



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

BOARD OF DIRECTORS

Wednesday, August 25, 2021

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

REMOTE CONFERENCING ONLY

There will be NO physical location of the meeting.

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

Join meeting online at:

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

OR

By teleconference at: +1 669 900 6833

Meeting ID: 446 951 513

Password: 194463

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

1. QUORUM CHECK – CALL TO ORDER

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

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

PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENTS

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

3. CONSENT AGENDA

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

4. PRESENT Transportation Agency Employee of the Quarter to Lynn Terry

- Hale

It is hereby certified that Lynn Terry, Accounting Assistant, has been selected by her colleagues at the Transportation Agency for Monterey County as the Employee of the Quarter for April 1 – June 30, 2021.

5. RECEIVE update on state legislative activities and ADOPT positions on proposed legislation.

- Watson

On August 4, 2021, the Executive Committee discussed state legislative activities and recommended the Board of Directors adopt positions on legislation. Staff and state legislative analyst Gus Khouri, Khouri Consulting, will present updates.

6. RECEIVE update on federal legislative activities and ENDORSE the California coalition letter to the federal delegation.

- Watson

On August 4, 2021, the Executive Committee discussed federal legislative activities and recommended the Board of Directors endorse the California coalition letter. Staff and federal legislative analysts Paul Schlesinger and Perrin Badini, Alcalde & Fay, will present updates.

7. RECEIVE presentation on the 2021 Regional Telework Survey results.

- Burke Vasquez

The Transportation Agency for Monterey County's Go 831 program staff worked with

Santa Cruz and San Benito Counties, the City of Santa Cruz, and Monterey Bay Economic Partnership to develop and administer a regional telework survey. The survey was distributed to employers at management level in the Tri-County region in April 2021.

- 8. RECEIVE** reports from Transportation Providers:
 - Caltrans Director's Report and Project Update - Eades
 - Monterey Peninsula Airport - Sabo
 - Monterey-Salinas Transit - Sedoryk
 - Monterey Bay Air Resources District - Stedman

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

- 10. Executive Director's Report.**

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

- 12. CLOSED SESSION:**
Pursuant to Government Code section §54957, the Board of Directors will confer concerning public employment appointment.

Enclosure provided separately.

Reconvene in open session and report any actions taken.

- Goel/Hansen

13. 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** the Transportation Agency for Monterey County Board draft minutes of June 23, 2021.

- Rodriguez

- 3. 1.2 APPROVE** the Transportation Agency for Monterey County Board Special Meeting draft minutes of July 28, 2021.

- Rodriguez

- 3. 1.3 ACCEPT** the list of checks written for June and July 2021 and credit card statements for the months of May and June 2021.

- Delfino

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

- 3. 1.4 RECEIVE** list of contracts awarded under \$50,000.

- Goel

The list of contracts awarded by the Transportation Agency for Monterey County for services under \$50,000 approved by the Executive Director is submitted each month in accordance with the Agency's Procurement Policies to keep the Board informed.

- 3. 1.5 RECEIVE** report on conferences or trainings attended by agency staff.

- Muck

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

- 3. 1.6 RECEIVE** the 2020/21 workforce data analysis for the Voluntary Equal

Employment Opportunity Plan.

- Goel

In 2015, the Agency adopted a Voluntary Equal Employment Opportunity Plan. There is no legal requirement for the Agency to have this plan; however, the voluntary plan supports the Agency's policy of nondiscrimination in employment practices. Staff updates the workforce data on an annual basis.

- 3. 1.7 APPROVE** closure of Transportation Agency for Monterey County offices on December 28, 29 and 30, 2021.

- Goel

Transportation Agency for Monterey County generally has minimal staff in the office during the period between Christmas and New Year's Day. Many of the agencies that staff works with are also either closed or operate with minimal staff during the holiday period noted above. Closing the office will benefit the Agency financially.

- 3. 1.8 ADOPT** Memorandum of Understanding (MOU) with the Central Coast Coalition for federal legislative assistance and **AUTHORIZE** the Executive Director to make administrative changes to the MOU if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

- Watson

Staff recommends approval of this four-month Memorandum of Understanding with the Central Coast Coalition for federal legislative assistance.

- 3. 1.9 ADOPT** a Racial Equity Program for the Transportation Agency.

- Hale

The proposed Program integrates specific racial equity-based activities into three Transportation Agency activity areas: funding, public outreach and hiring. At the June 2021 meeting, the Board reviewed and commented on the draft program. Staff has incorporated Board comments into the final version.

BICYCLE, PEDESTRIAN, TRANSIT, and SOCIAL SERVICES

3. 2.1 Transportation Development Act Allocation

- 1. APPROVE** Monterey-Salinas Transit's application for State Transportation Development Act funds; and
- 2. ADOPT** Resolution 2021-10 allocating a total of \$22,334,739 in Transportation Development Act funds to Monterey-Salinas Transit,

composed of \$18,341,184 in Local Transportation Funