the airport for a noise mitigation purpose.

(d) Limitation of Applicability. - This section does not apply to State or local general sales taxes nor to State or local generally applicable sales taxes.



BEFORE



AFTER

**Southbound US 101 in Buellton
Santa Barbara County**

Caltrans District 5



**District Director
Timothy Gubbins**

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

WINTER 2019

District Director's Report

A quarterly publication for our transportation partners

Fix-it-First

In 2018, Caltrans completed more than 50 projects and began work on another 500 statewide—all funded through Senate Bill 1, the Road Repair and Accountability Act of 2017, and the State Highway Operation and Protection Program.

In District 5, these projects included:

- US 101 – 5.2 miles of repairs, shoulder pavement and striping, Santa Barbara County, \$4.4 million
- US 101 – 4.5 miles of pavement, San Benito County, \$1.4 million
- US 101, revamp two bridges, Santa Barbara County, \$1.2 million
- Highway 41 – 9.32 miles of pavement preservation, San Luis Obispo County, \$4.8 million
- US 101 – 16.2 miles of pavement, San Luis Obispo County, \$9.1 million
- US 101 – 367 miles of striping, Santa Barbara and San Luis Obispo counties, \$4.9 million
- US 101 – 379 miles of striping, San Luis Obispo and Monterey counties, \$5.2 million
- US 101 – 281 miles of striping, Monterey and San Benito counties, \$4.4 million

SB 1 invests \$5.4 billion annually to fix the state's transportation system. More information: <http://rebuildingca.ca.gov/>



District 5 Kicks Off Active Transportation Plan

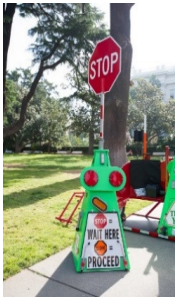
Caltrans is developing active transportation plans in all 12 Districts statewide. Its consultant, Toole Design Group, will create and implement a route prioritization—emphasizing social equity—to identify bicycle and pedestrian network gaps, performance metrics and improvements. District 5 will work with multiple stakeholders and the public to identify needs and develop active transportation solutions on, across, and parallel to, the state highway system. The District plan will establish a vision with local partners for a safe network supporting

healthy communities for all users, especially in disadvantaged areas. Main goals for the plan include safety improvements, developing long-term strategies for multimodal options, better connectivity and accessibility, exploring shared mobility systems for short trips, identifying needs unique to rural and main street corridors, coordinating with trail networks, and maintaining long-term active transportation facilities. The District will roll out the major planning effort in early spring 2019. For more information, contact Terri Persons, District 5 Active Transportation Coordinator at terri.person@dot.ca.gov

Asset Management Coming

District 5 is engaging local partners in asset management implementation. The District's strategies are based on the Caltrans 2018 California Transportation Asset Management Plan developed in partnership statewide. Nearly \$2.7 billion in SB 1 funding is expected to be available statewide through 2027 to address pavement, culverts and transportation management systems as well as office buildings, roadside rest facilities and weigh stations.

Asset management calls for investing in highway infrastructure based on total life-cycle costs from design to long-term upkeep. It also stresses the *fix-it-first* approach using preventive maintenance to improve or preserve existing assets and not expand highway capacity. More information: http://www.dot.ca.gov/assetmgmt/documents/TA_MP_Final_03_30_18.pdf



SLOW FOR THE CONE ZONE

CALTRANS

Innovating Safety

District 5 is now using automated flagging assistance devices for temporary traffic control with high visibility signal heads. Just one person is needed to operate the hand-held remote control while standing well beyond the roadway and moving traffic. These devices are used in the daytime for short-term lane or road closures for bridge maintenance, haul road crossing, and guardrail and pavement repairs. They do not replace the need for trained flaggers and should only be used in locations where just one lane of approaching traffic needs control, according to the Federal Highway Administration. This equipment furthers Caltrans' high safety goal toward zero worker and user fatalities in all travel modes. More information: <https://ops.fhwa.dot.gov/publications/fhwahop17042/fhwahop17042.pdf> & http://www.dot.ca.gov/perf/library/pdf/Caltrans_Strategic_Mgmt_Plan_033015.pdf

TOWARD ZERO DEATHS	
CALTRANS SAFETY & HEALTH OBJECTIVES	TARGETS
Zero worker fatalities	Zero work zone-related worker fatalities every year
Reduce user fatalities and injuries by adopting a Toward Zero Deaths practice	Maintain 0.5 or less fatalities per 100 million vehicle miles traveled on the state highway system every year
Promote health through active transportation and reduced pollution in communities	10 percent reduction in number of fatalities every year for each mode: vehicle, transit, pedestrian and bicycle



State Rail Plan Serves Central Coast

The Caltrans 2018 California State Rail Plan sets a long-term vision for prioritizing state investment in an efficient, effective passenger and freight rail system consistent with the California Transportation Plan 2040. The plan's regional goals support:

- Running two daily intercity trains connecting the San Francisco Bay Area to Salinas via San Jose plus new stations in Pajaro, Watsonville and Castroville.
- Adding local stops along the coastal route in Soledad and King City.
- Enhancing rail connections to Gilroy.
- Providing express bus service to:
 - San Jose, Salinas, San Luis Obispo and Santa Barbara.
 - Central Valley to Paso Robles.
 - Hollister, Monterey and Santa Cruz to the statewide rail network.

More information: http://www.dot.ca.gov/californiarail/docs/CSRP_Final_rev121818.pdf



Sea level rise, Highway 1 in San Luis Obispo County

D5 Climate Change Vulnerability Assessment

District 5 recently kicked off its first climate change vulnerability assessment. The study will identify specific locations for likely impacts of rising sea levels, increasing storm and wildfires, coastal erosion, changing precipitation patterns and higher temperatures. The report will feature a GIS database with online interactive mapping for public use. Caltrans will evaluate other modal vulnerabilities with local partners. Agency partners include: California Department of Water Resources, California Energy Commission, California Geological Survey, Federal Emergency Management Agency, UC-Berkeley, UC-Davis and the U.S. Army Corps of Engineers. Caltrans is producing assessments for each District. District 5's report is scheduled for completion in fall 2019. <http://www.dot.ca.gov/transplanning/ocp/vulnerability-assessment.html>



Landslide, Highway 154 in Santa Barbara County



Thomas Fire, Highway 192 in Santa Barbara County



Caltrans Funds Multimodal Plans

Downtown Multimodal Streetscape Plan

The City of Santa Maria recently completed its downtown multimodal plan. The \$265,590 grant project emphasizes beautification efforts, activities and partnerships to connect the downtown's retail and civic areas to Allan Hancock College, the transit center and surrounding residences. The comprehensive plan also identifies Complete Streets priorities for these locations with recommendations for future funding and implementation.

Alisal Corridor Complete Streets Plan

The City of Salinas is nearing completion on its corridor plan addressing pedestrian, transit, bicycle and vehicular needs along Alisal Street, a major local arterial. The \$262,782 grant project focuses on improving safety and access for all users with recommendations for parking, infill development opportunities, funding and implementation.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 26, 2019 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.	Highway 1 Replace 7 Culverts on Mon-1 (1F080)	In Monterey County at various locations from 2.5 miles north to 67.3 miles north of the Monterey/San Luis Obispo County line (PM 2.5-67.3)	Culvert rehabilitation	Spring – Fall 2019	\$3 million	SHOPP	Ken Dostalek (RS)	Serafix Engineering Contractors, San Ramon, CA	Construction began March 1.
2.	Highway 1 EFA Contract #05A1959 (1H780)	South of Gorda to Lucia (PM 8.23)	Remove slide at Mud Creek (PM 8.9) & Paul's Slide (PM 21.6)	Spring 2019— Winter 2019	Tentatively \$84 million	SHOPP	Zeke DeLlamas (RS)	John Madonna Construction San Luis Obispo, CA	Mud Creek - \$54 million & Paul's Slide - \$23 million.
3.	Highway 1 EFA Contract #05A2173 (1K560)	South of Gorda Mud Point (PM 8.5/9.5)	Repair/Enhance RSP Restore catchment areas	Spring 2019— Fall 2019	\$18 million	SHOPP	Berkeley Lindt (RS)	Crye Construction Morro Bay, CA	Work in progress
4.	Highway 1 Bridges Project (1H660)	From north of Gorda to Garrapata Creek Bridge (PM 11.7/63.0)	Bridge joint/seal and overlay	Summer 2018 – May 17, 2019	\$2.8 million	SB 1 Maintenance	Kelly McClain (TL)	American Civil Constructors West Coast Inc. Benicia, CA	Construction contract has been completed and accepted May 17, 2019.
5.	Highway 1 EFA Contract #05A2181 (1K610)	3 Locations (PM 18.2, 21,28.3)	Replace culvert and down drain, repair crib wall, clean out and repair rock nets	Spring 2019— Summer 2019	\$400,000	SHOPP	Berkeley Lindt (RS)	Chavez Construction San Luis Obispo, CA	Locations 2 and 3 Complete Location 1 pending Env Permit, anticipated completion Summer 2019.
6.	Highway 1 EFA #05A2162 (1K5404)	JP Burns/McWay Falls (PM 35.75/35.90)	JPB McWay Slipout Repair	Spring 2019— Summer 2019	\$600,000	SHOPP	Jake Bradbury (RS)	Robert J. Frank Construction, Inc. Redding, CA	Construction will be completed within four weeks.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 26, 2019 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
7.	Highway 1 Safety Upgrades: Hurricane Point to Rocky Creek Viaduct (1A000)	South of Bixby Creek Bridge to south of Rocky Creek Bridge (PM 58.3/59.8)	Shoulder widening, guardrail upgrades, potential retaining wall	March 18, 2019— Fall 2019	\$5.3 million	SHOPP	Ken Dostalek (PD)	Granite Construction Company of Watsonville, CA	Construction began March 18, 2019.
8.	Highway 1 EFA Contract #05A2172 (1K580)	Carmel Highlands (PM 69.6)	Replace Culverts and Repair Pavement	Summer 2019 Fall 2019	\$750,000	SHOPP	Berkeley Lindt (RS)	Granite Construction Company of Watsonville, CA	Phase 1 complete. Phase 2 start after Labor Day
9.	Highway 68 Pacific Grove Centerline Rumble Strip (1G450)	East of Piedmont Avenue to slightly west of the SR 1/68 Junction (PM 1.6/L4.1)	Centerline rumble strip & open grade asphalt concrete	Summer 2018 - Spring 2019	\$2.9 million	SHOPP	Carla Yu (TL)	Granite Construction of Watsonville, CA	Scheduled to be completed by late June 2019.
10.	Highway 68 Pacific Grove Shoulder Widening (1C250)	Pacific Grove to Scenic Drive (PM 1.6/L4.0)	Shoulder widening, rumble strips, guardrail	Summer 2019	\$3.6 million	SHOPP	Carla Yu (RJ)	Granite Construction Company Watsonville, CA	Contract approved on March 21. Construction is scheduled to begin July 8.
11.	Highway 68 Pavement Overlay (1H3804)	In Monterey from SR 1/68 separation to SPCA Road (PM 3.9/10.8)	Pavement Overlay with Bonded Wearing Course	Summer 2018 – Summer 2019	\$3.7 million	SB 1 Maintenance	Kelly McClain (TL)	Mercer Fraser Company Eureka, CA	Limited repair work needed. Work will be completed by mid-July.
12.	Highway 68 Salinas River Bridge Widening (0F700)	East of Reservation Road undercrossing to Spreckels Boulevard undercrossing (PM R17.4/R18.0)	Bridge widening	Spring 2016 - May 23, 2019	\$18 million	SHOPP	David Rasmussen (TL)	Viking Construction Company Rancho Cordova, CA	Project completed on May 23, 2019. Plant establishment to continue for one year after project completion.

California Department of Transportation

District 5, 50 Higuera Street, San Luis Obispo, California 93401

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Monterey – San Benito – San Luis Obispo – Santa Barbara – Santa Cruz



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 26, 2019 TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

13.	US 101 Paris Valley 2R Rehab (1F740)	Near King City south of Paris Valley Road overcrossing to Rancho undercrossing (PM R28.0/R30.6)	Pavement rehabilitation	Summer 2019 - Winter 2020	\$26.9 million	SHOPP	Aaron Henkel (AN)	Papich Construction Company	Construction scheduled to begin June 17, 2019.
14.	US 101 Salinas Rehabilitation (1C890)	East Market Street overcrossing to just south of Russell/Espinosa Road (PM 87.31/R91.5)	Roadway rehabilitation	Spring 2019 – Summer 2021	\$37 million	SHOPP	Aaron Henkel (TL)	Granite Rock Company, Watsonville, CA	Construction started, with primarily overnight work.
15.	US 101 King City Combined Projects (1F75U4)	Near King City from South of Wild Horse Road to Teague Avenue	Pavement Rehabilitation, Seismic Retrofit with widening and median barrier	Spring 2019— Summer 2023	\$77.7 million	SHOPP	Aaron Henkel (TLang)	OHL, USA, Irvine, CA	Project delayed a few weeks due to contractor scheduling.
16.	TMS Detection Repair (1H990)	Various locations throughout District 5 (SRs 1, 17, 68, 156, 101) (PM Various)	Replace failed TMS Detection	Summer 2020	\$451,000	SB1 SHOPP	Brandy Rider	PA&ED	Project is in preliminary Design and the Environmental Phase.

PROJECTS IN DEVELOPMENT

	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
17.	Highway 1 Replace Culvert Near Limekiln Creek (0Q500)	Near Lucia south of Limekiln Bridge (PM 20.4)	Replace culvert and repair erosion	Fall 2021	\$1.5 million	SHOPP	Ken Dostalek	PA&ED	Plans, Specifications, and Estimate (PS&E) completion date expected in December 2019.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 26, 2019 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
18.	Highway 1 Big Sur CAPM (1F680)	From Torre Canyon Bridge to Carpenter Street (PM 39.8/74.6)	Pavement rehabilitation	Spring 2020 - Fall 2021	\$24 million	SB 1 SHOPP	Carla Yu	PA&ED	Project is in Design.
19.	Highway 1 Castro Canyon Bridge Rail Upgrade (1H490)	At Castro Canyon Bridge (PM 43.1)	Replace bridge rail	Spring 2022	\$1.6 million	SHOPP	Ken Dostalek	PA&ED	Project to upgrade existing bridge rail. Widening or replacement will also be considered. Environmental studies began in July 1, 2018.
20.	Highway 1 Garrapata Creek Bridge Rail Replacement (1H800)	At Garrapata Creek Bridge (PM 62.97)	Bridge rail rehabilitation	Fall 2023	\$12 million	SHOPP	Carla Yu	PA&ED	Environmental studies are underway. Project is a “long lead” with a longer than normal environmental study period needed to develop a context sensitive solution for the bridge rail with historic structures.
21.	Highway 1 Garrapata Creek Bridge Rehab (1H460)	At Garrapata Creek Bridge (PM 63.0)	Electrochemical Chloride Extraction (ECE) of bridge structure	Spring 2023	\$18 million	SHOPP	Carla Yu	DESIGN	Project has entered Design Phase.
22.	Highway 68 Pacific Grove ADA Pathway (1H220)	From 17 Mile Drive to Congress Avenue (PM 0.5/0.8)	Provide accessible pathway	Winter 2022	\$0.75 million	SHOPP	Mike Lew	PS&E	PS&E began June 3, 2019.
23.	Highway 68 Pacific Grove CAPM (1H000)	From Forest Avenue to the SR 1/68 Junction (PM 1.1/L4.3)	Pavement preservation	Winter 2022	\$3.1 million	SHOPP	Carla Yu	DESIGN	Project has entered Design Phase.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 26, 2019 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
24.	US 101 Camp Roberts SRRA Infrastructure Upgrade (1H020)	Northbound and southbound at the Camp Roberts Rest Area (PM R2.9/R5.3)	Safety roadside rest area infrastructure upgrade	Winter 2020	\$5.5 million	SHOPP	Carla Yu	PS&E/RW	Project is in Design.
25.	US 101 San Antonio River Bridge-Seismic Retrofit (1F820)	Near King City at the San Antonio River Bridge (PM R6.7)	Seismic retrofit 2 bridges	Winter 2021	\$11 million	SHOPP	Carla Yu	DESIGN	Project is in Design.
26.	US 101 North Soledad OH Deck Replacement (0F970)	North Soledad Bridge (PM 62.1/63.2)	Bridge replacement	Summer 2021	\$6.6 million	SHOPP	Ken Dostalek	PS&E/RW	Design is 95% complete. Project requires multiple agreements with Union Pacific Railroad that may extend the Design phase. Expected to advertise for construction in March 2020.
27.	US 101 Monterey-San Benito Co Roadside Safety Improvements (1F900)	In Monterey and San Benito Counties North Gonzales to SCL Line (PM 73.0/96.8)	Roadside safety improvements	Fall 2020 - Spring 2021	\$2.8 million	SHOPP	Brandy Rider	PS&E/RW	PS&E to be contracted out for Design.
28.	US 101 Salinas CAPM (1F700)	North of Gonzales to East Market Street (PM 73.8/87.3)	Pavement preservation	Summer 2019	\$24.1 million	SHOPP	David Silberberger	PS&E/RW	Contract Award Recommendation signed on 5/1/19. Construction should begin in June 2019.
29.	US 101 Market Street Northbound On-ramp Improvements (1H050)	Near Salinas from East Market Street to South of Sherwood Drive (PM 87.4/87.8)	Roadway and Retaining Wall	Winter 2023	\$4.7 million	SHOPP	David Silberberger	PA&ED	Work on the environmental document began in September 2018. The environmental document is expected to be completed in September 2019.

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PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 26, 2019 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
30.	US 101 Prunedale Rehab (1H690)	Near Prunedale North of Boronda Road overcrossing to Monterey/San Benito County Line (PM R91.5/101.3)	Pavement rehabilitation	Winter 2022	\$49 million	SB 1 SHOPP	David Silberberger	PA&ED	The environmental document is now expected to be completed in September 2020.
31.	Highway 156 Castroville Overhead (0A090)	On SR 156 between the SR 183/156 separation and Castroville Boulevard (PM R1.1/R2.1)	Replace Bridge Railing	Spring 2020	\$4.5 million	SHOPP	David Silberberger	PS&E/RW	Design of the structure continued. Due to additional delays in the railroad process, the start date for construction has moved out one year to Summer of 2022.
32.	Highway 156 West Corridor (31600)	Between Castroville and Prunedale (PM R1.6/T5.2)	Construct new 4-lane divided freeway and new interchanges	Fall 2019 – Fall 2023	\$264 million	STIP Federal Demo	David Silberberger	PA&ED	The overall project cost is \$389 million. The project is divided into 3 segments. The project team will be focusing on delivering Segment 1 (Castroville Boulevard Interchange) through construction. It is likely that the overall project cost has gone up. A new estimate will be developed over the next several months.
33.	Highway 218 Seaside ADA (1H230)	From Del Monte Road to Fremont Boulevard (PM R0.2/L0.9)	ADA compliant pedestrian access	Spring 2022	\$1 million	SHOPP	Mike Lew	PA&ED	PA&ED began June 23, 2018.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE JUNE 26, 2019 TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

ACRONYMS USED IN THIS REPORT:

ADA	Americans With Disabilities Act
EIR	Environmental Impact Report
PA&ED	Project Approval and Environmental Document
PS&E	Plans, Specifications, and Estimates
SB	Senate Bill, the Road Repair and Accountability Act of 2017
SCL	Santa Clara County Line
SHOPP	Statewide Highway Operation and Protection Program
SR	State Route
TMS	Traffic Management System
R/W	Right of Way

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board
Meeting Date: June 26, 2019
Subject: **TAMC Draft Minutes of May 22, 2019**

RECOMMENDED ACTION:

APPROVE minutes of the Transportation Agency for Monterey County (TAMC) the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for May 22, 2019.

ATTACHMENTS:

- TAMC Draft Minutes of May 22, 2019

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS
MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE
JOINT POWERS AGENCY
DRAFT MINUTES OF MAY 22, 2019 TAMC BOARD MEETING
HELD AT THE
Agricultural Center Conference Room
1428 ABBOTT STREET, SALINAS

TAMC BOARD MEMBERS	JUN 18	AUG 18	SEP 18	OCT 18	DEC 18	JAN 19	FEB 19	MAR 19	APR 19	MAY 19
L. Alejo, Supr. Dist. 1, 1st Vice Chair (L. Gonzales; J. Gomez)	P(A)	P	P(A)	P(A)	P	P	P	P	P(A)	P(A)
J. Phillips, Supr. Dist. 2, Past Chair (J. Stratton)	P	P	P	P	P	P	P	P	P(A)	P(A)
C. Lopez, Supr. Dist. 3 (P. Barba)	P	P	P	P	P	P*	P	P	P	P
J. Parker, Supr. Dist. 4 (W. Askew)	P	P(A)	P	P	P(A)	P	P	P	P(A)	P
M. Adams, Supr. Dist 5 (Y. Anderson)	P	P	P	P	P	P	P	P(A)	P(A)	P
D. Potter, Carmel-by-the-Sea (J. Barrpn)	E	E	P	P	P	P*	P	P	P	P
A. Kerr, Del Rey Oaks (P. LIntell)	P	P	P	P	P	-	P	P	P	P
M. Orozco, Gonzales (L. Worthy)	P	P	P	P	P	P	P	P	P(A)	P
A. Untalon, Greenfield (A. Tipton)	P	-	P	-	P	P*	P	P	P(A)	P
M. LeBarre, King City (C. DeLeon)	P	P	P	E	P	P	P	P	P	E
B. Delgado, Marina (F. O'Connell)	P	-	P	P	P	P	P	P(A)	P	P
E. Smith, Monterey, 2nd Vice Chair (A. Renny)	P(A)	P	-	P	P	P	-	E	P	E
R. Huit, Pacific Grove, Chair (N. Smith , D. Gho)	P	P	P	P	P	P	P	P	P	P
S. Davis, Salinas (C. Cromeenes)	P	P	P	P	P	P*	P	P	P	P(A)
Gregory Hawthorne, Sand City (J. Blackwelder)	E	E	-	P(A)	-	-	-	P	P	P
I. Oglesby, Seaside (D. Pacheco)	P	P	P	P	P	P*	P	P	P	P
A. Chavez, Soledad (F. Ledesma)	P	-	-	P	P	P	P	P	P	P
M. Twomey, AMBAG (H. Adamson; B. Patel , S. Vienna)	P(A)	P	P	P(A)	P(A)	P(A)	P(A)	P	P(A)	P(A)
T. Gubbins, Caltrans, Dist. 5 (A. Loe , O. Monroy Ochoa , J. Olejnik.)	P(A)	P	P(A)	P(A)	P(A)	P(A)	P(A)	P(A)	P(A)	P(A)
R. Stedman, Monterey Bay Air Resources District (A. Romero , D. Frisbey)	P(A)	P(A)	P	-	P	-	P(A)	P	P	P(A)
B. Sabo, Monterey Peninsula Airport District	-	P	-	P	-	P	-	P	P	P
C. Sedoryk, Monterey-Salinas Transit (H. Harvath; L. Rheinheimer)	P	P	P	-	P	P(A)	P	P	P	-
T. Coffman-Gomez, Watsonville (L. Hurst)	P	E	P	-	P	P*	-	P	-	P
E. Ochoa, CSUMB (A. Lewis , L. Samuels)	-	P(A)	P(A)	P	-	-	-	-	-	-

TAMC STAFF	JUN 18	AUG 18	SEP 18	OCT 18	DEC 18	JAN 19	FEB 19	MAR 19	APR 19	MAY 19
S. Castillo, Transportation Planner	-	P	P	P	P	P	P	P	E	P
D. Delfino, Finance Officer/Analyst	P	P	P	P	P	P	P	P	P	P
R. Deal, Principal Engineer	P	P	P	P	P	P	P	P	P	P
R. Goel, Dir. Finance & Administration	P	E	E	E	P	P	P	E	P	P
A. Green, Assoc. Transportation Planner	P	P	P	P	P	P	P	P	P	E
D. Hale, Executive Director	P	P	P	P	P	P	P	P	P	P
M. Montiel, Administrative Assistant	P	P	P	P	P	P	P	P	P	P
T. Muck, Deputy Executive Director	P	P	P	P	P	P	E	P	P	P
K. Reimann, Legal Counsel	P	P	P	P	P	P	P	P	P	P
E. Rodriguez, Senior Admin. Assistant	P	E	P	P	P	P	P	P	E	P
L. Terry, Accountant Assistant	E	E	E	P	P	E	P	E	E	E
C. Watson, Principal Trans. Planner	P	P	P	P	P	P	P	P	P	P
L. Williamson, Senior Trans. Engineer	-	-	P	P	P	P	P	P	P	P
T. Wright, Community Outreach	P	E	P	P	P	P	P	P	P	P
M. Zeller, Principal Trans. Planner	P	P	P	P	P	P	P	P	P	P

OTHERS PRESENT

Mario Romo	Access Monterey Peninsula	David Cardoza	Access Monterey Peninsula
Justin Riedmiller	Access Monterey Peninsula	Eric Peterson	Salinas resident
John Olejnik	Caltrans District 5	Kevin Dayton	XTOC Oversight Committee
Gary Cursio	Monterey County Hospitality Association	Paula Getzelman	Chair XTOC Oversight Committee

1. **CALL TO ORDER**
 Chair Huitt called the meeting to order at 9:00 a.m. Clerk of the Board Rodriguez confirmed a quorum was established. Board member Bruce Delgado led the pledge of allegiance.

2. **PUBLIC COMMENTS**
 None this month.

3. CONSENT AGENDA

M/S/C Delgado/Potter/unanimous

The Board approved the consent agenda with the exclusion of item 3.1.5: Board alternate Stratton pulled this item for comment.

ADMINISTRATION and BUDGET

3.1.1 Approved minutes of the Transportation Agency for Monterey County, the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for Monterey County meeting of April 24, 2019.

3.1.2 Accepted the list of checks written for April 2019 and credit card statements for the month of March 2019.

3.1.3 Received report on conferences or trainings attended by agency staff.

3.1.4 Regarding Digital Recording and Broadcasting of Board Meetings:

1. Authorized the Executive Director to execute a contract with Access Monterey Peninsula to provide digital recording, production, broadcasting and live stream services of the Transportation Agency Board meetings for a three-year period effective July 1, 2019 and ending on June 30, 2022;
2. Authorized the Executive Director to make administrative changes to the contract if such changes do not increase the Agency’s net cost, subject to approval by Agency counsel;
3. Authorized the use of \$50,400 from administration funds budgeted to this purpose; and
4. Approved sole source funding.

3.1.5
M/S/C Potter/Stratton/unanimous

Policy for Reviewing Unsolicited Proposals.

Board alternate Stratton requested the proposed Policy for Reviewing Unsolicited Proposals be referred to the Executive Committee for further discussion.

BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES

3.2.1 Released the Measure X Senior & Disabled Transportation draft needs assessment and program guidelines for public review.

PLANNING

3.3.1 No items this month.

PROJECT DELIVERY and PROGRAMMING

- 3.4.1** Regarding Regional Surface Transportation Program Fair Share Allocation:
1. Approved the request by the City of Carmel to program \$42,875.86 in Regional Surface Transportation Program fair share funds to the Ocean Avenue Repaving project; and
 2. Approved amending Exhibit A of the local funding agreement to include this project and funding.
- 3.4.2** Authorized the use of \$228,000 from State Freeway Service Patrol and Service Authority for Freeways and Expressways funding to continue temporary services.
- 3.4.3** Regarding Monterey County Call Box Program: Verizon Wireless Contract Amendment No. 2:
1. Approved contract Amendment No. 2 with Verizon Wireless extending the term of the agreement to December 31, 2019;
 2. Authorized the Executive Director to execute documentation necessary to enter into the updated Participating Addendum with NASPO Value Point (formerly Western States Contracting Alliance) and the State of California with respect to Verizon Wireless Communication and Equipment services; and
 3. Authorized the Executive Director to execute the contract and changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency Counsel.

RAIL PROGRAM

- 3.5.1** No items this month.

REGIONAL DEVELOPMENT IMPACT FEE

- 3.6.1** No items this month.

COMMITTEE MINUTES

- 3.7.1** Accepted draft minutes from Transportation Agency committees:
- Executive Committee – May 1, 2019
 - Bicycle and Pedestrian Committee – May 1, 2019
 - Technical Advisory Committee – May 2, 2019
 - Rail Policy Committee – May 6, 2019
 - Excellent Transportation Oversight Committee (xTOC) – No meeting
- 3.7.2** Received Transportation Agency for Monterey County correspondence for May 2019.

4. **NATIONAL PUBLIC WORKS WEEK RECOGNITION**

The Board adopted a proclamation in recognition of National Public Works Week, May 19 through 25, 2019.

Executive Director Debbie Hale presented the Transportation Agency for Monterey County's proclamation of the week of May 19 to 25th, 2019 as National Public Works Week joins others from around California and the United State to pay tribute to our public works professional engineers, managers and employees and recognize the substantial contributions they make to our community's health, safety, welfare and quality of life. She noted that people call public works when they recognize things aren't working well, like potholes, accidents and heavy traffic.

Chair Huitt congratulated all public work employees for their widespread activities, construction and maintenance.

5. **MEASURE X FIRST YEAR AUDIT RESULTS**

The Board received an update on the results of the Measure X annual audit and compliance reporting for 2017/18.

Theresa Wright, Community Outreach Coordinator, reported the results of the first Measure X Annual Audit and Compliance Report. She noted that the typical with first time efforts, there has been a learning curve for all entities involved. The first full year of Measure X reporting, for fiscal year 2017/18, was due on December 31, 2018. As of May 7, 2019, nine of the thirteen recipient jurisdictions have fully complied, and the four remaining jurisdictions are in the process of completing the independent audit requirements. In addition to the local jurisdictions, TAMC was also audited for compliance with the Measure X requirements. The Transportation Agency for Monterey County financial audit found no instances of noncompliance that are required to be reported under Government Auditing Standards, nor did they note any matters involving the internal control over financial reporting and its operation that they consider to be material weaknesses.

The Measure X Annual Audit and Compliance Report was written by the Measure X Citizens Oversight Committee as one of their duties to review the independent audits of the jurisdictions and prepare and present an annual report regarding the administration of the Measure X program.

Paula Getzelman, Chair for Measure X Citizens Oversight Committee, reported that their mission is to see that the Measure X funds are spent in accordance to the ordinance. She noted that many jurisdictions did not meet the compliance timeline, noting this is the first year, but that in the future the oversight committee will work closely with the jurisdictions to ensure they will be on time and fully compliant to the Measure X reporting requirements.

Following the Measure X Citizens Oversight Committee Chair's presentation, TAMC staff provided an evaluation of this year's process and presented a set of recommended changes to help clarify the requirements to help avoid reporting delinquencies in the future.

Chair Huitt reported that the creation of the Measure X Citizens Oversight Committee was one of the key elements of success of the ballot measure. He expressed his appreciation that the committee feels that agencies are spending the money wisely.

Public Comment:

Kevin Dayton commented that he had received some criticism about supporting Measure X, but he believes that TAMC and Measure X program is spending money wisely. The Measure X oversight committee is very engaged - 20+ board member. Please thank them for their work.

6. THREE-YEAR BUDGET AND FY 19/20 OVERALL WORK PROGRAM

M/S/C Lopez/Kerr/unanimous

The Board approved Resolution 2019-05 adopting the fiscal year 2019/20 budget and overall work program, and estimated budgets for fiscal years 2021/22.

Todd Muck, Deputy Executive Director, reported that the final fiscal year 2019/20 overall work program adds an Active Transportation Program grant to expand Safe Route to School outreach efforts received after the draft overall work program was presented to the Board in February and otherwise contains only minor changes made in response to comments by Caltrans.

Rita Goel, Director of Finance & Administration, highlighted the changes of the final budget for the three-year period from July 1, 2019 to June 30, 2022. She noted that the Agency expects to have enough revenues and reserves to cover operations and the planned activities in the proposed overall work program.

7. **REPORTS FROM TRANSPORTATION PROVIDERS**

Caltrans – John Olejnik announced that the work on the Highway 68 Salinas River Bridge Widening Project is officially completed effective Thursday, May 23, 2019! This project that began in the Spring of 2016 peaked the public’s curiosity and generated multiple inquires over the past three years. Mr. Olejnik also announced that they are installing Truck/Commercial “No U-Turn” signs at all minor roads at-grade intersections on southbound and northbound Highway 101 south of Salinas between Gould Road and Chualar.

Monterey Regional Airport District – Bill Sabo reported their master plan is moving forward, noting the plan includes a future new terminal building. He reported the District’s support for the Eastside Parkway project in the former Fort Ord, with the hope the new road will make it easier for passengers to get to the Airport.

Monterey-Salinas Transit District – No report.

Monterey Bay Air Resources District – Dave Frisbey announced that their public agency grant program is open for adaptive signal control, roundabouts and \$10,000 per purchase of electric vehicles. He also announced the Monterey Bay Community Power’s and the Monterey Bay Air Resources District are teaming up to provide major incentives for electric vehicle purchases and leases this year through their Monterey Bay Electric Vehicle Incentives Program. He noted that the following local tri-county dealers will offer deep discounts off MSRP together with incentives from MBCP at the time of the purchase or lease of a new electric vehicle: Seaside Nissan Cardinale, Santa Cruz Volkswagen and Hollister Greenwood Chevrolet. He also noted that now is a really good time to buy electric vehicles.

California State University Monterey Bay – No report

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

Board member Potter reported that on May 24, 2019, he and Christina Watson attended the Rail Summit in Oakland, California.

9. EXECUTIVE DIRECTOR'S REPORT

Executive Director Hale announced the kick-off of Highway 68 Scenic Corridor project with the project development team including Caltrans, California Highway Patrol, County of Monterey, TAMC and the director of Laguna Seca and the Airport District. She is pleased to have the project moving forward, noting this includes a series of nine intersection improvements, next level of control evaluations and public outreach activities in the future.

10. ANNOUNCEMENTS AND/OR COMMENTS

Trina Coffman-Gomez of Watsonville thanked Director Hale for presenting to their City Council on what's happening in North Monterey County, noting continuing with that dialogue is appreciated.

11. ADJOURNMENT

Chair Huitt adjourned the meeting at 10:17a.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Dave Delfino, Finance Officer / Analyst
Meeting Date: June 26, 2019
Subject: TAMC payments for the month of May 2019

RECOMMENDED ACTION:

ACCEPT the list of checks written for the month of May 2019 and credit card statements for the month of April 2019.

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 \$6,267,651.23 which, included checks written for May 2019 and payments of the April 2019 Platinum Plus for Business Credit Card statement.

DISCUSSION:

During the month of May 2019 normal operating checks were written, as well as a check for \$5,065,157.00 to the Transportation Agency's Regional Surface Transportation Program (RSTP) County account 694, of RSTP Funds electronically transferred by the State of California to the Transportation Agency's checking account, a check for \$7,813.47 to HDR Engineering Inc. for engineering services for Salinas Rail Extension Kick-Start Project, a check for \$336,770.83 to Meyers, Nave, Riback, Silver & Wilson for legal right of way work for the Salinas Rail Extension Kick-Start Project, a check for \$338.44 to Overland, Pacific & Cutler, Inc. for appraisal service for California American Water pipeline easement, a check for \$12,700.70 to MNS Engineers, Inc. for construction management services for the Salinas Rail Extension Kick-Strat Project, two checks totaling \$68,407.47 to Alta Planning + Design Inc. for environmental work for the FORTAG Project, a check for \$53,867.34 to Ecology Action and a check for \$7,721.59 to the Monterey County Health Department for services for the safe routes to school program for Marina/Seaside, a check for \$5,616.92 to Briteline LLC for tape for safe routes to school popup simulation, check for \$12,774.06

to Geocon Consultants, Inc for hazardous materials testing and oversight of the Salinas Rail Property, a check for \$1,396.85 to Associated Right of Way Services for right of way services for the Salinas Rail Extension Kick-Start Project, a check for \$331,000.00 to Norm E. Matteoni for the purchase of real property for the Salinas Rail Extension Kick-Start Project, a check for \$7,596.12 to Kimley-Horn & Associates, Inc. for services for a traffic study of Canyon Del Rey (SR 218) Corridor, a check for \$2,327.00 to Omni-Means, LTD for services for the traffic study of the Pajaro to Prunedale G 12 Corridor and two checks totaling \$20,260.18 to AECOM Technical Services Inc. for services for the Monterey County Regional Conservation Investment Strategy.

ATTACHMENTS:

- ▣ Checks May 2019
- ▣ Credit Cards April 2019

Transportation Agency for Monterey County (TAMC)
 Union Bank Operating Account
 May 2019

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
05/02/2019 EFT	Todd Muck	1,051.76		Reimbursement of Travel and Training for APA Conference
05/02/2019 EFT	David Delfino	1,698.00		Reimbursement of 125 Plan
05/02/2019 EFT	Christina Watson	471.08		Reimbursement of 125 Plan and Rail Summit
05/02/2019 EFT	Elouise Rodriguez	124.09		Reimbursement of Meeting Supplies
05/02/2019 EFT	Theresa Wright	1,493.26		Reimbursement of Travel for the CAPIO Meeting
05/03/2019 18753	ACT	575.00		Membership for Association of Commuter Transportation
05/03/2019 18754	AECOM Technical Services, Inc.	10,813.71		Services for the Monterey County Regional Conservation Investment Strategy
05/03/2019 18755	Alta Planning + Design Inc	32,551.32		Services for Environmental Work for the FORTAG Project
05/03/2019 18756	Briteline LLC	5,616.92		Tape for Safe Routes to School Popup Simulation
05/03/2019 18757	Chicago Title Company	900.00		Fort Ord Property Title Search
05/03/2019 18758	Enterprise Rent-a-Car	64.80		Auto Rental
05/03/2019 18759	Shell	35.08		Auto Expense - Gasoline
05/03/2019 18760	VSP	152.16		Employee Benefits
05/03/2019 18761	United Way of Monterey County	70.00		Employee Deduction - Charitable
05/03/2019 EFT	CalPers Health Benefits	10,262.16		Employee Benefit
05/03/2019 EFT	Payroll	40,573.66		Payroll
05/03/2019 EFT	United States Treasury	9,904.16		Payroll Taxes & Withholding
05/03/2019 EFT	EDD	3,843.63		Payroll Taxes & Withholding
05/03/2019 EFT	EDD	12.49		Payroll Taxes & Withholding
05/03/2019 EFT	Pers Retirement	8,445.91		Employee Benefits
05/03/2019 EFT	Pers Retirement PEPR	740.67		Employee Benefits
05/03/2019 EFT	CalPERS	7,256.34		Employee Benefits
05/07/2019 EFT	State of California		5,065,157.00	RSTP Exchange Funds 18/19
05/07/2019 18774	Void	0.00		Void
05/07/2019 18775	Monterey County Treasurer	5,065,157.00		Funds Transfer to TAMC RSTP Monterey County Account Fund 694
05/09/2019 DEP	State of California		15,339.60	Interest on Condemnation Funds
05/09/2019 DEP	State of California		35,038.82	SAFE - Revenue March 2019
05/09/2019 DEP	City of Salinas		53,158.00	Local Agency Contribution 18/19
05/09/2019 DEP	Haedrich, P & S Real State, Newton Bros., Marina Concrete and Lithia		6,710.40	Railroad Right of Way Rent
05/09/2019 DEP	City of Monterey		9,483.00	Local Agency Contribution 19/20
05/10/2019 18762	AECOM Technical Services, Inc.	9,446.47		Services for the Monterey County Regional Conservation Investment Strategy
05/10/2019 18763	Alvarez Technology Group, Inc.	1,687.50		Computer Support
05/10/2019 18764	Calcog	2,897.28		Staff Development & Travel
05/10/2019 18765	Case Systems Inc.	6,830.43		SAFE Call Box - Maintenance
05/10/2019 18766	Dave Potter	235.30		Board Member Travel
05/10/2019 18767	Delta Dental	741.64		Employee Benefits
05/10/2019 18768	FedEx (Printing)	413.45		Agenda Printing
05/10/2019 18769	Geocon Consultants, Inc.	12,774.06		Hazardous Materials Testing and Oversight of the Salinas Rail Property
05/10/2019 18770	Mike LeBarre	394.50		Board Member Travel
05/10/2019 18771	Norman E. Matteoni	331,000.00		Right of Way Purchase for Salinas Rail Extension Kick-Start Project
05/10/2019 18772	Omni-Means, LTD.	2,327.00		Services for the Traffic Study of the Pajero to Prunedale G12 Corridor
05/10/2019 18773	Peninsula Messenger LLC	500.00		Courier Service
05/10/2019 EFT	TAMC County Acct. 691		350,000.00	Funds Transfer From TAMC County Acct. 691
05/17/2019 18776	United Way of Monterey County	70.00		Employee Deduction - Charitable
05/17/2019 18777	AAMCOM LLC	149.60		SAFE Call Box - Maintenance
05/17/2019 18778	Associated Right of Way Services Inc.	1,396.85		Right of Way Services for Salinas Rail Extension Kick-Start Project
05/17/2019 18779	AT & T (Carol Stream, Il.)	379.77		Telecommunications, Call Box and Rideshare - Phone Service
05/17/2019 18780	Business Card	7,492.75		Office and Business Supplies, Staff Travel & Professional Training
05/17/2019 18781	California Highway Patrol	224.78		Freeway Service SAFE Call Box Program
05/17/2019 18782	Void	0.00		Void
05/17/2019 18783	Case Systems Inc.	6,791.84		SAFE Call Box - Maintenance
05/17/2019 18784	Comcast	143.41		Telecommunication
05/17/2019 18785	Department of Consumer Affairs	115.00		Professional License
05/17/2019 18786	Ecology Action	53,867.34		Services for Safe Routes to School - Seaside/Marina
05/17/2019 18787	HDR Engineering Inc.	7,813.47		Engineering Services Salinas Rail Extension Kick-Start Project
05/17/2019 18788	Khouri Consulting LLC	3,000.00		Legislative Consultant

Transportation Agency for Monterey County (TAMC)
 Union Bank Operating Account
 May 2019

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
05/17/2019 18789	MNS Engineers, INC.	12,700.70		Construction Management Services for Salinas Rail Extension Kick-Start Project
05/17/2019 18790	Monterey County Health Dept. (V)	7,721.59		Services for Safe Routes to School
05/17/2019 18791	Monterey County Tax Collector	8,291.67		Real Property Taxes
05/17/2019 18792	Monterey County Weekly	112.50		RFP for Arsenic Cleanup for Salinas Rail Extension Kick-Start Project
05/17/2019 18793	Smile Business Products	166.95		Office Copier Expenses
05/17/2019 18794	Verizon Wireless	76.77		Call Box - Phone Service
05/17/2019 18795	California Towing and Transport	52,913.45		Freeway Service Patrol
05/17/2019 EFT	Payroll	40,444.40		Payroll
05/17/2019 EFT	United States Treasury	9,739.82		Payroll Taxes & Withholding
05/17/2019 EFT	EDD	3,800.96		Payroll Taxes & Withholding
05/17/2019 EFT	EDD	10.70		Payroll Taxes & Withholding
05/17/2019 EFT	Pers Retirement	8,445.91		Employee Benefits
05/17/2019 EFT	Pers Retirement PEPRA	756.59		Employee Benefits
05/17/2019 EFT	CalPERS	7,266.07		Employee Benefits
05/24/2019 18796	De Lage Landen Financial Services	285.75		Office Copier Lease
05/24/2019 18797	Lincoln National Life Insurance Co.	663.02		Employee Benefits
05/24/2019 18798	Meyers, Nave, Riback, Silver & Wilson	336,770.83		Right of Way Legal Services for Salinas Rail Extension Kick-Start Project
05/24/2019 18799	Morning Sun Ranch, Inc.	3,690.00		Branch Line Right of Way Maintenance
05/24/2019 18800	Office Depot	331.74		Office Supplies
05/24/2019 18801	Oppidea, LLC	2,335.00		Accounting Services
05/24/2019 18802	Plaza Circle, Ltd	7,988.65		Office Rent
05/24/2019 18803	SDRMA-Workers Comp Program	9,884.45		Employee Benefits - Worker's Compensation
05/24/2019 18804	Shell	105.85		Auto Expense - Gasoline
05/24/2019 18805	Void	0.00		Void
05/24/2019 18806	Smile Business Products	125.95		Office Copier Expenses
05/28/2019 EFT	Union Bank	47.68		Bank Service Charges
05/28/2019 EFT	TAMC County Acct. 691		360,000.00	Funds Transfer From TAMC County Acct. 691
05/28/2019 EFT	State of California		109,298.71	Rural Planning Funds - 3rd Quarter 18/19
05/28/2019 EFT	State of California		42,105.91	Grant Funds for Safe Routes to School - Seaside/Marina
05/30/2019 DEP	State of California		10,381.58	Grant Funds for Pajaro to Prunedale Traffic Study
05/30/2019 DEP	State of California		22,214.13	Grant Funds for HWY 128 Traffic Study
05/30/2019 DEP	Saroyan Jaguar and Giustiniani		7,253.24	Railroad Right of Way Rent
05/30/2019 EFT	Todd Muck	413.25		Reimbursement of Travel for CARL
05/30/2019 EFT	Debbie Hale	515.63		Reimbursement of Travel for Rural Task Force and CTC
05/30/2019 EFT	Christina Watson	342.72		Reimbursement of 125 Plan
05/31/2019 18807	Alta Planning + Design Inc	35,856.15		Services for Environmental Work for the FORTAG Project
05/31/2019 18808	Enterprise Rent-a-Car	64.80		Auto Rental
05/31/2019 18809	Kimley-Horn & Associates, Inc.	7,596.12		Services for the Traffic Study of Canyon Del Rey (SR 218) Corridor
05/31/2019 18810	Overland, Pacific & Cutler, Inc.	338.44		Appraisal for CalAmerican Water Easement
05/31/2019 18811	Pure Water	64.20		Water
05/31/2019 18812	Smile Business Products	252.99		Office Copier Expenses
05/31/2019 18813	United States Postal Service	250.00		FSP Postage
05/31/2019 18814	VSP	152.16		Employee Benefits
05/31/2019 18815	United Way of Monterey County	70.00		Employee Deduction - Charitable
05/31/2019 EFT	Payroll	40,669.51		Payroll
05/31/2019 EFT	United States Treasury	9,813.38		Payroll Taxes & Withholding
05/31/2019 EFT	EDD	3,836.64		Payroll Taxes & Withholding
05/31/2019 EFT	EDD	2.52		Payroll Taxes & Withholding
05/31/2019 EFT	State of California		904,019.98	Traffic Congestion Relief Funds for Salinas Rail
05/31/2019 EFT	Graniterock		7,804.37	Railroad Right of Way Rent
05/31/2019 EFT	Elouise Rodriguez	230.08		Reimbursement of Meeting and Office Supplies
TOTAL		6,267,651.23	6,997,964.74	

Credit Cards April 2019



DEBRA L HALE

Platinum Plus® for Business

April 05, 2019 - May 04, 2019

Cardholder Statement

Account Information:
www.bankofamerica.com

Mail Billing Inquiries to:
BANK OF AMERICA
PO BOX 982238
EL PASO, TX 79998-2238

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

Customer Service:
1.800.673.1044, 24 Hours

TTY Hearing Impaired:
1.888.500.6267, 24 Hours

Outside the U.S.:
1.509.353.6656, 24 Hours

For Lost or Stolen Card:
1.800.673.1044, 24 Hours

Business Offers:
www.bankofamerica.com/mybusinesscenter

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
Payments and Other Credits				
04/22	04/20	PAYMENT - THANK YOU		- 1,460.99
TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD				-\$1,460.99
Purchases and Other Charges				
04/08	04/05	EB 2019 CALIFORNIA PA	8014137200 CA	200.00
04/08	04/05	EB 2019 CALIFORNIA PA	8014137200 CA	200.00
04/08	04/05	EB 2019 CALIFORNIA PA	8014137200 CA	200.00
04/08	04/05	EB 2019 CALIFORNIA PA	8014137200 CA	200.00

Payment Information

New Balance Total \$4,873.05
Minimum Payment Due \$48.73
Payment Due Date 05/30/19

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 \$1,460.99
 Payments and Other Credits -\$1,460.99
 Balance Transfer Activity \$0.00
 Cash Advance Activity \$0.00
 Purchases and Other Charges \$4,873.05
Fees Charged \$0.00
Finance Charge \$0.00

New Balance Total \$4,873.05

Credit Limit \$5,000
 Credit Available \$126.95
 Statement Closing Date 05/04/19
 Days in Billing Cycle 30

BUSINESS CARD
PO BOX 15796
WILMINGTON, DE 19886-5796

DEBRA L HALE
TAMC
ATTN RITA GOEL
55 PLAZA CIR STE B
SALINAS, CA 93901-2952

Account Number:
April 05, 2019 - May 04, 2019

New Balance Total \$4,873.05
Minimum Payment Due \$48.73
Payment Due Date 05/30/19

Enter payment amount

\$

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

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

Credit Cards April 2019



DEBRA L HALE

April 03, 2019 - May 04, 2019

Page 3 of 4

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
04/08	04/04	THE BAGEL CORNER SALINAS CA		20.05
04/09	04/08	LABOSO & ASSOCIATES SALINAS CA		15.00
04/18	04/17	OPENTIP.COM 781-5705601 MA		2,481.52
04/26	04/25	LIGHT & MOTION 8316451538 CA		1,506.48
04/29	04/27	MAILCHIMP *MONTHLY MAILCHIMP.COMGA		50.00
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$4,873.05

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.

Bank of America **Business Advantage**
LIFE / BETTER CONNECTED™

Don't forget all your card offers

Continue using it for everyday purchases, expense tracking and more.

In addition to offering you low-rate financing when you need it, your Bank of America Business credit card helps you keep a handle on spending with:

- Employee cards with credit limits you set
- The ability to download your transactions into QuickBooks® for easy account management

Review your transactions in Online Banking at bankofamerica.com/smallbusiness.

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Credit Cards April 2019



ELOUISE RODRIGUEZ

Platinum Plus® for Business

April 05, 2019 - May 04, 2019

Cardholder Statement

Account Information:
www.bankofamerica.com

Mail Billing Inquiries to:
BANK OF AMERICA
PO BOX 982238
EL PASO, TX 79998-2238

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

Customer Service:
1.800.673.1044, 24 Hours

TTY Hearing Impaired:
1.888.500.6267, 24 Hours

Outside the U.S.:
1.509.353.6656, 24 Hours

For Lost or Stolen Card:
1.800.673.1044, 24 Hours

Business Offers:
www.bankofamerica.com/mybusinesscenter

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
Payments and Other Credits				
04/22	04/20	PAYMENT - THANK YOU		- 439.85
TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD				-\$439.85
Purchases and Other Charges				
04/05	04/03	THE BAGEL CORNER SALINAS CA		20.05
04/09	04/06	DEVICE MAGIC INC RALEIGH NC		150.00
04/09	04/08	TSHEETS 8888362720 ID		95.00
04/18	04/17	PAYPAL *BEDDING 4029357733 CA		498.99

Payment Information

New Balance Total \$2,619.70
Minimum Payment Due \$26.20
Payment Due Date 05/30/19
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 \$439.85
 Payments and Other Credits -\$439.85
 Balance Transfer Activity \$0.00
 Cash Advance Activity \$0.00
 Purchases and Other Charges \$2,619.70
Fees Charged \$0.00
Finance Charge \$0.00
 New Balance Total \$2,619.70
 Credit Limit \$7,600
 Credit Available \$4,980.30
 Statement Closing Date 05/04/19
 Days in Billing Cycle 30

BUSINESS CARD
PO BOX 15796
WILMINGTON, DE 19886-5796

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

Account Number:
April 05, 2019 - May 04, 2019

New Balance Total \$2,619.70
Minimum Payment Due \$26.20
Payment Due Date 05/30/19

Enter payment amount

\$

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

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



ELOUISE RODRIGUEZ

April 05, 2019 - May 04, 2019

Page 3 of 4

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
04/22	04/20	DREAMHOST DH-FEE.COM	877-8294070 CA	8.05
04/25	04/23	STARBUCKS STORE 06629	SALINAS CA	33.90
04/26	04/25	PAYPAL *AOKEO	4029357733 CA	720.00
04/29	04/26	ASSOCIATION OF ENVIRON	760-7992740 CA	100.00
04/29	04/26	APTA	WASHINGTON DC	850.00
05/02	05/01	NOB HILL #607	SALINAS CA	123.66
05/03	05/01	THE BAGEL CORNER	SALINAS CA	20.05
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$2,619.70

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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LIFE / BETTER CONNECTED®

Don't forget all your card offers

Continue using it for everyday purchases, expense tracking and more.

In addition to offering you low-rate financing when you need it, your Bank of America Business credit card helps you keep a handle on spending with:

- Employee cards with credit limits you set
- The ability to download your transactions into QuickBooks® for easy account management

Review your transactions in Online Banking at bankofamerica.com/smallbusiness.

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Rita Goel, Director of Finance & Administration
Meeting Date: June 26, 2019
Subject: **Evaluation of Executive Director & Counsel**

RECOMMENDED ACTION:

APPROVE evaluation form, procedure, and timeline for completing annual evaluation for Executive Director and Counsel.

SUMMARY:

The Agency Bylaws require an annual evaluation of the Executive Director and Counsel.

FINANCIAL IMPACT:

None.

DISCUSSION:

Attached with this report are evaluation forms for the Agency's Executive Director Debra L. Hale and Counsel Kathryn Reimann. The attached evaluation forms were revised in 2016 in response to recommendations from Board Members. Forms will be sent out to Board Members via e-mail and regular mail and upon completion, the Board Members are requested to return the evaluation to the chair either via e-mail or regular mail. The proposed procedure and timeline for completing the annual evaluation is:

1. **June 28, 2019** – Staff e-mails and mails to voting members of the Board of Directors the enclosed evaluation forms for the Executive Director and Counsel. The Executive Director and Counsel goals and accomplishments will also be included.
2. **August 2, 2019** - All voting Board Members complete evaluation forms and e-mail or mail to the Chair for his receipt no later than August 2, 2019.
3. **August 3 – 23, 2019** – The Chair reviews completed evaluation forms and prepares summary of results to present to Executive Committee on September 4, 2019.
4. **September 4, 2019** - Executive Committee meets in Closed Session to review the evaluations, formulate a recommendation to the Board of Directors and confer with the Executive Director and Agency Counsel regarding the recommendations.

5. **September 25, 2019**-Board Chair hands out completed evaluations to Board members for their review prior to discussion at the next Board meeting. (NOTE: These will be confidential documents to be handled by Board members appropriately.)
6. **October 23, 2019** – Board of Directors meets in Closed Session to receive presentation from the Executive Committee, to review the evaluations and recommendations of the Executive Committee and take any appropriate actions.
7. **Date to be determined by the Chair**-The Chair will review the evaluations with the Executive Director and Counsel.

ATTACHMENTS:

- ▣ Exective Director Evaluation Form
- ▣ Counsel Evaluation Form

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
 PERFORMANCE EVALUATION OF
EXECUTIVE DIRECTOR DEBRA L. HALE

In evaluating the performance of the Executive Director, consider the factors below in arriving at your overall rating. Check the box in each category that you think best applies.

- 1 = Unsatisfactory, performance does not meet job requirements.
- 2 = Improvement needed, performance partially meets requirements of job.
- 3 = Satisfactory, performance adequately meets requirements of job.
- 4 = Good, performance generally meets or exceeds standards or expectations.
- 5 = Exceptional, performance is excellent, exceeding job requirements.

Dimension	1*	2*	3	4	5
Accessible to elected officials, staff and the public.					
Attitude. Is enthusiastic, cooperative, adaptive, energetic, willing to spend whatever time is necessary to do a good job.					
Communication. Keeps Board Members fully informed of issues affecting the Agency.					
Community Relations. Skilled in representing Agency policies to other agencies, the public, and news media.					
Community and professional reputation. Is regarded as a person of high integrity and ability for the agency.					
Decisiveness. Is able to reach timely decisions and initiate action, but is not impulsive.					
Execution of Policy. Understands and complies with the policies and objectives of the organization. Efforts lead to successful accomplishment of goals.					
Expertise and knowledge of transportation issues.					
Imagination. Shows originality in approaching problems. Is able to visualize the implications of various approaches					
Non-political but understands and works effectively in the political arena.					
Leadership. Motivates others to maximum performance.					
Loyalty. Genuine interest in work, job and the agency. Concerned with agency's image and reputation.					
Personnel Development. Appoints and trains effective subordinates; retains excellent staff.					
Presents thoughts in an orderly, understandable manner.					
Responds quickly and effectively to requests from Board Members for information, advice, and service.					
Strategic Thinking. Thinks ahead on how the organization can best approach change.					
Unbiased. Takes a reasonable and rational viewpoint based on facts and qualified opinions.					
Written reports are clear, concise, and accurate.					

***NOTE: Please explain any rating of a "1" or a "2" in the comment section below, or use the space to provide any additional comments.**

General Comments:

Please provide specific comment:

(1) Leadership and management skills:

(2) Staff development:

(3) Reputation in the community:

(4) Reputation with Transportation Agency member agencies:

(5) Opportunities for development/ Recommendations for more emphasis or improvement

Overall Rating: (Consider all factors listed on page 1 in arriving at an overall rating.)

- Unsatisfactory, performance does not meet job requirements.
- Improvement needed, performance partially meets requirements of job.
- Satisfactory, performance adequately meets requirements of job.
- Good, performance generally meets or exceeds standards or expectations.
- Exceptional, performance is excellent, exceeding job requirements.

Signature: _____

Date: _____

Print Name: _____

Please complete and return evaluation to Chair via e-mail: huit@comcast.net

Thank you.

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
PERFORMANCE EVALUATION OF
TAMC Counsel Kathryn Reimann**

In evaluating the performance of Counsel, consider the factors below in arriving at your overall rating. Check the box in each category that you think best applies.

- 1 = Unsatisfactory, performance does not meet job requirements.
- 2 = Improvement needed, performance partially meets requirements of job.
- 3 = Satisfactory, performance adequately meets requirements of job.
- 4 = Good, performance generally meets or exceeds standards or expectations.
- 5 = Exceptional, performance is excellent, exceeding job requirements.

Dimension	1*	2*	3	4	5
Accessible to elected officials, staff and the public.					
Attitude. Is enthusiastic, cooperative, adaptive, energetic, willing to spend whatever time is necessary to do a good job.					
Communication. Keeps Board of Directors fully informed on legal issues affecting the Agency. Advises Board Members so that all actions are in accord with Agency By-laws, state and federal law.					
Conflict of interest. Keeps Board Members informed of any possible conflicts of interest.					
Decisiveness. Is able to reach timely decisions and initiate action, but is not impulsive.					
Execution of Policy. Understands and complies with the policies and objectives of the organization. Efforts lead to successful accomplishment of Board directives.					
Expertise and knowledge of legal issues.					
Imagination. Shows originality in approaching problems. Is able to visualize the implications of various approaches					
Non-political but understands and works effectively in the political arena.					
Loyalty. Genuine interest in work, job and the agency. Concerned with agency's image and reputation.					
Presents thoughts in an orderly, understandable manner.					
Unbiased. Takes a reasonable and rational viewpoint based on facts and qualified opinions.					
Quarterly written reports are clear, concise, and accurate.					

General Comments:

Please provide specific comment:

(1) Leadership and management skills:

(2) Knowledge of legal requirements affecting TAMC:

(3) Reputation in the community:

(4) Reputation with member agencies:

(5) Opportunities for development / Recommendations for more emphasis or improvement:

Overall Rating: (Consider all factors listed on page 1 in arriving at an overall rating.)

- Unsatisfactory, performance does not meet job requirements.
- Improvement needed, performance partially meets requirements of job.
- Satisfactory, performance adequately meets requirements of job.
- Good, performance generally meets or exceeds standards or expectations.
- Exceptional, performance is excellent, exceeding job requirements.

Signature: _____

Date: _____

Print Name: _____

***Please complete and return evaluation to Chair via e-mail: huitt@comcast.net
Thank you.***



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Rita Goel, Director of Finance & Administration
Meeting Date: June 26, 2019
Subject: Agreement for Accounting Services

RECOMMENDED ACTION:

Agreement for Accounting Services:

1. **AUTHORIZE** the Executive Director to execute contract Amendment #1 with Oppidea LLC in an amount not to exceed \$28,020 per year for three additional years, in order to provide accounting services for the period ending December 31, 2022;
2. **APPROVE** the use of \$28,020 per year 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 for accounting services expires December 31, 2019. Oppidea, LLC was selected in 2016 after a Request for Proposals was issued. At that time, an option to extend the contract till December 31, 2022 was also authorized by the Board. Staff recommends extending the contract with Oppidea, based on experience, knowledge and cost. The contract rate of \$28,020 per year, which was negotiated in 2016, will continue in Amendment #1 for a six-year total of \$168,120.

FINANCIAL IMPACT:

The consultant has a monthly rate of \$2335 or an annual cost of \$28,020. Any changes to this rate would be brought back to the Board for approval. 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, 2019 and an agreement needs to be in place before the current Agreement expires. If the proposed Amendment is not approved, staff needs time to prepare another Request for Proposals.

Oppidea, LLC was selected in 2016 after a Request for Proposals was issued. At that time, an option

to extend the contract till December 31, 2022 was also authorized by the Board. Oppidea understands the Agency's specialized accounting needs and requirements.

Staff recommends the approval of a three-year extension of the current Agreement with Oppidea to provide accounting services to the Transportation Agency for Monterey County, based on experience, knowledge and cost.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Rita Goel, Director of Finance & Administration
Meeting Date: June 26, 2019
Subject: Updated Weighted Vote Table

RECOMMENDED ACTION:

APPROVE attached updated Agency weighted vote table.

SUMMARY:

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

FINANCIAL IMPACT:

None.

DISCUSSION:

Attachment 1 contains the revised weighted vote table. Attachment 2 is a section from the Agency Bylaws governing the weighted vote process.

ATTACHMENTS:

- ▣ Weighted vote table
- ▣ Weighted vote rules

Voting Section from TAMC Bylaws

07.VOTING

7.1 Except as specifically otherwise provided herein, the vote of a majority of the members of the AGENCY present at any regular, adjourned or special meeting shall be sufficient to pass or act upon any matter properly before the AGENCY, and each member of the AGENCY shall have one vote.

7.2 **POPULATION WEIGHTED VOTING:** Upon the call and request of any AGENCY member, present and able to vote, and a quorum being present, a weighted voting formula shall apply for any vote to be taken by the AGENCY, with each member having one or more votes based upon the population of the city or unincorporated county area such member represents. One vote will be granted to Supervisorial District 1 as its population is included in the City of Salinas.

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

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

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

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Rita Goel, Director of Finance & Administration
Meeting Date: June 26, 2019
Subject: **Transfer of Accounts for City of Gonzales Loan**

RECOMMENDED ACTION:

AUTHORIZE the Executive Director to transfer an amount equal to the balance of the City of Gonzales Alta Street Rehabilitation project loan as of June 30, 2019 from the Measure X Transportation Safety and Investment Plan Account to the Transportation Agency reserve.

SUMMARY:

In 2017, the City of Gonzales requested and received a \$2.5 million loan from the Transportation Agency for Monterey County to fund and complete their Alta Street Rehabilitation project. Since Measure X had just recently passed, there were insufficient funds in that account to make the requested loan. Hence, the loan was made from the Agency reserves and was to be repaid, with interest, from the City's share of future Measure X revenues. Now that the Transportation Safety and Investment Plan Account (Measure X) has sufficient funds, Agency staff is seeking to replace the Agency reserves used for the loan with Measure X funds.

FINANCIAL IMPACT:

There is no financial impact to exchanging the source of funding for the Alta Street Rehabilitation loan. All the terms of the loan agreement remain as negotiated with Gonzales in 2017. This would just be an administrative change to keep the financial accounting clearer and better reflect the intent of the parties.

DISCUSSION:

In 2017, the City of Gonzales requested that the Transportation Agency provide a loan to the City for their Alta Street Rehabilitation project. The \$4.275 million project required an additional \$2.5 million in funding to complete the project. Due to insufficient funds in the Measure X account, the Agency responded to the request from the City to provide that gap funding in the form of an interest-bearing loan, from the Agency reserves, to be repaid from the City's share of Measure X revenues.

The Agency loan terms were as follows:

- The City was required to fund the project using their local funding first, prior to accessing the loan;
- The loan would be paid out on a reimbursement basis, with the City submitting monthly invoices and progress reports;
- The interest on the loan would be fixed at 2.5%, switching to variable based on the Monterey County Pool Quarterly Rate plus 50 basis points, if the Monterey County Pool Quarterly Rate rose above 2.0%;
- Gonzales would repay the loan from its share of Measure X funds, and,
- City was expected to pay back the loan in 10 to 15 years.

While the original source of TAMC's loan to Gonzales was not Measure X funds, the parties clearly contemplated the use of Measure X funds to undertake the Alta Street rehabilitation. Since the Transportation Safety and Investment Program Account now has sufficient funds to cover the anticipated outlay, staff is recommending that the Board authorize the transfer of an amount equal to the balance of the Alta Street Rehabilitation loan, as of June 30, 2019, from the Transportation Safety and Investment Program Account to the Transportation Agency account.

Such an internal transfer does not affect the Alta Street Rehabilitation loan itself, nor does it affect amounts available under Measure X for the other cities or for regional projects. It does, however, allow the Agency more flexibility with its reserves.

It is worth noting that the Alta Street Reconstruction project was completed in March 2018, and the City has been repaying the loan from its share of Measure X revenues on a quarterly basis.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Rita Goel, Director of Finance & Administration
Meeting Date: June 26, 2019
Subject: Annual Financial Audits

RECOMMENDED ACTION:

ACCEPT State of California Transportation Development Act Audit Reports for fiscal year ending June 30, 2018.

SUMMARY:

For all of the audits completed for the year ending June 30, 2018, the auditors found no instances of noncompliance that is required to be reported under Government Auditing Standards, nor did they note any matters involving the internal control over financial reporting and its operation that they consider to be material weaknesses. For all of the audits completed for the year ending June 30, 2018, the auditors found no instances of noncompliance that is required to be reported under Government Auditing Standards, nor did they note any matters involving the internal control over financial reporting and its operation that they consider to be material weaknesses.

FINANCIAL IMPACT:

The cost for the annual audits is \$23,265. The CPA firm was selected by the Agency after a bid process. The Agency authorized the audit firm to complete the audits for a 5-year period. This audit of the fiscal year ending June 30, 2018, is the first audit of the 5-year period authorized by the Agency.

DISCUSSION:

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

Moss, Levy & Hartzheim, Certified Public Accountants, completed the following audits for fiscal year ending June 30, 2018:

1. Transportation Agency for Monterey County Regional Transportation Planning Agency compliance and fiscal audit, including audits of the Agency Trust Funds - Local Transportation Fund, State Highway Account Fund, State Transit Assistance Fund, Regional Surface Transportation Fund and the Transportation Safety & Investment Plan Account (Measure X).
2. Transportation Development Act Article 3 (Bicycle and Pedestrian Projects) & 8 (Streets and Roads Projects) non-transit claimants for the following jurisdictions:

- City of King

A Single Audit Report is required for any agency receiving more than \$750,000 in federal funds. In FY 2017/18, a Single Audit Report was not done as the agency received less than \$750,000.

For all of the audits completed for the year ending June 30, 2018, the auditors found no instance of noncompliance that is required to be reported under Government Auditing Standards, nor did they note any matters involving the internal control over financial reporting and its operation that they consider to be material weaknesses.

Attached with this report are summary tables from the Agency audit for the 12 months ending June 30, 2018. The audits are also available on the Agency website:

www.tamcmonterey.org/information/audits/index.html.

ATTACHMENTS:

- ▢ Audits Annual FY 2017-2018

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
 GOVERNMENTAL FUND
 BALANCE SHEET
 June 30, 2018

	General Fund
Assets	
Cash and investments	\$ 7,434,402
Accounts receivable	2,394,253
Deposit	2,938,560
Prepaid expenditures	11,683
Loan receivable	1,214,212
	<hr/>
Total assets	\$ 13,993,110
	<hr/>
Liabilities and Fund Balance	
Liabilities:	
Accounts payable	\$ 481,266
Accrued expenditures	37,945
Unearned revenue	15,739
	<hr/>
Total liabilities	534,950
	<hr/>
Fund Balance	
Nonspendable	
Prepaid expenditures	11,683
Deposit	2,938,560
Loan receivable	1,214,212
Restricted:	
Cal Am Water	14,233
SAFE	1,639,176
Freeway Service Patrol	316,538
Committed:	
OPEB	85,219
CalTrans reimbursement agreement	575,301
Assigned:	
Commuter rail leases	79,886
Railroad leases	1,654,093
OPEB	90,089
Capital replacement	114,586
Unassigned	4,724,584
	<hr/>
Total fund balance	13,458,160
	<hr/>
Total liabilities and fund balance	\$ 13,993,110
	<hr/>

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

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
GOVERNMENTAL FUND
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
For the Fiscal Year Ended June 30, 2018

	<u>General Fund</u>
Revenues:	
Federal Revenues:	
SR 156 Project Management	\$ 199,224
Pajaro to Prunedale	136,518
SR 218 Corridor Improvements	70,421
	<u>406,163</u>
State Revenues:	
TCRP	2,639,230
Freeway Service Patrol	
SAFE	384,167
Rural Planning Assistance	432,983
Planning, Programming and Monitoring	231,000
RSTPI & RSTPP	155,963
Local Transportation Fund	926,461
Active Transportation Program	1,131,214
SRS Marina Seaside	23,924
	<u>5,924,942</u>
Local Revenues:	
CMP	243,076
Interest	126,254
Lease revenue - MBL Row and Commuter Rail	288,616
RDIF	10,000
Cal Am Water	40,000
Seaside/Marina SRTS	3,100
Miscellaneous	3,595
Measure X - Projects/Programs	278,646
Measure X - Materials and Services	4,028
Measure X - Administration	131,477
	<u>1,128,792</u>
Total revenues	<u>7,459,897</u>
Expenditures:	
Salaries and wages	1,473,593
Fringe benefits	499,953
Total personnel	<u>1,973,546</u>
Services and supplies	417,255
Total operating expenditures	<u>2,390,801</u>
Direct programs	5,222,523
Total expenditures	<u>7,613,324</u>
Excess (deficiency) of revenues over expenditures	<u>(153,427)</u>
Fund balance, beginning of fiscal year	13,637,374
Restatements	<u>(25,787)</u>
Fund balance, beginning of fiscal year, restated	<u>13,611,587</u>
Fund balance, end of fiscal year	<u>\$ 13,458,160</u>

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

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
STATEMENT OF FIDUCIARY NET POSITION
FIDUCIARY FUNDS
June 30, 2018

	Private Purpose Trust Funds				Totals
	Local Transportation Fund	State Transit Assistance Fund	State Highway Account Fund	Transportation Safety and Investment Plan Account Fund	
ASSETS					
Cash and investments	\$ 1,092,606	\$ 594	\$ 14,939,439	\$ 12,138,837	\$ 28,171,476
Accounts receivable	2,845,567	1,424,921		4,324,996	8,595,484
Due from King City	231,730				231,730
Total assets	4,169,903	1,425,515	14,939,439	16,463,833	36,998,690
LIABILITIES					
Liabilities:					
Due to other agencies	1,403,580	1,424,921	1,414,667	3,988,168	8,231,336
Total liabilities	1,403,580	1,424,921	1,414,667	3,988,168	8,231,336
NET POSITION					
Unrestricted	2,766,323	594	13,524,772	12,475,665	28,767,354
Total net position	\$ 2,766,323	\$ 594	\$ 13,524,772	\$ 12,475,665	\$ 28,767,354

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

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
FIDUCIARY FUNDS
For the Fiscal Year Ended June 30, 2018

	Private Purpose Trust Funds				Totals
	Local Transportation Fund	State Transit Assistance Fund	State Highway Account Fund	Transportation Safety and Investment Plan Account Fund	
Additions:					
SB 1 Additional Gas Tax	\$ -	\$ 775,355	\$ -	\$ -	\$ 775,355
Sales tax	17,923,550	3,678,161		28,026,311	49,628,022
State Highway Account funds			4,815,966		4,815,966
Interest, loss recovery and other fees	21,432	1,413	143,194	103,588	269,627
Total additions	17,944,982	4,454,929	4,959,160	28,129,899	55,488,970
Deductions:					
Claims paid to:					
Carmel			13,000	195,926	208,926
Del Rey Oaks				71,397	71,397
Gonzales				229,707	229,707
Greenfield				426,723	426,723
King City	572,695		83,427	388,534	1,044,656
Marina				670,802	670,802
Monterey			1,342,352	1,027,838	2,370,190
Pacific Grove				557,922	557,922
Salinas			31,973	4,247,511	4,279,484
Sand City			116,407	28,228	144,635
Seaside			614,335	1,007,912	1,622,247
Soledad				569,545	569,545
County of Monterey				7,212,614	7,212,614
TAMC					
Administration	908,484			131,477	1,039,961
Materials, services and project costs	17,977		157,448	496,159	671,584
Monterey - Salinas Transit	16,757,050	4,454,426			21,211,476
Total deductions	18,256,206	4,454,426	2,358,942	17,262,295	42,331,869
Change in net position	(311,224)	503	2,600,218	10,867,604	13,157,101
Net position - beginning of fiscal year	3,077,547	91	10,924,554	1,608,061	15,610,253
Net position - end of fiscal year	<u>\$ 2,766,323</u>	<u>\$ 594</u>	<u>\$ 13,524,772</u>	<u>\$ 12,475,665</u>	<u>\$ 28,767,354</u>

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

KING CITY
TRANSPORTATION DEVELOPMENT ACT FUNDING SOURCE
SECTIONS 99234 and 99400(a) OF THE PUBLIC UTILITIES CODE
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
For the Fiscal Year Ended June 30, 2018

	<u>99234</u>	<u>99400(a)</u>	<u>Total</u>
Revenues:			
Local transportation funds	\$ 572,695	\$ -	\$ 572,695
Total revenues	<u>572,695</u>		<u>572,695</u>
Expenditures:			
Bike and pathway	<u>572,695</u>		<u>572,695</u>
Total expenditures	<u>572,695</u>		<u>572,695</u>
Excess (deficit) revenues over expenditures			
Fund balance, beginning of fiscal year			
Fund balance, end of fiscal year	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

The accompanying notes are an integral part of these financial statements.

KING CITY
TRANSPORTATION DEVELOPMENT ACT FUNDING SOURCE
SECTIONS 99234 and 99400(a) OF THE PUBLIC UTILITIES CODE
SCHEDULE OF AUDIT FINDINGS AND QUESTIONED COSTS
June 30, 2018

FINDING 2018-1
STREET REPORT

Finding:

When we examined the City's Street Report as submitted to the State Controller's Office, we noted that the report did not classify the Transportation Development Act Section 99234 revenue and expenditures properly and instead reported the revenue as Regional Surface Transportation Program funding and the expenditures as All Other Sources Non-Discretionary.

Recommendation:

The City should ensure that when the Street Report is prepared, finance staff reviews the report for proper classification of the revenues and expenditures by funding sources.

City's Response:

In response to the finding we understand and will be more careful in the future. This has been discussed with the SOS office and since the funds were considered Non-Discretionary the Fund Balances at the end of the Street Report are correct.



Moss, Levy & Hartzheim LLP

Certified Public Accountants

January 8, 2019

To the Board of Directors
Transportation Agency for Monterey County

We have audited the financial statements of the governmental activities, the major fund, and the aggregate remaining fund information of the Transportation Agency for Monterey County as of and for the fiscal year ended June 30, 2018. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards and *Government Auditing Standards*, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated June 1, 2018. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Findings

Qualitative Aspects of Accounting Practices

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

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

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

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

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

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

The disclosure of the Pension Plan in Note 6 to the financial statements.

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

Difficulties Encountered in Performing the Audit

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

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to each opinion unit's financial statements taken as a whole.

Disagreements with Management

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

Management Representations

We have requested certain representations from management that are included in the management representation letter dated January 8, 2019.

Management Consultations with Other Independent Accountants

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

Other Audit Findings or Issues

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

Other Matters

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

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

Very truly yours,

Moss, Levy & Haugheim LLP

Santa Maria, California



Moss, Levy & Hartzheim LLP

Certified Public Accountants

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

Board of Directors
Transportation Agency for Monterey County
Salinas, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the major fund, and the aggregate remaining fund information of the Transportation Agency for Monterey County (the Agency), as of and for the fiscal year ended June 30, 2018, and the related notes to the financial statements, which collectively comprise the Agency's basic financial statements, and have issued our report thereon dated January 8, 2019.

Internal Control Over Financial Reporting

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

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

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

Compliance and Other Matters

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

Purpose of this Report

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

Moss, Kelly & Haugheim LLP

Santa Maria, California
January 8, 2019

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
SCHEDULE OF AUDIT FINDINGS AND RECOMMENDATIONS
For the Fiscal Year Ended June 30, 2018

There were no financial statement findings.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
SCHEDULE OF PRIOR YEAR AUDIT FINDINGS AND RECOMMENDATIONS
For the Fiscal Year Ended June 30, 2018

There were no prior fiscal year financial statement findings.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Rita Goel, Director of Finance & Administration
Meeting Date: June 26, 2019
Subject: **Amended FY 2019/20 Budget Resolution 2019-05**

RECOMMENDED ACTION:

ADOPT amended Resolution 2019-05 for Fiscal Year 2019-20 budget.

SUMMARY:

Pursuant to the Transportation Agency bylaws, the Board adopted the final FY2019-2020 budget and the accompanying Resolution 2019-05 on May 22, 2019. However, the adopted resolution did not list the language necessary to change the Agency's contribution to its cafeteria health plan. The amended Resolution 2019-05 incorporates the language that was omitted from the original Resolution.

FINANCIAL IMPACT:

The change to the cafeteria health plan contribution is \$32,205. This amount was approved by the Board and incorporated into the final FY 2019-2020 adopted budget.

DISCUSSION:

The Transportation Agency for Monterey County's final budget for FY 2019-2020 was adopted by the Board of Directors on May 22, 2019. While the budget incorporated the financial impact of the health plan contributions change, the specifics of it were not listed in Resolution 2019-05.

The approval for the change to the Agency's cafeteria health plan insurance contribution was also originally approved in the February 27, 2019 draft budget.

The requested amendment corrects Resolution 2019-05, adopted by the Board of Directors on May 22, 2019. Changes are highlighted as shown in the attached resolution.

ATTACHMENTS:

- Amended Resolution 2019-05 FY 19/20

**RESOLUTION NO. 2019-05 (AMENDED) OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
FISCAL YEAR BUDGET AND OVERALL WORK PROGRAM**

TO APPROVE THE 2019-2020 FISCAL YEAR BUDGET AND OVERALL WORK PROGRAM; TO APPROVE THE ESTIMATED 2020-2021 AND 2021-2022 FISCAL YEAR FUTURE BUDGETS SUBJECT TO FINAL APPROVAL IN SUBSEQUENT YEARS; TO APPROVE ADJUSTMENTS TO JOB CLASSIFICATIONS, SALARIES AND BENEFITS; TO APPROVE OUT-OF-STATE TRAVEL; AND TO DIRECT AND AUTHORIZE THE EXECUTIVE DIRECTOR OR HIS/HER DESIGNEE TO TAKE ACTION WITH RESPECT TO FEDERAL, STATE AND LOCAL FUNDING, GRANTS AND CERTIFICATIONS

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

WHEREAS, Transportation Agency for Monterey County Bylaws state that the Agency has direct control over the budget for congestion management and traffic monitoring planning, the work program, the Service Authority for Freeways and Expressways program, the Freeway Service Patrol program, and administration; and

WHEREAS, the annual California State Budget Act, which appropriates State Highway funds under local assistance for the State Transportation Improvement Program Planning, Programming and Monitoring Program, estimates \$234,000 available for the Transportation Agency for Monterey County in fiscal year 2019-2020; and

WHEREAS, the Agency adopted the 2018 Regional Transportation Plan in June 2018; and

WHEREAS, the Agency's 2019-2020 fiscal year work program and budget describes the work tasks to be completed; and

WHEREAS, the Agency has initiated the Freeway Service Patrol in Monterey County to alleviate congestion on major state routes during peak travel time, and the Agency has signed an administration agreement with the California Department of Transportation (Caltrans) and the California Highway Patrol to administer the program and the Agency must identify an official authorized to execute the Annual Freeway Service Patrol Fund transfer agreement; and

WHEREAS, the Agency Bylaws require the adoption of an annual budget by May and the Board of Directors reviewed and commented on fiscal year 2019-20 budget on February 27, 2019; and,

WHEREAS, the Agency is in compliance with:

- The Clean Air Act as amended, with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- Section 1101(b) of Moving Ahead for Progress in the 21st Century regarding the involvement of disadvantaged business enterprises for federally funded projects; and
- The Americans with Disabilities Act of 1990;

WHEREAS, the Agency is eligible to exchange federal Regional Surface Transportation Program funds for State Highway Account funds; and

WHEREAS, the County of Monterey voters passed Measure X in November 2016 which is a retail transaction and use tax to be administered by the Agency;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Transportation Agency for Monterey County hereby:

- (a) Approves the overall work program and budget for fiscal year 2019-20 of **\$3,470,140** for operating and **\$20,417,987** for direct program costs; and,
- (b) Approves the estimated budget for fiscal year 2020-21 of **\$3,526,650** for operating and **\$2,070,761** for direct program costs, pending final approval no later than May 2020; and,
- (c) Approves the estimated budget for fiscal year 2021-22 of **\$3,469,220** for operating and **\$8,756,811** for direct program costs, pending final approval no later than May 2021; and,
- (d) Authorizes the Agency's Regional Transportation Planning Agency Fund 683 to contain undesignated funds to provide cash flow of six months of operating expenditures while awaiting the receipt of late arriving federal, state, and local revenue grants; and,
- (e) Adjusts the Agency's job classification system to authorize staffing level of 17.0 full time equivalent staff positions; and,
- (f) Approves the following salary and benefit adjustments:
 1. A cost of living adjustment of 3.0 % for all regular employees effective July 1, 2019; and,
 2. An increase in the monthly mandatory CalPERS employer health contribution per employee and retiree/annuitant from \$136.00 to the amount set annually by the PERS board to reflect any change to the medical care component of the Consumer Price Index, in compliance with Section 22892 of the Public Employees' Medical and Hospital Care Act) effective January 1, 2020;
 3. Agency's cafeteria plan health insurance contribution for active employees is

changed to \$992.92 for general employees and \$1985.84 for management employees effective July 1, 2019. Maximum cash-out will be \$400.00 The total cafeteria health insurance allowance contribution for active employees includes the CalPERS mandatory contribution required under the Public Employees' Medical and Hospital Care Act Public.

4. A 10% increase to the salary range for the Clerk of the Board/Senior Administrative Assistant and Accounting Assistant.

(g) Approves the following out-of-state trips in fiscal year 2019-20:

1. Up to three separate trips to Washington, D.C., by selected Board members and staff to increase legislator awareness of Agency priority rail and highway projects, programs and funding needs and to attend the Annual Transportation Research Board conference;
2. Up to five out-of-state trips associated with staff's participation in American Public Works Association, American Planning Association, American Public Transit Association Rail or Transportation Research Board committees and conferences; and,

(h) Instructs the Executive Director or his/her designee to claim:

1. Local Transportation Funds, for transportation planning agency purposes according to state law, Public Utilities Code § 99233.1, as needed, not to exceed \$908,485 to support the Local Transportation Fund Administration and Regional Transportation Planning Process, and to provide funds to cash flow agency expenditures until approved federal, state, and local grant funds are received; and,
2. Congestion Management Agency funds/ Regional Transportation Planning Assessment as needed, not to exceed \$243,076 to support the Congestion Management Program and related activities, including data collection and level of service monitoring, regional transportation modeling, review of environmental documents, and regional impact fees development; and,
3. Regional Surface Transportation Program/ State Highway Account exchange project funds and interest to fund projects approved by the Board of Directors and as needed to maintain a fund balance equal to three-months of expenditures; and,
4. Regional Development Impact Fee Agency funds, not to exceed \$10,000, to support the administration of the Regional Development Impact Fee Agency; and,
5. An amount not to exceed 1% for Salaries and Benefits related to the administration of Measure X from the Transportation Safety and Investment account; and,
6. Other Measure X costs as identified in the budget; and,
7. Funds from the Agency's Undesignated Reserve for expenditures in excess of the 1% administrative costs permitted under Measure X.

- (i) Designates and authorizes the Executive Director or his/her designee to:
1. Sign agreements with the State of California to receive state funds for Rural Planning Assistance, including any potential Rural Planning Assistance carryover funds from the prior fiscal year, the State Transportation Improvement Program, Planning, Programming & Monitoring Program and State Planning Grants;
 2. Submit to the State all required planning and reporting documents and claims and invoices to requisition funds;
 3. Execute the Fund Transfer Agreement with Caltrans for the Freeway Service Patrol;
 4. Execute documents as needed to implement the receipt of state grants for the Service Authority for Freeways and Expressways program and related state documents for implementing the program;
 5. Sign the Regional Transportation Planning Process Certification;
 6. Execute agreements and documents as needed to implement the receipt of federal, state and local funding and grants related to the implementation of any and all approved Agency programs and projects including the Master Fund Transfer Agreement;
 7. Sign Regional Surface Transportation Program/State Highway Account exchange fund agreements with the State of California; and
 8. Sign a Continuing Cooperative Agreement with AMBAG, if consistent with the adopted Overall Work Program & Budget.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this 26th day of June 2019, by the following vote:

AYES:

NOES:

ABSENT:

ROBERT HUITT, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: June 26, 2019
Subject: **Khouri Contract Amendment 2**

RECOMMENDED ACTION:

Khouri Contract Amendment 2

1. **APPROVE** contract amendment #2 with Khouri Consulting to extend the time of the contract by four months to October 31, 2019 for \$3,000 per month;
2. **APPROVE** the use of agency funds budgeted for legislative activities; and
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, subject to approval by Agency Counsel.

SUMMARY:

TAMC hired Khouri Consulting for legislative analyst/advocate services in July 2017 for \$30,000 per year (\$2,500 per month) for two years after a request for proposals. TAMC amended the contract in June 2018 to increase the compensation to \$36,000 per year (\$3,000 per month) in recognition of sustained superior performance and hours worked. Mr. Khouri has requested a significant increase in pay, to \$5,000 per month, adjusted annually for cost of living. Staff recommends extending this contract for four months at the same rate as the current contract, \$3,000 per month, to support TAMC through the rest of the legislative session, and will bring the compensation discussion to the Executive Committee in August for direction.

FINANCIAL IMPACT:

TAMC has budgeted funds for legislative activities, and this \$3,000 per month contract represents a good investment in reviewing, analyzing and advocating for legislation that would positively impact TAMC funding in the future, or advocating against proposals that pose a detriment to TAMC.

DISCUSSION:

Gus Khouri of Khouri Consulting has continued to provide TAMC with sustained superior services since his hiring on July 1, 2017. His recent accomplishments include advocating on behalf of Senate

Bill 628 (Caballero): Prunedale Bypass and other relevant legislation, submitting succinct and tailored bills lists and reports, and setting meetings with legislators and California Transportation Commissioners to support TAMC's funding applications. The current contract is set to expire on June 30, 2019. The draft contract amendment is **attached**. This contract amendment is only to October 31, 2019 to enable Mr. Khouri to provide services through the end of the legislative session at the same rate as the current contract. His request for an increase in compensation will come to the Executive Committee in August for discussion and direction.

ATTACHMENTS:

- Draft contract amendment #2

**AMENDMENT #2 TO AGREEMENT BETWEEN
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY AND
KHOURI CONSULTING FOR PROFESSIONAL SERVICES
CONTRACT #: 1122.2017.01**

THIS AMENDMENT NO. 2 to the agreement (hereinafter, "Agreement") dated June 28, 2017, between the Transportation Agency for Monterey County, hereinafter referred to as "TAMC," and Khouri Consulting, hereinafter referred to as "Consultant," is hereby entered into between TAMC and Consultant.

RECITALS:

- A. **WHEREAS**, the parties had previously entered into an Agreement on June 28, 2017;
- B. **WHEREAS**, TAMC and Consultant approved Amendment #1 on June 27, 2018 to revise Exhibit B (Budget) with Exhibit B-1, which anticipated an increased number of hours worked, and authorized increased payments from \$2,500 to \$3,000 per month, beginning on July 1, 2018; and
- C. **WHEREAS**, the Agreement is due to expire on June 30, 2019; and
- D. **WHEREAS**, the parties now wish to modify the Agreement to extend the contract term by four months, while keeping the agreed Budget described in Amendment #1 as Exhibit B-1;

NOW, THEREFORE, the parties agree as follows:

1. TERM OF AGREEMENT

The Paragraph 2 of the Agreement (Term of Agreement) shall be amended to replace the date "June 30, 2019" with the date "October 31, 2019".

2. PAYMENTS TO CONSULTANT; MAXIMUM LIABILITY

"The maximum amount payment to the Consultant is set forth in Exhibit B-1: Revised Budget and shall not exceed the amount of Seventy-Eight Thousand Dollars (\$78,000) total."

3. 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 Khouri Consulting.

TAMC :

Khouri Consulting:

Debra L. Hale
Executive Director

Gus Khouri
Principal

(date)

(date)

Approved as to form:

TAMC Counsel

(date)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: June 26, 2019
Subject: State Legislative Update

RECOMMENDED ACTION:

RECEIVE update on state legislative activities and **ADOPT** positions on legislation.

SUMMARY:

This report includes a legislative update and a bill list with positions recommended by the Executive Committee for adoption by the Board.

FINANCIAL IMPACT:

Some of the bills on the draft list would have funding impacts on the agency if enacted.

DISCUSSION:

Attachment 1 is a summary of the Governor's May Revision to his Proposed FY 2019-20 State Budget from Agency legislative analyst Gus Khouri. Online as a **web attachment** is a news release from the League of California Cities on that subject. The Governor's Budget continues to tie housing goals to Senate Bill 1 (SB1) transportation funding, despite opposition from many legislators and constituents due to the promises made to voters with the passage of Proposition 69 in June 2018, which requires certain tax and fee revenue related to transportation be used for transportation purposes, and the failure of Proposition 6 in November 2018, which would have repealed SB1.

Attachment 2 is an updated bill list. Changes to the list compared to the TAMC Board meeting of April 24 are indicated in cross-out and underline. Bills that did not pass out of their Appropriations Committee are likely dead, but could be brought back in January; some bills were identified as being "two-year bills", which also means that they can be brought back for further consideration in January, but are not moving forward this year.

The Executive Committee discussed these issues at its June 5 meeting and recommended revised positions as follows:

- Assembly Bill (AB) 1112 (Friedman): Shared Mobility Devices: local regulation: this bill has

been substantially amended since the Board approved a "support" position in April, and the League of California Cities is concerned about the implications for local jurisdictions' ability to regulate their public rights-of-way: **watch**.

- AB 1568 (McCarty): Housing law compliance: prohibition on applying for state grants: this bill was amended since the Board approved a "oppose" position in April, and no longer withholds transportation funds as a penalty for non-compliance with housing production goals: **watch**.
- Assembly Constitutional Amendment (ACA) 1 (Aguilar-Curry): Affordable Housing and Public Infrastructure Bond: Voter Threshold: this proposal would lower to 55% the voter threshold for general obligation bonds to support public infrastructure and affordable housing projects: **support**.
- Senate Bill (SB) 127 (Weiner): Transportation funding: active transportation: complete streets: this bill has been substantially amended since the Board approved a "support" position in March, and now prioritizes the reduction in vehicle miles traveled over maintenance for State Highway Operation and Protection Program projects, which would be an obstacle to keeping highways in a good state of repair for goods movement, bus transit, and automobile travel: **oppose unless amended**.
- SB 277 (Beall): Road Maintenance and Rehabilitation Program: Local Partnership Program: changes the Local Partnership Program from a 50% formula and 50% competitive program to a 100% formula program. TAMC would be at a disadvantage under this change, as Monterey County brings in far less in sales tax funds than do more populous areas, and TAMC would be forced to save up formula funding over several years in order to deliver Measure X projects. The competitive program gives TAMC more opportunities to accelerate larger projects: **oppose**.
- Governor's proposed budget trailer bill: The Governor's May Revise Budget continues to include a proposal to withhold local streets and roads funding from jurisdictions that fail to comply with housing production goals: **concern**.

ATTACHMENTS:

- Khouri state report
- State bill list

WEB ATTACHMENTS:

- [May 9, 2019 League of California Cities news release, "Gov. Gavin Newsom Releases May Revise Budget with More Funding for Disaster Response and Homelessness: Despite expressed concerns from the League, transportation funding and housing link remains"](#)



May 9, 2019

TO: TAMC Executive Committee
FROM: Gus Khouri, Principal, Khouri Consulting LLC

RE: STATE LEGISLATIVE UPDATE – MAY REVISE

On May 9, Governor Newsom released the May Revision to his proposed 2019-20 State Budget. The May Revision includes an additional \$3.2 billion in revenue from January but are constitutionally obligated to reserves, debt payment, and schools. The increase is attributable to gains from personal income tax revenues (\$1.9 billion), corporation tax receipts (\$1.7 billion). Total May Revision revenues, including transfers, is projected to be \$138 billion in 2018-19 (up by \$1.1 billion) and \$143.8 billion (up by \$1.2 billion) in 2019-20.

Given uncertainty at the federal level, the risks to the current economic forecast, and the need for a solid fiscal foundation, the Budget allocates \$13.6 billion of the windfall (including debt payments and reserve deposits required by Proposition 2) to building budgetary resiliency and paying down the state's unfunded pension liabilities. This includes \$4 billion to eliminate debts and reverse deferrals, \$4.8 billion to build reserves, and an additional \$4.8 billion to pay down unfunded retirement liabilities, which will save over \$14 billion in obligations for the future.

The Budget assumes an additional \$1.8 billion transfer in the budget year and an additional \$4.1 billion over the remainder of the forecast period, leaving a reserve of \$15.3 billion and bringing the Rainy Day Fund to \$19.4 billion by 2022-23. The state however will continue to face uncertain times, given that we are overdue for a recession, the volatility of our reliance on personal income tax and capital gains, and the ramifications of the recently enacted federal tax bill, which have not yet been factored into the Budget's economic or revenue forecasts. A one-year recession in 2019-20 that is larger than the 2001 recession, but milder than the 2007 recession, could result in a nearly \$70 billion revenue loss and a \$40 billion budget deficit over three years.

Tightening the Nexus Between Housing and Transportation

Governor Newsom maintains his January proposal to strongly encourage jurisdictions to contribute to their fair share of the state's housing supply by linking housing production to certain transportation funds and other applicable sources, if any. The Administration will convene discussions with stakeholders, including local governments, to assess the most equitable path forward in linking transportation funding and other potential local government economic development tools to make progress toward required production goals.

The May Revision repurposes the \$500 million from the \$750 million previously dedicated to general purpose incentive payments for the Infill Infrastructure Grant Program administered by the Department of Housing and Community Development (HCD).

The Infill Infrastructure Grant Program provides gap funding for infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Under the augmented Infill Infrastructure Grant Program, developers and local governments can partner to apply for infrastructure funding. At the same time, certain areas designated as infill may also qualify as federal Opportunity Zones and provide additional tax benefits to investors to spur development of economically distressed communities by guiding investment toward mixed-income housing.

South Dakota v. Wayfair

The May Revision included updated revenue estimates as a result of the passage of AB 147 (Chapter 5, Statutes of 2019), which brought California's definition of retailer in line with the U.S. Supreme Court's ruling in *South Dakota v. Wayfair, Inc.* This legislation clarified the economic nexus threshold California will use to determine if out-of-state retailers, including online sellers, are required to remit sales and use taxes to California. The May Revision estimates that sales and use tax revenues are expected to increase by \$174 million in FY 2018-19 and \$616 million in FY 2019-20, representing a decrease of \$45 million from the Governor's Budget in FY 2018-19 and an increase of \$62 million in FY 2019-20. The decrease in FY 2018-19 is due to the fact that marketplace sellers are not required to comply with AB 147 until October 1, 2019.

Cap-and-Trade Program

The May Revision includes \$537 million for the Low Carbon Transportation Operations Program in the proposed cap-and-trade expenditure plan, an increase of \$130 million compared to the January Budget proposal. This program provides incentives for the purchase of zero-emission vehicle technology and replacement of older diesel buses with renewable-fuel alternatives. Of this amount, the budget proposes to allocate \$182 million for the Clean Truck, Bus, and Off-Road Freight Equipment Program, which is \$50 million above the January Budget proposal.

TAMC Bill Matrix – June 2019

Measure	Status	Bill Summary	Position
AB 40 Ting & Kalra Zero-Emission Vehicles	4/8/19 Two-Year Bill	This bill would require the California Air Resources Board (CARB) to develop a comprehensive strategy to ensure that the sales of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles by 2040. Transportation funding is dependent on motor fuel. The state would need to find an alternative method of funding transportation infrastructure if this bill were to be enacted.	OPPOSE Priority 1S Letter sent 4/5
AB 148 Quirk Silva Regional Transportation Plans: housing needs	1/24/19 Two-Year Bill	This bill would require each Sustainable Communities Strategy (SCS) within a regional transportation plan to identify an 8-year projection of emergency shelters needed in the region. This provision is very specific to housing needs rather than transportation plans, and regional transportation plans are prepared by transportation agencies. It would be more appropriate to place an emergency housing projection in the city and county-prepared regional housing needs assessment and local housing elements.	OPPOSE Priority 1S Letter sent 4/5
AB 158 Voepel Roadside rest areas: commercial vehicles: parking	5/16/19 Held in Committee	This bill would require Caltrans and CHP to conduct a study evaluating parking and rest facilities for commercial vehicles. The County of Monterey is looking into whether the study would include Big Sur.	Watch Priority 9S
AB 246 Mathis State Highways: property leases	4/8/19 Two-Year Bill	This bill would authorize Caltrans to offer a lease on a right of first refusal basis of any airspace under a freeway, or real property acquired for highway purposes, located in a disadvantaged community, that is not excess property to the city or county in which the disadvantaged community is located, for purposes of an emergency shelter or feeding program, or for park, recreational, or open-space purposes for a rental amount of \$1 per month. The bill would authorize Caltrans to lease up to 10 parcels in any city or in the unincorporated area of any county in which the disadvantaged community is located, for park, recreational, or open-space purposes, at an amount equal to 30% of the fair market lease value of the applicable parcel. Although Prunedale is not a disadvantaged community, this bill could affect the land acquired for the Prunedale Bypass.	Watch Priority 4S
AB 252 Daly Environmental review: federal program	5/29/19 Senate Transportation	This bill would remove the sunset date (January 1, 2020) for Caltrans being able to use the National Environmental Policy Act (NEPA) delegation to streamline environmental review for projects with federal funding, allowing for environmental review of projects to be expedited. The bill is sponsored by the Self-Help Counties Coalition (SHCC). TAMC supported the previous version, AB 28 (Frazier) in 2017, which was also sponsored by SHCC, and had extended the sunset date from January 1, 2017 to January 1, 2020.	SUPPORT Priority 6S Letter sent 4/5

TAMC Bill Matrix – June 2019

Measure	Status	Bill Summary	Position
AB 285 Friedman California Transportation Plan	6/3/19 Senate Transportation	Under existing law, Caltrans is required to prepare the California Transportation Plan, which looks at the movement of goods and people and how the state will achieve greenhouse gas emission goals. This bill would require Caltrans to address in the California Transportation Plan how statewide greenhouse gas emission goals will be reduced by 2030 to attain the air quality goals described in California’s state implementation plans required by the federal Clean Air Act.	Watch Priority NA
AB 352 Garcia, Eduardo Transformative Climate Communities Program	5/30/19 Senate Rules	This bill would require agencies administering competitive Greenhouse Gas Reduction Fund (GGRF) grant programs to give preferential points for programs intended to improve air quality, to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications, and to prohibit grant eligibility and scoring criteria from precluding low-income communities from being awarded a grant.	Watch Priority 1S
AB 490 Salas California Environmental Quality Act: development projects: streamlining	4/22/19 Two-Year Bill	This bill would streamline environmental review and approval for projects located in an infill site that is also a transit priority area (within 1/2 mile of a major transit stop that is existing or planned). This bill was amended on 4/11 and no longer relates to transit priority areas. It is no longer relevant to TAMC and will be deleted from future lists.	SUPPORT Priorities 6S & 8S
AB 626 (Quirk-Silva) Conflicts of interest	5/23/19 Two-Year Bill	<u>This bill would prohibit an officer or employee from being deemed interested in a contract if the interest is that of an engineer, geologist, architect, landscape architect, land surveyor, or planner, performing specified services on a project, including preliminary design and preconstruction services, when proposing to perform services on a subsequent portion or phase of the project, if the work product for prior phases is publicly available. This exception to being deemed interested in a contract would not apply to a design-build contract for a public works project. The bill would provide that these provisions do not limit public agencies from establishing more restrictive conflict of interest requirements applicable to these services.</u>	Watch Priority NA
AB 659 Mullin Transportation: emerging transportation technologies: CA Smart City Challenge Grant Program	5/16/19 Held in Committee	This bill would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs.	Watch Priority 2S
AB 821 O’Donnell Trade Corridor Enhancement Program Account	3/4/19 Two-Year Bill	This bill would require the California Transportation Commission (CTC) to allocate not less than 10% of funds available in the Trade Corridor Enhancement Program to projects nominated by Caltrans for projects nominated to the California Port Efficiency Program. Since there are no ports in Monterey County, this bill would result in less available funding for our trade corridors (US 101, State Route 156).	OPPOSE Priority 1S Letter sent 4/5

TAMC Bill Matrix – June 2019

Measure	Status	Bill Summary	Position
AB 847 Grayson Housing: transportation-related impact fees grant program	4/24/19 Two-Year Bill	This bill has been gutted and amended to require the Department of Housing and Community Development to establish a competitive grant program to award grants to cities and counties to offset up to 100% of any transportation-related impact fees exacted upon a qualifying housing development project by the local jurisdiction.	Watch Priority 3S
AB 938 Rivas Tax Exemptions: Trade-In for Low Emission Vehicles	5/16/19 Held in Committee	This bill provides a tax exemption for trading in a vehicle for the purchase of a low-emission vehicle. Unclear how this exemption might impact sales tax receipts from Measure X.	Watch Priority NA
AB 983 Boerner-Horvath Transportation electrification	4/1/19 Two-Year Bill	This bill would require an electric company to work with local agencies or regional planning agencies in its service territory to determine where to install new electric vehicle charging stations along local transit corridors. The bill would prioritize the installation of charging stations in disadvantaged communities. The requirement to prioritize installation of charging stations in disadvantaged communities may not best serve the transit corridor charging needs; the definition of disadvantaged communities may not correspond to low income neighborhoods or where the need for charging stations exists. The cost allocation methodology may not be in the best interest of the ratepayers. More information is needed.	Watch Priority 9S
AB 1112 Friedman Motorized scooters Shared Mobility Devices: local regulation	6/3/19 Senate Transportation	<u><i>Amended bill:</i></u> This bill would define a “shared mobility device” as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public. The bill would require shared mobility devices to include a single unique alphanumeric ID. The bill would allow a local authority to require a shared mobility device provider to provide the local authority with deidentified and aggregated trip data as a condition for operating a shared mobility device program. The bill would prohibit the sharing of individual trip data. The bill would prohibit a local authority from imposing any unduly restrictive requirements on mobility device providers that have the effect of prohibiting the operation of all shared mobility providers in its jurisdiction. The bill would allow a local authority to require shared mobility device providers to deploy shared mobility devices in accordance with fleet caps, reasonable insurance and indemnification requirements, equitable access requirements, and speed limits, as a condition of operating a shared mobility fleet. The bill would prohibit a local authority from subjecting users of shared mobility devices to requirements more restrictive than those applicable to users of personally owned similar transportation devices. The bill would include findings that uniformity in certain aspects of local regulation of shared mobility devices and providers proposed by this bill addresses a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities and counties, including charter cities and counties.	Watch SUPPORT Priority 8S <i>Letter not sent due to amendments</i>

TAMC Bill Matrix – June 2019

Measure	Status	Bill Summary	Position
AB 1142 Friedman Regional Transportation Plans: <u>transportation network companies</u>	6/3/19 Senate Transportation	<u>Amended bill:</u> The Passenger Charter-party Carriers’ Act provides for the regulation of charter-party carriers of passengers by the Public Utilities Commission (PUC) and includes specific requirements for liability insurance coverage, background checks, and other regulatory matters applicable to transportation network companies (TNCs) and their participating drivers. This bill would require, in an ongoing proceeding that deals with reporting requirements for TNC data, the PUC to consider the needs of MPOs, state and regional transportation agencies, the State Air Resources Board, the transportation research community, and other relevant parties with regard to understanding and effectively planning for the impacts of TNCs, preparing sustainable community strategies, and meeting the goals of those strategies.	Watch Priority 1S
AB 1266 Rivas, Robert Traffic control devices: bicycles	5/22/19 Senate Transportation	This bill would permit drivers of bicycles to travel through an intersection that requires turns if there is a striped bike lane between the right-turn only lane and the adjacent through lane and pavement markings ensuring that bicycles may travel to the left of vehicles turning right.	Watch Priority 8S
AB 1402 Petrie-Norris Active Transportation Program	3/27/19 Two-Year Bill	This bill would change the allocation method of the Active Transportation Program to favor the formulaic program, increasing the formula for MPOs with population of 200,000 or more from 40% to 75%, increasing the competitive share for small and rural regions from 10% to 15%, and reducing the statewide competitive portion from 50% to 10%. This change would make it unlikely for TAMC to get funding from this already very competitive program in the future.	OPPOSE Priority 1S <i>Letter not sent as bill is now 2-year bill</i>
AB 1486 Ting Local Agencies: Surplus land	5/30/19 Senate Rules	This bill would require special districts and other public agencies to offer a right of first refusal to affordable housing developers, schools, and park agencies before leasing, selling, or otherwise “conveying” any of the agency’s land. This bill would prevent prudent efforts to lease or otherwise protect land for important community purposes. <u>The bill would, with regard to disposing of surplus land for the purpose of developing low- and moderate-income housing, only require the local agency disposing of the surplus land to send a specified notice of availability if the land is located in an urbanized area.</u> This bill could impact TAMC’s ability to transfer property at the Salinas train station to the City of Salinas.	OPPOSE Priority 4S Letter sent 5/8

TAMC Bill Matrix – June 2019

Measure	Status	Bill Summary	Position
AB 1568 McCarty Housing law compliance: withholding transportation funds prohibition on applying for state grants	5/16/19 Two-Year Bill	<p>This bill would require cities and counties to be certified in the prior fiscal year by the Department of Housing and Community Development, in order to remain eligible for an apportionment of their local streets and roads funds. The State Controller would withhold funding in an escrow account for those jurisdictions found to be non-compliant. This proposal threatens voter-approved SB 1 funding for an unrelated activity, housing production. This bill prohibits a city or county from applying for state grants, except for specified transportation funding, if the city or county is found to be in violation of state housing law. The bill was amended to remove accessing SB 1 local streets and roads funding but would still preclude access to funding for unrelated activity pertaining to housing production.</p>	<p>OPPOSE Watch</p> <p>Priority 1S</p> <p><i>Letter not sent due to amendments</i></p>
AB 1717 Friedman Transit-Oriented Affordable Housing Funding Program Act	5/16/19 Held in Committee	<p>This bill would establish the Transit-Oriented Affordable Housing Funding Program, to be administered by the California Housing Finance Agency. The bill would authorize a local jurisdiction to participate in the program by enactment of an ordinance establishing a transit-oriented affordable housing district. The bill would authorize the district to provide program funding to multifamily housing developments within those program areas that meet specified requirements, including that the housing include a minimum percentage of units that are restricted to very lower, low, or moderate-income households.</p>	<p>Watch</p> <p>Priority 8S</p>
ACA 1 Aguiar-Curry Affordable Housing and Public Infrastructure Bond: Voter Threshold	5/20/19 Assembly Floor	<p>This measure would lower to 55% the voter-approval threshold for a city, county, or city and county to incur bonded indebtedness, exceeding in any year the income and revenue provided in that year, that is in the form of general obligation bonds issued to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing projects. Supported by CALCOG, League of California Cities, California State Association of Counties, California Transit Association, and California Special Districts Association.</p>	<p>Watch SUPPORT</p> <p>Priority 3S</p>
SB 5 Beall Affordable Housing and Community Development Investment	5/29/19 Assembly Desk	<p>This bill would establish the Affordable Housing and Community Development Investment Program, to authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply for funding for eligible projects include, among other things, construction of workforce and affordable housing, certain transit-oriented development, and “projects promoting strong neighborhoods.” The source of funding for this program is from a county’s transfer of the Educational Revenue Augmentation Fund (ERAF). Supported by League of California Cities as well as the Cities of Salinas and Sand City. Senator Caballero is a co-author.</p>	<p>SUPPORT</p> <p>Priority 8S</p> <p>Letter sent 5/8</p>

TAMC Bill Matrix – June 2019

Measure	Status	Bill Summary	Position
SB 25 Caballero & Glazer California Environmental Quality Act: projects funded by qualified opportunity zone funds or other public funds	5/24/19 Assembly Desk	This bill would streamline CEQA review and approvals for projects that are funded, in whole or in part, by specified public funds or public agencies for projects located in a qualified opportunity zone, which could include a transit village. The bill would require a party seeking to file an action or proceeding pursuant to CEQA to provide the lead agency and the real party in interest a notice of intent to sue within 10 days of the posting of a certain notice and would prohibit a court from accepting the filing of an action or proceeding from a party that fails to provide the notice of intent to sue. In Monterey County, opportunity zones are found in King City, Marina, Salinas and Seaside.	SUPPORT Priorities 6S & 8S Letter sent 5/8
SB 43 Allen Carbon Taxes	5/28/19 Assembly Desk	This bill would require the CARB, in consultation with the California Department of Tax and Fee Administration, to report to the Legislature on the feasibility and practicality of a system to replace assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law with an assessment on retail products sold or used in the state based on the carbon intensity of the product, to encourage the use of less carbon-intensive products.	Watch Priority 1S
SB 50 Wiener Planning and zoning: housing development: streamlined approval: incentives	6/4/19 Senate Appropriations Two-Year Bill	This bill would require a city, county, or city and county, to grant an “equitable communities incentive” for a “job-rich” or “transit-rich” housing project. The bill would require that a residential development eligible for an equitable communities incentive receive waivers on density and car parking requirements if the development is located within a ½-mile radius of a “major transit stop”, defined as a rail transit station or ferry terminal, or within ¼ mile radius of a stop on a high-quality bus corridor, defined as having 15-minute headways or more frequent bus service during peak periods (6am-10am and 3pm-7pm weekdays). <u>In order to qualify for the incentive, a residential development in a county with a population of 600,000 or less must also be on a parcel in an urban area zoned for residential use or residential mixed-use development, must have a specified minimum density, must be located within a one-half mile radius of a major transit stop in a city with a population of over 50,000, and must not be located in an architecturally or historically significant district, a flood plain, in the coastal zone, or in a very high fire hazard zone.</u> Long list of supporters includes “Monterey Peninsula YIMBY”; opposed by the League of California Cities, among others. Senator Caballero and Assembly Member Rivas are both co-authors.	Watch Priority 8S
SB 59 Allen Autonomous Vehicle Technology: Statewide Policy	5/22/19 Assembly Desk	This bill would establish <u>policy guiding principles</u> relating to autonomous vehicles in order to ensure that these vehicles support the state’s efforts to reduce greenhouse gas emissions and encourage efficient land use. The bill would require OPR, in coordination with CARB, to convene an automated vehicle interagency working group of state agencies, including CalSTA, Caltrans, <u>CARB</u> and the DMV, to guide policy development for autonomous vehicle technology consistent with statewide policies.	Watch Priority NA

TAMC Bill Matrix – June 2019

Measure	Status	Bill Summary	Position
<p>SB 127 Weiner</p> <p>Transportation funding: active transportation: complete streets</p>	<p>5/24/19</p> <p>Assembly Desk</p>	<p>This bill would establish a “Division of an Active Transportation” <u>Asset Branch</u> within the <u>Transportation Asset Management Office</u> of Caltrans and require that a CalSTA undersecretary be assigned to active transportation program matters <u>the Transportation Asset Management Plan program manager to develop and meaningfully integrate performance measures into the asset management plan and to establish interim goals, objectives, and actions to meet transportation mode shift goals.</u> The bill would require CTC to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities. This bill would create an asset management plan to prescribe a process for community input and complete streets implementation to prioritize safety and accessibility for pedestrians, bicyclists, and transit users on all State Highway Operation and Protection Program (SHOPP) projects. The bill would require Caltrans to use 3% of SHOPP funds for bicycle and pedestrian facilities. <u>The bill would prioritize a project that reduces vehicle miles traveled over maintenance projects.</u> The SHOPP is oversubscribed in its ability to address maintenance needs on the state highway system, but local jurisdictions such as TAMC, are held to the same standards of implementing multimodal transportation options. State highway projects however do not always include active transportation features, and the new priority of VMT reduction over maintenance is cause for concern. TAMC is seeking an amendment requesting that the author strike the language prioritizing VMT-reducing projects over maintenance projects.</p>	<p>SUPPORT OPPOSE UNLESS AMENDED</p> <p>Priority 8S</p> <p>Support letter sent 4/5</p>
<p>SB 137 Dodd</p> <p>Federal Transportation Funds: State Exchange Programs</p>	<p>6/3/19</p> <p>Assembly Transportation</p>	<p>This bill would authorize Caltrans to allow federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to Caltrans.</p>	<p>Watch</p> <p>Priority 1S</p>
<p>SB 152 Beall</p> <p>Active Transportation Program</p>	<p>5/16/19</p> <p>Held in Committee</p>	<p>This bill would change the allocation method of the Active Transportation Program to favor the formulaic program, increasing the formula for MPOs with population of 200,000 or more from 40% to 75-60%, increasing the competitive share for small and rural regions from 10% to 15%, and reducing the statewide competitive portion from 50% to 40-25%. SB 152 limits rural communities’ access to ATP funding: While the bill proposes to increase the Small Urban/ Rural set aside from 10% to 15%, the bill also reduces the statewide component from 50% to 10%. This reduction drastically cuts the amounts of funds for which rural communities are eligible to compete. Rural areas are visited by hundreds of thousands of Californians who do not live there. Those regions need active transportation facilities to accommodate visitors. Rural areas will never get enough money to build anything meaningful under a population-based formula. SB 152 would also limit the 10% statewide component to “transformative projects”, code for large urban projects, which would extremely limit the ability of rural agencies to compete for statewide funds.</p>	<p>OPPOSE</p> <p>Priority 1S</p> <p>Letter sent 4/17</p>

TAMC Bill Matrix – June 2019

Measure	Status	Bill Summary	Position
<p><u>SB 189 (Monning)</u></p> <p><u>Fort Ord Reuse Authority: member agencies: land use and zoning: dissolution</u></p>	<p>6/3/19</p> <p>Assembly Local Government</p>	<p><u>This bill would, as of July 1, 2020, reduce the size of the FORA board from 13 to 5 members and would require a majority vote to pass or act upon any matter. This bill would, as of July 1, 2020, prohibit any additions to the reuse plan, including the capital improvement program, and would eliminate the board’s authority to issue bonds to finance basewide public facilities. This bill would extend the inoperative date of FORA from June 30, 2020 to June 30, 2022. The bill would require the authority to negotiate and secure successor agencies for all obligations under the transition plan no later than June 30, 2022. The bill would, as of July 1, 2020, require the Monterey County Local Agency Formation Commission (LAFCO) to provide for the orderly dissolution of the authority once an agreement with a successor agency has been finalized. The bill would, as of July 1, 2020, require the transfer of specified revenues of the authority to the County of Monterey for disbursement to each underlying land use jurisdiction on a pro rata basis. The bill would, as of July 1, 2020, specify that any financial obligation of FORA to which the County succeeds as a result of the disbursement of remaining revenues or the retirement of debt does not constitute a debt or liability of the county, or any other member agency. The bill would, as of July 1, 2020, authorize FORA to take specified actions regarding its dissolution, including implementing the transition plan and collecting and disbursing specified revenues. The bill would, as of July 1, 2020, authorize an underlying land use jurisdiction to adopt a substitute funding mechanism in lieu of the community facilities district established for the Fort Ord area if the jurisdiction commits to continue funding specified regional needs. This bill would make provisions governing the establishment and operation of redevelopment project areas created within Fort Ord inoperative as of the date of the dissolution of FORA or the retirement of the authority’s debt, whichever occurs later. The bill, upon dissolution of the authority or retirement of its debt, whichever occurs later, would require that any remaining property tax revenues allocated to the authority be transferred to the auditor-controller of the County of Monterey for appropriate distribution.</u></p>	<p><u>Watch</u></p> <p><u>Priority 1S</u></p>
<p><u>SB 277 Beall</u></p> <p><u>Road Maintenance and Rehabilitation Program: guidelines-Local Partnership Program</u></p>	<p>6/4/19</p> <p>Assembly Transportation</p>	<p><u><i>Amended bill:</i> This bill would require the CTC to apportion the \$200 million/year Local Partnership Program on a formula basis to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects, that also have responsibility for funding, procuring, and constructing transportation improvements within their jurisdictions. This bill changes the allocation method of the Local Partnership Program from a 50/50 formulaic to competitive split to 100% formula. TAMC would be at a disadvantage under this change, as Monterey County brings in far less in sales tax funds than do more populous areas, and TAMC would be forced to save up formula funding over several years in order to deliver Measure X projects. The competitive program gives TAMC more opportunities to accelerate larger projects.</u></p>	<p><u>Watch</u></p> <p><u>OPPOSE</u></p> <p><u>Priority 1S</u></p>

TAMC Bill Matrix – June 2019

Measure	Status	Bill Summary	Position
SB 498 Hurtado Trade Corridors Improvement Fund: grant program: short-line railroads	5/28/19 Assembly Desk	This bill would require the CTC, with respect to specified funds resulting from TCIF program savings, to establish a competitive grant program to provide grants from those funds in the 2020–21 and 2021–22 fiscal years to <u>Caltrans and regional transportation planning agencies</u> for short-line railroad operators for railroad reconstruction, maintenance, upgrade, or replacement expenditures.	Watch Priority 1S
SB 526 Allen Regional transportation plans: Greenhouse gas emissions targets: <u>State Mobility Action Plan for Healthy Communities</u>	5/16/19 Held in Committee	This bill would require the CARB to adopt a regulation that requires a Metropolitan Planning Organization (MPO) to provide any data that CARB requests to determine if the MPO is on track to meet its 2035 greenhouse gas emission reduction target. If the state board determines that the MPO is not on track to meet its 2035 greenhouse gas emission reduction target, the bill would require the CTC to assign a lower priority to a project that increases vehicle miles traveled and greenhouse gas emissions. This bill could jeopardize funding for safety projects by giving highest priority to projects that reduce greenhouse gas emissions. This bill does not recognize the external forces, such as a jobs-housing imbalance, that limit the MPO’s ability to meet VMT reduction targets, despite pursuing bicycle, pedestrian and transit projects.	OPPOSE Priority 3S Letter sent 4/5
SB 628 Caballero Prunedale Bypass: disposition of excess properties: relinquishment: State Route 183	5/24/19 Assembly Desk	This bill, sponsored by TAMC, would reserve proceeds from the sale of any excess properties originally acquired by Caltrans for the Prunedale Bypass in Monterey County and require that the proceeds be used for other projects, including safety projects, on US 101 or Route 156 in Monterey County. The bill is a reintroduction of AB 696 (Caballero), which was vetoed by Governor Brown in 2017. This version also contains language requested by the City of Salinas to direct Caltrans to relinquish a section of State Route 183 to the City. This bill passed the Senate Transportation and Appropriations Committees and the Floor with unanimous votes.	SPONSOR/SUPPORT Priority 4S Letter sent 3/14
SB 742 Allen Intercity passenger rail services: motor carrier transportation of passengers	5/30/19 Assembly Transportation	This bill would authorize Caltrans to provide funding to Amtrak, a joint powers authority, or any other public or private transit operator for the purpose of entering into a contract with a motor carrier of passengers for the intercity transportation of passengers by motor carrier over regular routes. This bill solves a long-standing problem with Amtrak Thruway buses that passengers must hold a ticket for a train trip in order to ride on a Thruway bus. The California Intercity Passenger Rail group has been seeking this solution for years.	SUPPORT Priority 8S Letter sent 5/1
Governor’s Proposed Budget Trailer Bill	3/11/19	The Governor’s May Revise Budget continues to include a proposal to withhold local streets and roads funding from jurisdictions that fail to comply with housing production goals, entitlements and zoning for increased affordable housing.	Watch CONCERN Priority 1S



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Michael Zeller, Principal Transportation Planner
Meeting Date: June 26, 2019
Subject: **Regional Transportation Plan Environmental Impact Report Agreement**

RECOMMENDED ACTION:

Regional Transportation Plan Environmental Impact Report Agreement:

1. **AUTHORIZE** the Executive Director to execute an agreement not to exceed \$60,000 with the Association of Monterey Bay Area Governments for the preparation of the 2045 Metropolitan Transportation Plan / Sustainable Communities Strategy / Regional Transportation Plan Environmental Impact Report;
2. **APPROVE** the use of \$60,000 in funds budgeted to this project; 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 Transportation Agency is seeking to enact a cost sharing agreement with the Association of Monterey Bay Area Governments and the other Regional Transportation Planning Agencies for Santa Cruz and San Benito counties for the mutual development of one environmental review covering each agency's 2045 Regional Transportation Plan, in addition to AMBAG's Metropolitan Transportation Plan / Sustainable Communities Strategy.

FINANCIAL IMPACT:

The cost of the environmental impact report development, including special legal assistance, is budgeted by the Association of Monterey Bay Area Governments not-to-exceed \$300,000. The Transportation Agency's share of these costs will be \$60,000 (20%), with any cost savings to be distributed proportionately among the agencies.

DISCUSSION:

Projects being proposed for state and federal funding must be identified in a Regional Transportation Plan, which the Transportation Agency updates on a 4-year cycle for Monterey County. The regional plan is a long-range planning document with a 20-year horizon that includes three main components: 1) A Policy Element communicating goals and measurable objectives for improving the transportation

system, 2) a Financial Element that includes a forecast of revenues over the life of the plan, and 3) an Action Element that includes a list of projects to be built within the capacity of the funding forecast, which meet the goals objectives identified in the document. The Agency coordinates preparation of the document with the Association of Monterey Bay Area Governments, which prepares a Metropolitan Transportation Plan for the three-county Monterey Bay region pursuant to federal requirements.

To streamline the development of these documents and the environmental review process, the Regional Transportation Planning Agencies for the tri-county region are seeking to designate the Association of Monterey Bay Area Governments as the Lead Agency pursuant to the California Environmental Quality Act for the preparation of a collective environmental review document. The agreement attached with this staff report would allow for the mutual development of one environmental review covering each Responsible Agency’s 2045 Regional Transportation Plan and the Association of Monterey Bay Area Governments’ Metropolitan Transportation Plan / Sustainable Communities Strategy.

The project costs for consultant services to develop the environmental document are budgeted not exceed the amount of \$300,000. The Association of Monterey Bay Area Governments and the Regional Transportation Planning Agencies are seeking agreement to split the costs for the project as follows:

Agency	Cost
AMBAG	\$140,000
TAMC	\$60,000
Other RTPAs	\$100,000
Total Project Cost	\$300,000

AMBAG will provide overall project management and will receive consultant invoices and pay the invoices upon satisfactory completion of consultant work. The agreement holds TAMC to the following payment schedule:

January 1, 2021: \$30,000
 January 1, 2022: \$30,000

The intent of this payment schedule is to provide for the timely payment of consultant invoices by AMBAG through partial prepayment, without imposing significant burden on TAMC through total prepayment. At the end of the Project, if the project consultant invoices less than the aforementioned project cost, AMBAG shall return to TAMC its share of the remaining non-invoiced amount.

ATTACHMENTS:

- 2045 MTP / SCS / RTP EIR Cost Sharing Agreement

DRAFT
AMBAG – TAMC
Cost Sharing Agreement for the Preparation of the
2045 MTP/SCS/RTP Environmental Impact Report

THIS AGREEMENT is both a project cost reimbursement and collaborative project agreement between the Association of Monterey Bay Area Governments hereinafter referred to as “AMBAG,” and the Transportation Agency for Monterey County, hereinafter referred to as “TAMC.”

WHEREAS, AMBAG and TAMC have a long-standing relationship and mutual responsibility for transportation planning in Monterey County; and

WHEREAS, AMBAG and TAMC are each responsible for the development of, at a minimum, a 20-year long-range transportation plan outlining anticipated projects and policy direction for their respective areas of responsibility; and

WHEREAS, the Metropolitan Transportation Plan (MTP), including the Sustainable Communities Strategy (SCS), and TAMC’s Regional Transportation Plans (RTP) are each considered a project under the California Environmental Quality Act (CEQA); and

WHEREAS, it has been determined that an environmental review of the 2045 MTP/SCS and RTP will need to be prepared; and

WHEREAS, TAMC agrees to designate AMBAG as the Lead Agency pursuant to CEQA for the preparation of the collective environmental review; and

WHEREAS, AMBAG and TAMC agree that joint development of the environmental review is desirable and each agrees to participate in the selection of a consultant to conduct environmental review on their 20 plus-year long-range transportation plans and enlist CEQA services from that consultant; and

WHEREAS, the parties hereto desire to enter into an Agreement calling for the mutual development of one environmental review covering TAMC’s 2045 Regional Transportation Plan in addition to AMBAG’s 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (such collective environmental review referred to hereinafter as “Project”); and

WHEREAS, AMBAG shall also enter into separate cost sharing agreements with the Regional Transportation Planning Agencies for Santa Cruz and San Benito Counties allowing for their 2045 Regional Transportation Plans to also be covered by the same environmental review as TAMC’s 2045 RTP and AMBAG’s 2045 MTP/SCS.

NOW, THEREFORE, in consideration of the promises and mutual covenants herein contained, the parties hereto agree to the following:

1. Scope of Work

AMBAG shall secure separate cost sharing agreements with the Regional Transportation Planning Agencies (RTPAs) for Santa Cruz and San Benito Counties that stipulates the same scope, term, payment procedures, and EIR revision clauses as this agreement to cover those agencies' proportionate share of the Project to be completed under this agreement. AMBAG shall submit executed copies of those agreements to TAMC prior to the issuance of a Notice to Proceed on environmental analysis for the Project and prior to the issuance of any invoice by AMBAG to TAMC under this agreement.

TAMC shall furnish its proportionate share of personnel, materials, services and facilities necessary for collaboration on the Project and will work collectively with AMBAG and the Regional Transportation Planning Agencies for Santa Cruz and San Benito Counties on developing a Request for Proposals for an environmental review consultant, including the Project's Scope of Work.

AMBAG shall produce a scope of work collectively with all of the participating agencies for the combined MTP/SCS/RTP EIR that meets all of the appropriate state requirements and needs of all of the participating agencies and shall conduct a procurement process collectively with all of the participating agencies meeting state and federal procurement requirements to secure an environmental consultant for the combined MTP/SCS/RTP EIR.

AMBAG shall enter into an agreement with an EIR consultant selected mutually by all the participating agencies and require the consultant to produce the combined MTP/SCS/RTP EIR that meets State requirements for such a document and the TAMC's and other RTPA's needs and requirements.

2. Term

This Agreement is effective July 31, 2019 and shall end on August 31, 2022, or 30 days after the Lead Agency files the Project's Notice of Determination, whichever occurs last. The period of performance may be extended by six months upon written agreement of all the parties.

3. Project Cost and Payments

The Project costs for consultant services shall not exceed the amount of \$300,000 except as provided below. AMBAG and TAMC agree to pay the Project costs shown below, as follows:

<u>Agency</u>	<u>Cost</u>
AMBAG	\$140,000
TAMC	\$ 60,000
Other RTPAs	\$100,000
Total Project Cost	\$300,000

AMBAG will provide overall Project management and will receive Project consultant invoices and pay the invoices upon satisfactory completion of consultant work. TAMC agrees to the following payment schedule:

January 1, 2021	\$30,000
January 1, 2022	\$30,000

The intent of this payment schedule is to provide for the timely payment of consultant invoices by AMBAG through partial prepayment, without imposing significant burden on TAMC through total prepayment. At the end of the Project, if the Project consultant invoices less than the aforementioned Project cost, AMBAG shall return to TAMC its share of the remaining non-invoiced amount.

All costs incurred under this Agreement shall be based on actual costs and are subject to audit. Substantiating documents (e.g., travel receipts, invoices, etc.) shall be retained by AMBAG and AMBAG shall keep an accurate accounting of all costs incurred in the performance of the Project for this Agreement, including providing summary reporting information to TAMC. No additional amounts shall be required of TAMC unless proposed increased costs are first approved by TAMC in writing.

4. MTP/SCS/RTP EIR Manager

AMBAG designates Ms. Heather Adamson as the 2045 MTP/SCS/RTP EIR Manager who shall be responsible for the professional conduct of the Project covered by this Agreement and liaison between the Project consultant and TAMC. AMBAG shall promptly notify TAMC of any change in 2045 MTP/SCS/RTP EIR Manager.

5. Responsible Agency Representatives

TAMC designates Mr. Michael Zeller as the TAMC Representative responsible for the participation in, response to, review and oversight of the products of the Project, and for amendments to this Agreement. TAMC shall promptly inform AMBAG of any change to its Representative.

6. Scope of Work Revisions

Any significant changes in the performance of this Agreement as outlined in the Project Scope of Work incorporated herein shall be in writing and require mutual authorization by the 2045 MTP/SCS/RTP EIR Manager and the TAMC Representative.

7. Administrative Representative

AMBAG designates Ms. Maura Twomey as the Administrative Representative who shall be responsible for the contractual and administrative aspects of the Agreement. Questions and correspondence of an administrative nature shall be directed to the Administrative Representative at AMBAG, 24580 Silver Cloud Court, Monterey, CA 93940.

8. Allowability of Costs

There shall not be any deviation from the project budget without prior written approval by AMBAG and TAMC. The allowability of costs shall be determined in accordance with the OMB Circular 2 CFR Chapter I and II, Part 200 et al. as of December 2013. All requests for budget amendments approval shall be in writing and mutually agreed to by AMBAG and TAMC boards. AMBAG shall carefully monitor costs and performance of the consultant, takes such steps as necessary to ensure that the Project be completed on time and on budget, and shall alert TAMC on an expedited basis of any questions or concerns in the costs or timely completion of the Project.

9. Termination

Either of the parties may terminate this Agreement at any time with or without cause, through a written Notice of Termination. Such Notice by one party will result in the termination of this Agreement among both parties. Such Notice will provide not less than forty-five (45) calendar days for AMBAG to refund to TAMC any remaining funds held for completion of this Agreement which are no longer required to pay consultant work for work performed prior to the date of receipt of the Notice of Termination.

10. Indemnification

Each party shall defend, indemnify, and save harmless each of the other parties against all claims, demands, suits, damages, costs, expenses, losses, or liability, in law or in equity, of every kind and nature whatsoever, arising out of or resulting from the negligent acts or omissions of the indemnifying party (which shall include the indemnifying party's officers, agents, employees or volunteers) in the performance of this agreement.

11. Disputes

In the event of a dispute arising out of the performance of this Agreement, any of the parties shall send a written Notice of Dispute to the other parties. Within five working days of receipt of such notice, the notified parties shall respond and agree to a meeting for the purpose of discussing the dispute and the facts giving rise to the dispute. In the event of a dispute arising out of the performance of this Agreement, the party alleging this dispute shall send a written Notice of Dispute to the other parties. Within five working days of receipt of such notice, the notified parties shall respond and agree to a meeting for the purpose of the dispute if possible. If resolution of the dispute cannot be reached, the affected parties may file appropriate litigation within six months thereafter.

12. Project Records

Financial records, supporting documents and other records pertinent to this Agreement shall be retained by AMBAG for a period of three (3) years from the date of submission of the final expenditure report, except that records pertaining to audit, appeals, litigation or settlement of claims arising out of performance of this Agreement shall be retained until such audits, appeals, litigation or claims have been disposed of.

All Project records, including but not limited to original data and primary data-yielding materials, secondarily derived tables and figures, and statistical tabulations and other summaries, pertinent to this Agreement, shall be made available by Project consultant to AMBAG and TAMC for a period of four (4) years from the termination date of this Agreement.

13. Nondiscrimination

To the extent provided by law and any applicable agency regulations, this Agreement and any program assisted thereby are subject to the policies against discrimination:

- Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794; and
- The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37, and 38); and
- The implementing regulations issued pursuant thereto by the California Department of Transportation, the Federal Highway Administration and the Federal Transit Administration; and
- Any assurance of compliance which AMBAG and TAMC have filed in accordance with any applicable agency regulations.

14. Severability

If any provision of this Agreement, or the application thereof to any person, place, or circumstance, shall be held by a court of competent jurisdiction to be invalid, unenforceable, or void, the remainder of this Agreement and such provisions as applied to other persons, places, and circumstances shall remain in full force and effect.

15. General Provisions and Certifications

AMBAG and TAMC certify that it is in compliance with all applicable federal and state laws and regulations.

16. Entire Agreement

This Agreement constitutes the entire agreement and understanding between AMBAG and TAMC and supersedes any prior or contemporaneous agreement or understandings if any. Any changes

or modifications shall be accomplished by a written amendment to this Agreement executed by the duly authorized representative of each party.

17. Choice of Laws

This Agreement shall be interpreted and applied according to the laws of California and shall be deemed to have been entered into in California as of the effective date set forth in Paragraph 2 above.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the month, day and year specified below.

Maura Twomey
Executive Director
Association of Monterey Bay Area Governments

Date: _____

APPROVED AS TO FORM

Don Freeman, AMBAG Legal Counsel

Date: _____

Debbie Hale
Executive Director
Transportation Agency for Monterey County

Date: _____

APPROVED AS TO FORM

Kathryn Reimann, TAMC Legal Counsel

Date: _____



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: June 26, 2019
Subject: Measure X Citizens Oversight Committee Membership

RECOMMENDED ACTION:

RECEIVE the current list of the representatives appointed to serve on the Measure X Citizens Oversight Committee.

SUMMARY:

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 6 months of the passage of Measure X; and members of the committee were appointed to serve by the Transportation Agency's Board of Directors on March 22, 2017.

FINANCIAL IMPACT:

Approved by the 69% of the voters in 2016, Measure X was projected to generate an estimated \$20 million annually, for a total of \$600 million over thirty years. Revenues have been collected since April, 2017, and in fact, the receipts for fiscal year 2017/18 totaled \$28,026,311. The funding source is a retail transactions and use tax of 3/8 cents. The revenue from the sales tax measure can only be used to fund transportation safety and mobility projects in Monterey County.

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 6 months of voter approval of Measure X. Members and their alternates were nominated by the organization they are representing. Additional members were nominated by the Transportation Agency Board of Directors to assure that a broad range of geographic and stakeholder interests are represented on the committee.

The duties of the Committee as defined in the Policies & Project Descriptions for the Transportation Safety & Investment Plan are as follows:

- Conduct independent audits to assure that funds are being expended in accordance with

requirements of the Transportation Safety & Investment Plan;

- Review and make recommendations on any proposed changes to the plan, prior to the Transportation Agency Board consideration;
- Review and comment on project delivery schedules as represented in the Strategic Expenditure Plan and make recommendations to the Transportation Agency on any proposals for changing project delivery priorities; and
- Prepare annual reports regarding the administration of the program, to be presented to the Transportation Agency Board of Directors and available for public review.

Attached is the current list of the representatives appointed to serve on the Measure X Citizens Oversight Committee.

ATTACHMENTS:

- Measure X Citizens Oversight Committee Representatives

eXcellent Transportation Oversight Committee

MEASURE X CATEGORY	ORGANIZATION	REPRESENTATIVE	ALTERNATE	TERM (Yrs.)
League of Women Voters	League of Women Voters	Janet Brennan	Howard Fosler	2
A bona fide taxpayers association - Salinas Valley	Salinas Valley Taxpayers Association	Kevin Dayton	Rick Giffin	3
A bona fide taxpayers association - Monterey Peninsula	Monterey Peninsula Taxpayers Association	Tom Rowley	Rick Heuer	2
Senior or disabled services agency	Community Voice for Aging	Kalah Bumba	Teresa Sullivan	3
Bicycling Advocate	N/A	Victoria Beach	Claire Rygg	2
Transit users	Building Healthy Communities	Cesar Lara	Monica Gurmilan	3
Labor Organization	Monterey Bay Central Labor Council	Rod Smalley	Glen Schaller	2
Central Coast Builders Exchange	Central Coast Builders Exchange	Cliff Fasnacht	Kristine O'Dell	3
Chamber of Commerce – Salinas Valley	Salinas Valley Chamber of Commerce	John Haupt	John Bailey	2
Chamber of Commerce – Monterey Peninsula	Monterey Peninsula Chamber of Commerce	Dan Limesand	Pending	3
Habitat Preservation	Sierra Club, Ventana Chapter Big Sur land Trust	Scott Waltz	Rachel Saunders	2
Hospitality	Monterey Peninsula Hospitality Association	Barbara Meister	Gary Cursio	3
Agriculture	Monterey County Farm Bureau	Norm Groot	Bill Lipe	2
Education	Monterey County Office of Education	Joshua Jorn	Patrick Deberdt Jarrett Garife	3
Additional TAMC Board Recommendation: South County	Southern Monterey County Rural Community Coalition	Paula Getzelman	Carol Kenyon	2
Additional TAMC Board Recommendation: Latino Organization	LULAC Salinas Council #2055	Chris Barrera	Manuel Valencia	3

eXcellent Transportation Oversight Committee

Additional TAMC Board Recommendation: North County	N/A	Ron Rader	Scott Freeman	2
Additional TAMC Board Recommendation: Pedestrian	Communities for Sustainable Monterey County	Daniel Hernandez	Pending	3
Additional TAMC Board Recommendation: Youth/College	TAMC Board Nomination	Alexis Garcia-Arrazola	Pending	2
Additional TAMC Board Recommendation: Construction	Carpenters Union Local 505/605	Sean Hebard	Keith Severson	3

Measure X Citizens Oversight Committee

Members of the Measure X Citizens Oversight Committee were appointed to serve by the TAMC Board of Directors on March 22, 2017. The first committee meeting was held on April 18, 2017. The committee meets quarterly on the third Tuesday of the month in January, April, July and October each year. Two meetings are held on the Monterey Peninsula and two meetings are held in Salinas.

Committee Chairs:

- Kevin Dayton, 2017 – 2018
- Paula Getzelman, 2019



Memorandum

To: Board of Directors
From: Rich Deal, Principal Engineer
Meeting Date: June 26, 2019
Subject: Fort Ord Regional Trail and Greenway Contract Amendment

RECOMMENDED ACTION:

Fort Ord Regional Trail and Greenway Contract Amendment:

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a contract amendment with Alta Planning + Design, subject to approval by Agency Counsel, to increase the contract by a total amount of \$282,478 from \$1,084,008 to \$1,366,486 to provide additional environmental review and preliminary design services;
2. **APPROVE** the use of Measure X funds budgeted to the Fort Ord Regional Trail and Greenway Project;
3. **FIND** that this amendment is justified as a sole source due to the efficiencies that support award to the existing consultant as a logical follow-on to work already in progress under a competitively awarded contract; and
4. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract amendment, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved agreement term or amount.

SUMMARY:

Additional consultant services beyond the approved contract are required in three areas, primarily due to the receipt of an Active Transportation Grant for the State Route 218 segment: 1) federal environmental review of the trail segment adjacent to SR 218, 2) added trail segment on Carlton Drive and Plumas Avenue linking to Del Rey Woods Elementary School, and 3) acceleration of the environmental certification deadline to 2020 imposed by the California Transportation Commission. Other activities added by this contract amendment include additional environmental surveys to cover optional alignments, as well as study of several new alignment options for the Marina north loop due to development uncertainty involving multiple parcels and various property owners.

FINANCIAL IMPACT:

This amendment to agreement with Alta Planning + Design or environmental review and preliminary engineering design for the Fort Ord Regional Trail and Greenway project increases the "not-to-exceed amount" by \$282,478 from \$1,084,008 to \$1,366,486. The increase is 26% of the original contract amount. The additional funding is available from Measure X and Local Partnership Program monies.

DISCUSSION:

TAMC awarded a contract to Alta on August 22, 2018 for environmental review and preliminary design of the FORTAG trail. Five months later in January 2019, the Transportation Agency captured \$10.3 million from a highly competitive state Active Transportation Program grant to construct one segment of the FORTAG trail through Del Rey Oaks. Grant requirements and development uncertainty around the Marina north loop are driving the need to increase the scope of services, as explained below:

1. Federal Environmental Review:

The segment of the FORTAG trail that will be funded by grant will be included in the state Environmental Impact Report; however, federal environmental review is also required for this segment, under the terms of the grant. Federal environmental review was not included in the original scope and the additional work to accomplish federal review is included in this contract amendment.

2. Carlton Drive /Plumas Avenue Link to Del Rey Woods Elementary School:

The Active Transportation Program grant will fund construction of a 1.5-mile segment of the FORTAG trail from the Fremont Boulevard and Canyon Del Rey Boulevard (SR 218) intersection to the Del Rey Woods Elementary School in Seaside. The trail will abut SR 218 near the Safeway shopping center before entering Work Memorial Park and Del Rey Park via Angelus Way in Del Rey Oaks. The trail will then cross SR 218 and travel northeast on Carlton Drive and Plumas Avenue to Del Rey Woods Elementary School.

A new trail spur connecting the FORTAG segment in Del Rey Oaks to Del Rey Woods Elementary School on Carlton Drive and Plumas Avenue was not included in the original FORTAG environmental document scope of work but was added to the grant proposal to better meet Safe Routes to School goals. The grant-funded segment of the trail also requires analysis of three options to cross SR 218 near Carlton Drive, including a tunnel, roundabout, and at-grade crossing.

3. Trail Alignment Uncertainty in Marina North Loop:

The original scope of work required environmental evaluation of 27 miles of the FORTAG trail. While the length of the trail to be constructed is not increasing substantially, an additional 13 miles of trail alignment options on the north loop near the Marina Municipal Airport and Cal State University Monterey Bay campus, as shown in the attached FORTAG alignment map, require evaluation. These additional options cover the uncertainty of multiple parcels with different property owners, including the City of Marina (Marina Station), Armstrong Ranch area, Monterey Regional Waste Management District, and Monterey One Water Treatment Plant. These options add 515 acres of technical study area to the original scope of work. Evaluating these options will help in the development of a feasible alignment to connect the northern loop to the existing Monterey Bay Scenic Coastal Trail.

4. Accelerating the Schedule to June 2020:

The Active Transportation Program grant includes a timely-use-of-funds provision that stipulates the project environmental document must be approved by the California Transportation Commission in June 2020 to avoid forfeiting the \$10.3 million in grant funding. The TAMC Board of Directors must certify the FORTAG Environmental Impact Report at their March 2020 meeting in order to meet this deadline. The original project schedule assumed approximately 17 months for environmental review. Accelerating the schedule by 7 months will meet the grant requirement.

The specific details of the additional work are contained in the attached Additional Services document. Staff is asking for Board approval to amend the contract with Alta Planning + Design for the reasons explained above.

ATTACHMENTS:

- ▢ Amendment 1 to Agreement
- ▢ FORTAG Alignment Map

WEB ATTACHMENTS:

[Additional Services Request](#)

AMENDMENT # 1 TO AGREEMENT FOR PROFESSIONAL SERVICES
BETWEEN
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY
AND
ALTA PLANNING + DESIGN, INC.

THIS AMENDMENT NO. 1 to the agreement dated August 22, 2018, between the Transportation Agency for Monterey County, hereinafter referred to as "TAMC," and Alta Planning + Design, Inc., hereinafter referred to as "Consultant," is hereby entered into between TAMC and the Consultant.

RECITALS:

- A. **WHEREAS**, TAMC and Consultant entered into an agreement for professional services on August 22, 2018, hereinafter referred to as "Agreement;" and
- B. **WHEREAS**, on June 26, 2019, TAMC and Consultant entered into Amendment No. 1 to the Agreement in order to incorporate an expansion of the initial scope of work and acceleration of the environmental work timeline due to a State Active Transportation Grant that was awarded to TAMC after the initial scope of work was approved.

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

1. **TERM OF AGREEMENT**

The term of this agreement will remain the same, terminating on December 31, 2020.

2. **TOTAL COMPENSATION**

The total compensation to be paid pursuant to this Agreement as amended shall not exceed one million three hundred sixty-six thousand and eight dollars (\$1,366,008)

3. **SCOPE OF SERVICES**

The Scope of Services attached to the Agreement (as amended) as Exhibit A is hereby amended to include additional services as shown in Exhibit A1.

4. **REMAINDER OF TERMS UNCHANGED**

All other terms of the Agreement remain in full effect.

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

IN WITNESS WHEREOF, the parties hereto have executed this Amendment to the Agreement with Alta Planning + Design, Inc.

TAMC:

Alta Planning + Design, Inc.

Debra L. Hale
Executive Director

Greg Maher
Vice President, as duly authorized

(date)

(date)

Approved as to form:

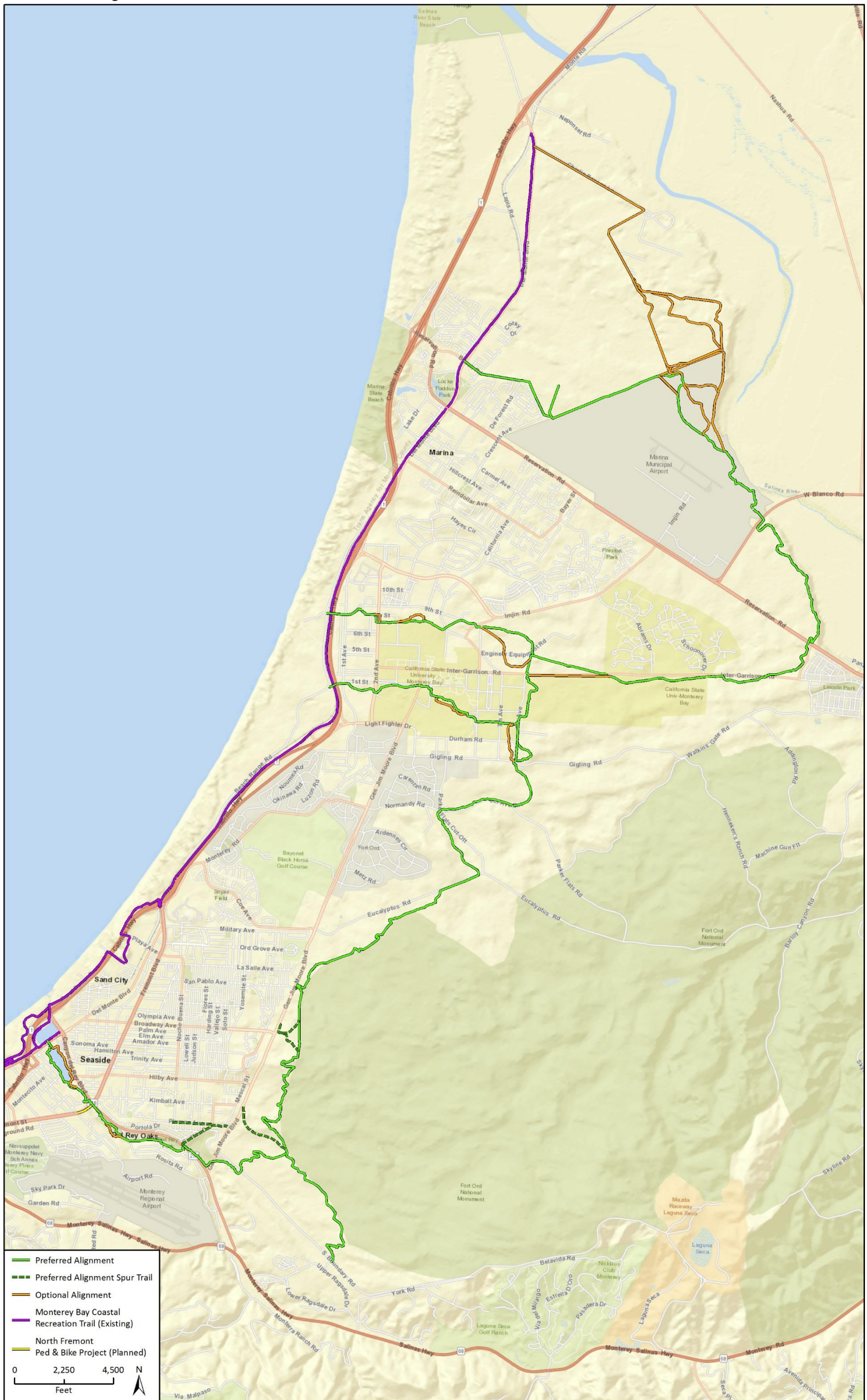
TAMC Counsel

Katie Mangle
Vice President, as duly authorized

(date)

(date)

Figure 1 FORTAG Alignment



Imagery provided by ESRI and its licensors © 2019. Additional data provided by Alta, 2019.

Fig 1 FORTAG Proposed Alignment



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Ariana Green, Associate Transportation Planner
Meeting Date: June 26, 2019
Subject: Every Child Grant Partner Agreement

RECOMMENDED ACTION:

Every Child Grant Partner Agreement

1. **AUTHORIZE** the Executive Director to execute a fund transfer agreement with the Monterey County Health Department in an amount not to exceed \$1,167,173;
2. **AUTHORIZE** the use of the “Every Child: Community-Supported Safe Routes to School” project Active Transportation Program grant funding, and Measure X Safe Routes to School Program funds as approved in the FY19/20 budget; and
3. **AUTHORIZE** the Executive Director to make administrative changes to the agreements if such changes do not increase the Agency's net cost, subject to approval by Agency Counsel.

SUMMARY:

In January 2019 TAMC was awarded an Active Transportation Program Cycle 4 grant for the “Every Child: Community-Supported Safe Routes to School” project. The project will implement traffic gardens and other safe routes to school programming in Salinas Valley, Monterey Bay Peninsula and North Monterey County communities. The Monterey County Health Department is a grant partner and will help to deliver the project. Work is expected to begin September 2019 and conclude in Summer 2022.

FINANCIAL IMPACT:

The Every Child: Community-Supported Safe Routes to School project is funded through a State Active Transportation Program Grant (\$2,143,000), Monterey County Health Department In-Kind match (\$17,224) and Measure X Safe Routes to School funds (\$65,000) for a total project cost of \$2,225,224. The contract will be effective starting June 26, 2019 and will remain in effect until December 31, 2022.

DISCUSSION:

Background

In February 2018, the TAMC Board adopted the Measure X Safe Routes to School Guidelines which

set goals for safe routes to school in Monterey County. The Measure X Safe Routes to School program is aimed at developing safe, healthy and affordable transportation options for children, educating children and the community how to safety walk, bicycle and carpool, and encouraging children to use active transportation that will lead to a healthier lifestyle.

TAMC partnered with the Monterey County Health Department to develop the grant application for the Every Child: Community-Supported Safe Routes to School project. The three-year project will provide an opportunity to implement traffic gardens and Measure X Safe Routes to School education, encouragement and enforcement programs at 11 schools and 2 community parks in Monterey County (see Table 1 below). The "Every Child" grant will be focused on developing programmatic and communications infrastructure to expand the Measure X Safe Routes to School program to the rest of Monterey County.

EVERY CHILD TRAFFIC GARDENS

Schools	Location	Enrollment
1 Ord Terrace Elementary	Seaside	497
2 Del Rey Woods Elementary	Seaside	448
3 MLK Jr. Academy	Salinas	612
4 Kammann Elementary	Salinas	792
5 La Gloria Elementary	Gonzales	803
6 Gabilan Elementary	Soledad	452
7 Oak Ave Elementary	Greenfield	784
8 Bay View Academy	Monterey	464
9 Crumpton Elementary	Marina	403
10 Castroville Elementary	Castroville	634
11 Prunedale Elementary	Prunedale	694
12 San Antonio Park	King City	N/A
13 Pajaro Park	Pajaro	N/A

Roles & Responsibilities

The Transportation Agency will act as the Lead Agency, responsible for:

- Administering the grant;
- Requesting reimbursement from Caltrans;
- Managing and overseeing project deliver in compliance with state and local requirements;
- Facilitating monthly partner coordination meetings;
- Securing and managing a sub-consultant contract in line with state requirements;
- Designing and implementing traffic gardens;
- Developing and delivering safe routes to school education, encouragement and enforcement pilot

- programs;
- Participating in school and community outreach; and
- Supporting Monterey County Health Department's work.

The Monterey County Health Department shall act as the Partnering Agency responsible for:

- Participating in monthly partner coordination meetings
- Leading school and community engagement especially with Spanish-speakers and health disadvantaged populations;
- Developing Safe Routes to School Committees to provide sustainable programming;
- Organizing walk to school events events;
- Developing and implementing walking school bus programs;
- Providing educational in-person safety presentations to 3rd and 4th graders as well as seniors;
- Hold three bike maintenance shop classes each year at Greenfield High School;
- Collecting and analyzing survey data;
- Developing a volunteer toolkit;
- Submitting quarterly invoices and progress reports to the Transportation Agency; and
- Supporting TAMC's work.

The attached Agreement further clarifies the roles and responsibilities of TAMC and Monterey County Health Department as well as reimbursement amounts to deliver the project.

The project is expected to kick-off in September 2019 and conclude in Summer 2022.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: June 26, 2019
Subject: **Draft 2019 Public Participation Plan**

RECOMMENDED ACTION:

Draft 2019 Public Participation Plan:

1. **RECEIVE** the Draft 2019 Public Participation Plan;
2. **RELEASE** the Draft 2019 Public Participation Plan for a 45-day public comment review period; and
3. **SCHEDULE** a public hearing for the Draft 2019 Public Participation Plan at the August Transportation Agency Board of Directors Meeting.

SUMMARY:

The Association of Monterey Bay Area Government Area Governments (AMBAG) is required by federal regulations to prepare and maintain a public participation plan for the tri-county region. This comprehensive document guides regional planning agencies and local jurisdictions in the public participation process and how it will be structured for federally-funded transportation plans, programs and projects in the region. Staff for the Transportation Agency has assisted AMBAG in the preparation of this draft plan.

FINANCIAL IMPACT:

Staff time to participate in updating the Public Participation Plan is funded through state planning funds allocated to the Transportation Agency for transportation planning. These funds are included in the Agency's approved budget.

DISCUSSION:

AMBAG, as the federally designated Metropolitan Planning Organization for the Monterey Bay region, prepares and adopts the Public Participation Plan at least once every four years. The prior Public Participation Plan, the 2015 Monterey Bay Area Public Participation Plan, was adopted by AMBAG in April 2015 to comply with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users legislation. The *2019 Public Participation Plan* will cover the four-year period from 2019-2023 and must comply with the current Federal Surface Transportation Act,

Fixing America's Surface Transportation Act (FAST Act), which was enacted in 2015. The *2019 Public Participation Plan* emphasizes the transportation decision making process, including the expanded use of visualization techniques and innovative online marketing strategies in public outreach.

The requirements for the Public Participation Plan under the FAST Act include increased involvement and collaboration with members of the public, decision makers and staff from the local jurisdictions and partner agencies within the region.

Key sections of the *2019 Public Participation Plan* are listed below:

- Public Participation Plan Guiding Principles
- 2019 Public Participation Plan Timeline
- Incorporating Limited English-Proficiency Populations into the Public Participation Plan
- Public Participation Plan Procedures and Development Process
- Interested Parties and Public Engagement
- Online and Visualization Outreach Strategies

A link to the *Draft 2019 Public Participation Plan* is provided as a web attachment. More information about the plan can be found on the AMBAG website at: <https://ambag.org/programs-services/planning/public-participation-plan>.

Recognizing that the essential component of public outreach is communication, the Transportation Agency Board of Directors adopted a set of strategic goals in 2017 which included the need to enhance public communications. The *2019 Draft Public Participation Plan* provides the tools to accomplish that goal. Therefore, staff requests that the Transportation Agency Board of Directors received the *Draft 2019 Public Participation Plan* and release it for public comment for a 45-day public comment period, followed by a public hearing at the Agency's August 2019 Board meeting.

WEB ATTACHMENTS:

[Draft 2019 Public Participation Plan](#)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: June 26, 2019
Subject: **Extension of Rail Project Storm Drain Reimbursement Agreement with Salinas**

RECOMMENDED ACTION:**Salinas Rail Project Storm Drain Reimbursement Agreement Extension**

1. **APPROVE** and **AUTHORIZE** Executive Director to extend the agreement with the City of Salinas to reimburse for storm drain relocation work associated with the Salinas Intermodal Transportation Center project by six months, to December 31, 2019, with no increase in budget;
2. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the agreement, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved term or amount, subject to approval by Agency Counsel.

SUMMARY:

This agreement extension will accommodate the City's delays to date relocating storm drains in the Caltrans right-of-way (Market Street) associated with the TAMC project to improve the Salinas Intermodal Transportation Center as part of the Monterey County Rail Extension project.

FINANCIAL IMPACT:

The total cost of the agreement is not to exceed Eighty-Nine Thousand, Three Hundred and Fifteen Dollars (\$89,315), based on plans reviewed by both TAMC and City. The design is estimated to cost \$14,065 and can be funded with design funding from the approved project budget. The construction is estimated to cost \$75,250, and is an eligible use of funds from the approved project budget for the construction. This amendment does not change the cost of the agreement, as originally approved by the TAMC Board on December 5, 2018.

DISCUSSION:

The first construction package of the Salinas Intermodal Transportation Center Project will extend Lincoln Avenue across West Market Street (State Route 183) for site access and circulation, construct and improve surface parking lots, install bicycle storage, and designate loading berths for Monterey-

Salinas Transit, Greyhound, Amtrak, and other buses.

Separate from but concurrent with the station Project, the City of Salinas is relocating the main storm drain from Station Place into the new alignment of Lincoln Avenue. TAMC and the City agreed that it is in the best interests of the parties and the public that the City perform the storm drain relocation required by the Project, and that TAMC reimburse the City for such work, as shown in the executed agreement online as a **web attachment**, approved by the TAMC Board on December 5, 2018 and by the City Council on December 18, 2018.

In the time since the agreement was finalized, the City:

- Approved the design plans on January 8, 2019;
- Received the Caltrans encroachment permit on April 17, 2019 (after three design revisions to accommodate unexpected utility conflicts and in response to Caltrans comments);
- Approved a contract with MPE to perform the storm drain relocation on April 30, 2019; and
- Executed the contract on May 28, 2019.

The current storm drain relocation project schedule anticipates completion of construction by August 8, 2019. As closing out construction contracts can take some time, staff recommends an extension of this agreement to December 31, 2019 to allow sufficient time for reviewing, resolving, and paying invoices.

Attached is the draft amendment #1 to extend the agreement to December 31, 2019.

ATTACHMENTS:

- Salinas Reimbursement Agmt Amd 1

WEB ATTACHMENTS:

- [Executed reimbursement agreement with the City of Salinas](#)

**AMENDMENT #1 TO REIMBURSEMENT AGREEMENT BETWEEN
TRANSPORTATION AGENCY FOR MONTEREY COUNTY
AND
CITY OF SALINAS
FOR STORM DRAIN IMPROVEMENTS RELATED TO
SALINAS INTERMODAL TRANSPORTATION CENTER (ITC) PROJECT**

THIS AMENDMENT NO. 1 to the agreement (hereinafter, "Agreement") dated December 6, 2018, between the Transportation Agency for Monterey County, hereinafter referred to as "TAMC," and the City of Salinas, hereinafter referred to as "City," is hereby entered into between TAMC and City.

RECITALS:

- A. **WHEREAS**, the parties had previously entered into an agreement on December 6, 2018; and
- B. **WHEREAS**, the original Agreement had a completion date of June 30, 2019; and
- C. **WHEREAS**, the parties wish to modify the Agreement as described below;

NOW, THEREFORE, the parties agree as follows:

1. Paragraph III of the Agreement (TERM) shall be amended so that the first sentence of that Paragraph reads as follows:

"This agreement shall commence effective December 6, 2018, contingent upon funding approval at the California Transportation Commission meeting of December 6, 2018, and contingent upon approval at the TAMC Board meeting of December 5, 2018, and remain in full force and effect through December 31, 2019, unless sooner terminated as provided herein."
2. Except as provided herein, all other terms and conditions of the original Agreement shall remain in full force and effect.
3. A copy of this Amendment No. 1 shall be attached to the original Agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment to the Reimbursement Agreement between TAMC and the City of Salinas.

<p>TRANSPORTATION AGENCY FOR MONTEREY COUNTY</p>		<p>CITY OF SALINAS</p>
<p>By: _____ Debra Hale Executive Director</p> <p>Date: _____</p>		<p>By: _____ David Jacobs Director of Public Works</p> <p>Date: _____</p>
<p>APPROVED AS TO FORM:</p> <p>By: _____ Kathryn Reimann TAMC Counsel</p> <p>Date: _____</p>		<p>APPROVED AS TO FORM:</p> <p>By: _____ Christopher Callihan City Attorney</p> <p>Date: _____</p>



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: June 26, 2019
Subject: **Geocon Amendment #1**

RECOMMENDED ACTION:

Geocon Contract Amendment #1

1. **APPROVE** contract amendment #1 with Geocon Consultants, Inc. to extend the time of the contract by six months to December 31, 2019 with no increase in budget; and
2. **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, subject to approval by Agency Counsel.

SUMMARY:

TAMC hired Geocon Consultants, Inc. in September 2018 for \$20,632 after a request for proposals to perform soils and groundwater testing and prepare an Environmental Site Assessment (ESA) of the Salinas Rail Project Package 2 parcels, for the period ending June 30, 2019. The ESA was completed in April 2019 and found arsenic at one testing location. Staff recommends extending this contract for six months with no increase in compensation to enable Geocon to continue to support the property negotiations with additional soils testing to determine the extent of the arsenic contamination, if staff determines this additional testing to be necessary.

FINANCIAL IMPACT:

The not-to-exceed amount for this contract for hazardous materials testing services for Package 2 properties is \$20,632. Sufficient funds are secured for this contract via the state Traffic Congestion Relief Program funds allocated to this project.

DISCUSSION:

The Transportation Agency for Monterey County, as the local lead agency, grantee agency and owner of the Salinas Rail Extension project, proposes to extend passenger rail service from Santa Clara County south to Salinas. The service will start with two daily round trips, expanding to up to six round trips as demand warrants. The project provides an alternative to the highly congested US 101 corridor

to access jobs, education, and health care, and improves interregional transportation and air quality.

The Salinas Rail Extension Kick-Start Project final design is well underway and other activities are being pursued simultaneously. The project has been divided into three packages as follows:

1. Package 1: Lincoln Avenue Extension, circulation improvements and parking at the Salinas train station;
2. Package 2: Salinas layover facility and track improvements; and
3. Package 3: Santa Clara County station and track improvements (primarily at Gilroy).

Package 2 of the Salinas Rail Extension project includes a layover facility for up to six trains. The properties to be acquired for this layover facility include one full acquisition and five partial acquisitions abutting the Union Pacific Railroad coast rail line. TAMC hired Geocon Consultants, Inc. in September 2018 to perform soils and groundwater testing and prepare a Phase II Environmental Site Assessment (Phase II ESA) for these acquisitions. The Phase II ESA was completed in April 2019 and found elevated arsenic in one sample taken on one parcel; the remainder of the samples (including groundwater) were found to be clean.

At this time, staff is working to contract with a firm to prepare a cost estimate for the cleanup of the arsenic on this parcel to assist with the property acquisition negotiations. It is possible that further soils testing will be necessary to support that cost assessment. For that reason, staff recommends a time extension on this contract with no additional funding to enable Geocon to perform any needed additional soils testing.

Attached is the draft contract amendment.

ATTACHMENTS:

- Draft contract amendment #1

**AMENDMENT #1 TO AGREEMENT BETWEEN
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY AND
GEOCON CONSULTANTS, INC. FOR PROFESSIONAL SERVICES**

THIS AMENDMENT NO. 1 to the agreement (hereinafter, "Agreement") dated September 26, 2018, between the Transportation Agency for Monterey County, hereinafter referred to as "TAMC," and Geocon Consultants, Inc., hereinafter referred to as "Consultant," is hereby entered into between TAMC and Consultant.

RECITALS:

- A. **WHEREAS**, the parties had previously entered into an Agreement on September 26, 2018;
- B. **WHEREAS**, the Agreement is due to expire on June 30, 2019; and
- C. **WHEREAS**, the parties now wish to modify the Agreement to extend the contract term while keeping the agreed Budget described in Exhibit B;

NOW, THEREFORE, the parties agree as follows:

1. **TERM OF AGREEMENT**

The Paragraph 2 of the Agreement (Term of Agreement) shall be amended to replace the date "June 30, 2019" with the date "December 31, 2019".

2. **REMAINDER OF TERMS UNCHANGED**

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

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

IN WITNESS WHEREOF, the parties hereto have executed this Amendment #1 to the Agreement with Geocon Consultants, Inc.

TAMC :

Geocon Consultants, Inc.:

Debra L. Hale
Executive Director

Joseph Vettel
Chief Executive Officer

Dated: _____

Dated: _____

William Lydon
Chief Financial Officer

Dated: _____

Approved as to form:

TAMC Counsel

Dated: _____



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board
Meeting Date: June 26, 2019
Subject: TAMC Committee Minutes

RECOMMENDED ACTION:

ACCEPT draft minutes of the Transportation Agency Committees:

- Rail Policy Committee - June 3, 2019
- Executive Committee - June 5, 2019
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - June 5, 2019
- [Technical Advisory Committee](#) - June 6, 2019
- [Excellent Transportation Oversight Committee](#) - no meeting

ATTACHMENTS:

- ▣ RPC Draft June Minutes
- ▣ Executive Committee Draft Minutes of June 5, 2019

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
RAIL POLICY COMMITTEE MEETING
Draft Minutes of June 3, 2019
 Transportation Agency for Monterey County
 55-B Plaza Circle, Salinas, CA

	JUL 18	AUG 18	SEP 18	OCT 18	NOV 18	DEC 18	JAN 19	FEB 19	MAR 19	APR 19	MAY 19	JUNE 19
L. Alejo, Dist. 1 (L. Gonzalez, J. Gomez)	N	P(A)	P(A)	C	P	N	P(A)	C	P(A)	C	P(A)	P(A)
J. Phillips, Dist. 2 (J. Stratton, C. Link)	O	P(A)	P(A)	A	P(A)	O	P(A)	A	P(A)	A	P(A)	E
J. Parker, Dist. 4 (W. Askew)		P(A)	P(A)	N	P(A)		P(A)	N	E	N	P(A)	E
M. Adams, Dist. 5, (Y. Anderson)	M	P(A)	E	C	P(A)	M	P(A)	C	P(A)	C	P	E
M. LeBarre, King City, Chair (C. DeLeon)	E	P	P	E	P	E	P	E	P	E	P	P
B. Delgado, Marina, Vice Chair (F. O'Connell)	E	P	-	L	P	E	P	L	P	L	P	P
E. Smith, Monterey (A. Renny)	T	-	-	L	E	T	P	L	P	L	P	P(A)
S. Davis, Salinas, (C. Cromeenes)	I	P	P	E	P	I	P	E	P	E	-	-
G. Hawthorne, Sand City (J. Blackwelder)	N	P	P	D	-	N	-	D	-	D	-	-
I. Oglesby, Seaside (D. Pacheco)	G	P	P		P(A)	G	-		P		P	P
A. Chavez, Soledad (F. Ledesma)		-	-		P		-		P		-	P
D. Potter, At Large Member									-		P	P
M. Twomey, AMBAG (H. Adamson , P. Hierling)		-	-		-		P(A)		-		P(A)	P(A)
O. Monroy-Ochoa, Caltrans District 5		-	-		P		-		-		-	-
C. Sedoryk, MST (H. Harvath , L. Rheinheimer)		P(A)	P(A)		P(A)		P(A)		P(A)		P(A)	P(A)
STAFF												
D. Hale, Exec. Director		P	E		P		P		E		E	E
T. Muck, Deputy Exec. Director		P	E		P		P		P		P	P
C. Watson, Principal Transp. Planner		P	P		P		P		P		P	P
M. Zeller, Principal Transp. Planner		P	E		P		P		P		P	P
Theresa Wright, Outreach Coordinator		P	P		P		P		P		E	E
M. Montiel Admin Assistant			P		P		P		P		P	P
L. Williamson, Senior Engineer					P		P		E		P	P

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

Chair LeBarre called the meeting to order at 3:00 p.m. A quorum was established, and self-introductions were made.

OTHERS PRESENT

Kim Cruz	Sand City Councilmember	Brad Tarp	Salinas Resident
Jennifer Russell	MNS Engineers	Don Reynolds	City of Salinas
Cheryl Ku	Monterey County RMA	Colleen Courtney	Senator Monning's office

2. **PUBLIC COMMENTS**

None this month.

3. **CONSENT AGENDA**

M/S/C Delgado/Potter /unanimous

3.1 Approved minutes of the May 6, 2019 Rail Policy Committee meeting.

END OF CONSENT AGENDA

4. **RAIL NETWORK INTEGRATION STUDY**

The Committee received an update and provided feedback on the Monterey Bay Area Rail Network Integration Study.

Christina Watson, Principal Transportation Planner, reported that TAMC kicked off the Monterey Bay Area Rail Network Integration Study with AECOM and stakeholders on May 16, 2019 with partner agencies. She noted that Chad Edison, CalSTA Deputy Secretary, attended the meeting. She noted that the contract is pending approval by Caltrans. She noted that once we have contract, next steps on public outreach include drafting a stakeholder engagement plan and setting the first meeting of the Network Advisory Committee (NAC). The NAC is expected to be composed of representatives from jurisdictions that have new rail stations. Ms. Watson requested input as to people the Committee may think should be invited.

Committee member Delgado asked about the bounds of the network integration study. Christina stated that it is focused on Monterey County but coordinating with neighboring counties with similar studies underway.

Committee member LeBarre noted that bus transit is a huge part of the vision in the state rail plan and data from this study will help in future bus and rail grant applications.

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

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

Christina Watson, Principal Transportation Planner, reported on recent progress on the Monterey County Rail Extension Project. Laurie Williamson, Senior Engineer, reported TAMC staff is working with the City of Salinas on the Package 1: Lincoln Ave/Station area improvements. She noted the MPE construction contract was executed in May and that MPE has applied for the Caltrans Encroachment Permit double permit. Ms. Williamson also noted that the City of Salinas grading permit is ready to be issued but that we are clearing up some

questions regarding the permit fees and conditions. The team is developing a phasing plan to initiate CalWater relocation and road construction work while the utility relocation work is proceeding in other areas around the station. In conclusion, she noted that the City of Salinas sanitary sewer/ storm drain project pre-construction meeting was scheduled for June 5.

Mike Zeller, Principal Transportation Planner, reported that recent work on Package 2, the Salinas layover facility, include that consultant ARWS sent Notices of a Decision to Appraise to the owners of parcels for Package 2. They are setting up meetings and drafting appraisal reports. He also noted that a Request for Proposal for an arsenic cleanup cost estimate is out and due June 6.

Ms. Watson reported that staff continues to participate in meetings for the Central Coast Highway 1 Climate Resiliency study, looking at the impacts of climate change and sea level rise to transportation corridors through the Elkhorn Slough.

Committee member Delgado asked about the extent of anticipated sea level rise on Elkhorn Slough. Ms. Watson noted that we are looking at impacts over the long term and they are looking at strategies for elevated or relocated roadways. Alternate member Renny noted that the City of Monterey is also working on a sea level rise study and looking at frequency of facility flooding in the near term. Christina requested an update when the study is drafted.

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.

Christina Watson, Principal Transportation Planner, reported that progress since the last update on the coast rail project to this Committee in March includes a meeting of the Coast Rail Coordinating Council Policy Committee. She noted that the Policy Committee is scheduled to meet in San Luis Obispo on May 31. The Committee discussed Senate Bill 742 (Allen): Intercity passenger rail services: motor carrier transportation of passenger, which would enable non-rail passengers to buy a ticket on an Amtrak Thruway bus, which is now awaiting committee hearings in Assembly, and using the Rosenberg Rules of Order instead of more complex Robert's Rules of Order. In conclusion, Ms. Watson noted that the next meeting will be August 16 in Monterey.

7. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS

None this month.

8. ADJOURN

Chair LeBarre adjourned the meeting at 3:21 p.m.

DRAFT MINUTES

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

EXECUTIVE COMMITTEE MEETING

*Members are: Robert Huitt (Chair),
Luis Alejo (1st Vice Chair), Ed Smith (2nd Vice Chair),
John Phillips (Past Chair),
Mary Adams (County representative), Michael LeBarre (City representative)*

Wednesday, June 5, 2019

*** 9:00 a.m. ***

Transportation Agency Conference Room
55-B Plaza Circle, Salinas

EXECUTIVE COMMITTEE	JUN 18	AUG 18	SEPT 18	OCT 18	NOV 18	JAN 19	FEB 19	MAR 19	APR 19	MAY 19	JUN 19
Luis Alejo, 1st Vice Chair Supr. Dist. 1 (L. Gonzales; J. Gomez)	P(A)	P	P	P(A)	P(A)	P(A)	P	P(A)	P	P(A)	P
Michael LeBarre, City Representative King City (C. DeLeon)	P	P	P	E	P	P	P	P	P	P	P
Robert Huitt, Chair Pacific Grove (D. Gho)	P(A)	P	P	P	P	P	P	P	P	P	P
John Phillips, Past Chair Supr. Dist. 2 (J. Stratton)	P	P(A)	P	P	P	P	P	P(A)	P	P	P
Mary Adams, County Representative Supr. Dist. 5 (Y. Anderson)	P	P(A)	P	P	P		P	P(A)	P(A)	P	P
Ed Smith, 2nd Vice Chair Monterey (A. Renny)	E	P	P	P	E	P	E	P	P	P	E

- 1. CALL TO ORDER:** Chair Huitt called the meeting to order at 9:00 a.m. Roll call was taken, and a quorum was confirmed.

Staff present: Muck, Goel, Rodriguez and Watson

Others present: Agency Counsel Kay Reimann; Bill Sabo, Monterey Airport District; Colleen Courtney, Senator Monning’s Office, and Gus Khouri, TAMC’s Legislative Consultant (via phone)

- 2. PUBLIC COMMENTS:** None.

3. CONSENT AGENDA:

- 3.1** On a motion by Committee Member Alejo and seconded by Committee Member Phillips, the committee voted 5-0 to approve the minutes from the Executive Committee meeting of May 1, 2019.
- 3.2** Committee Member Adams pulled this item for discussion. She recommended that staff add to the “process of evaluation” that the Chair of the Board of Directors will discuss the results of the final evaluation with the Executive Director and counsel; and add that the goals and accomplishments will be sent to the Board with the evaluation forms.

On a motion by Committee Member Alejo and seconded by Committee Member Adams, the committee voted 5-0 to recommended that the Board of Directors approve the evaluation form, procedure, and timeline for completing the annual evaluation for Executive Director and Counsel with the following additions to the “process of evaluation”: 1) that the Chair of the Board of Directors will discuss the results of the final evaluation with the Executive Director and counsel; and 2) that the goals and accomplishments will be sent to the Board with the evaluation forms.

END OF CONSENT

4. STATE LEGISLATIVE UPDATE

On a motion by Committee Member Alejo and seconded by Committee Member LeBarre, the committee voted 5-0 to recommend that the Board adopt positions on legislation.

Gus Khouri, TAMC’s legislative consultant, gave a report on the Governor’s May Revise budget. The May Revise includes an additional \$3.2 billion in revenue that are constitutionally obligated to reserves, debt payment and schools. The Governor retains his proposal that the state would withhold SB 1 funding from jurisdictions that fail to produce affordable housing. Mr. Khouri highlighted the status of bills that TAMC took positions on, and especially SB 628 (Caballero), which will return funds from the sale of properties acquired for the Prunedale Bypass to Monterey County for priority highway projects.

5. FORA TRANSITION AGREEMENT NEGOTIATING PRINCIPLES

The Committee received a presentation on the status of the FORA transition planning process; and provided feedback on negotiating principles with FORA on a Transition Implementation Agreement.

Todd Muck, Deputy Executive Director, reported that with the Fort Ord Reuse Authority sunseting in June 2020 under current law, or in June 2022 if SB 189 (Monning) passes, FORA staff is preparing agreements to implement a transition plan. Currently, the

Regional Development Impact Fee program is identified as a successor to addressing regional transportation mitigation for new development within the FORA area.

Committee Member Alejo requested that staff add SB 189 (Monning) to the state bill matrix and ask legislative consultant Khouri to discuss the issue with the Senator's office.

Committee Member Adams requested information on development projects that have already been permitted vs. projects in the pipeline within the FORA area.

6. NAPOLITANO LEGISLATION REGARDING AVIATION FUEL SALES TAX

On a motion by Committee Member Phillips and seconded by Committee Member Alejo, the committee voted 4-1 to recommend to the Board support federal legislation regarding a Federal Aviation Administration rulemaking on aviation fuel sales tax. Committee Member LeBarre commented that he will not support the legislation, noting the King City airport relies on the tax revenue.

Christina Watson, Principal Transportation Planner, reported the Federal Aviation (FAA) adopted a rulemaking in 2014 that reinterpreted federal law on aviation fuel sales taxes, and that Representative Grace Napolitano introduced legislation that would reverse that rulemaking.

Bill Sabo, speaking as a member of the public, encouraged the Executive Committee to oppose this federal legislation or at least take a neutral stance. Mr. Sabo stated that airports and aviation is a transportation mode, the airport depends on the tax revenues generated on site that come back to the airport as grants or loans, and that the impact on Measure X revenues are likely to be minimal as the Monterey Airport does not sell a lot of jet fuel.

Todd Muck, Deputy Executive Director, noted that the reason staff recommends supporting the legislation has to do with the principle of following through on the promise made to voters when they approved the Measure X project list, and if airports or other groups were allowed to divert the sales taxes for other purposes, it would inhibit TAMC's ability to deliver on that promise.

Chair Huitt commented that TAMC needs to stand firmly by the principle of defending Measure X and the project list.

Committee Member Phillips noted that the reason voters passed the Measure was due to the firm commitment behind the project list to deliver the projects.

7. POLICY FOR REVIEWING UNSOLICITED PROPOSALS

The Committee discussed and recommended that the draft Policy for Reviewing Unsolicited Proposals be revised and brought back to the Committee in August.

Christina Watson, Principal Transportation Planner, reported that TAMC follows state and federal procurement rules. An unsolicited proposal is a written proposal that is submitted to TAMC on the initiative of the submitter for the purpose of developing a business partnership that is not in response to a formal or informal request issued by TAMC. Staff developed the draft Policy for Reviewing Unsolicited Proposals to ensure a consistent response to such proposals and to reduce the amount of staff and Agency Counsel time spent reviewing each individual proposal as it is received.

Committee Member Phillips expressed concern about the complexity of the draft policy and asked that staff simplify the policy for further discussion at the Executive Committee meeting in August.

Committee Member LeBarre asked that staff add a step by which Phase I conceptual proposals would come to the Executive Committee for consideration.

8. TAMC DRAFT AGENDA FOR JUNE 26, 2019

Deputy Executive Director Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of June 26, 2019. After Executive Committee discussion, the following items will be considered on the regular agenda:

- Receive presentations and approve the Canyon Del Rey (SR 218) corridor study and Pajaro to Prunedale G12 corridor study;
- Support House Resolution 2939, the State and Local General Sales Tax Protection Act, federal legislation regarding Federal Aviation Administration fuel sales tax.

On the consent agenda, the Board will:

- Approve evaluation form, procedure, and timeline for completing annual evaluation for Executive Director and Counsel;
- Authorize the use of \$28,020 per year for the extended term of the Agreement in funds budgeted for three additional years with Oppidea LLC;
- Accept State of California Transportation Development Act Audit Reports for fiscal year ending June 30, 2018; and
- Receive the draft 2019 Public Participation Plan; and
- Receive update on state legislative activities and adopt positions on legislation.

9. ANNOUNCEMENTS

None this month.

10. ADJOURNMENT

Chair Huitt adjourned the meeting at 10:56 a.m.



Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board
Meeting Date: June 26, 2019
Subject: Correspondence

RECOMMENDED ACTION:

RECEIVE correspondence to and from TAMC for the month of June 2019.

WEB ATTACHMENTS:

- [May 14, 2019 letter from the Central Coast Coalition to Senator Jim Beall, re: SB 152 \(Beall\): Active Transportation Program - OPPOSE](#)
- [May 16, 2019 letter from TAMC to Matt Huffaker, City Manager, Watsonville, re: Pajaro to Prunedale Corridor Study - Presentation Follow Up](#)
- [May 21, 2019 letter from TAMC to US DOT Secretary Elaine Chao and FRA Administrator Ronald L. Batory, re: Support for the California High-Speed Rail Project](#)
- [May 22, 2019 letter from the American Public Transportation Association \(APTA\) to the House Committee on Appropriations regarding Section 192 of Appropriations Bill \(related to California High-Speed Rail Project\)](#)
- [May 30, 2019 letter from TAMC to Rafael Payan, General Manager, Monterey Peninsula Regional Park District, re: Comments on Initial Study/ Mitigated Negative Declaration for the Palo Corona Regional Park General Development Plan](#)
- [June 4, 2019 letter from Hans Uslar, City Manager, City of Monterey, to Senator Allen, re: Intercity Passenger Rail Services: Motor Coach Transportation of Passengers - Letter of Support](#)
- [June 7, 2019 letter from John M. Phillips, Chair, Board of Supervisors, County of Monterey, to Senator Allen, re: SB 742 \(Allen\) Intercity Passenger Rail Services: Motor Coach Transportation of Passengers - Letter of Support](#)
- [June 11, 2019 letter from TAMC to Assembly Transportation Committee Chair Jim Frazier, re: SB 628 \(Caballero\): Highway 101/156 Corridor Safety Improvements - SPONSOR](#)
- [June 13, 2019 letter from AMBAG to Congressman Panetta, re: Significant Negative Impacts to Transportation Funding and Projects from the Proposed Safer Affordable Fuel-Efficient \(SAFE\) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks](#)
- [June 14, 2019 letter from TAMC to US DOT Secretary Elaine Chao, re: Support for Monterey-Salinas Transit's 5339\(b\) Application](#)

- [June 2019 APWA Article re: April 3-4 2019 the Government Affairs Committee joined in Washington DC](#)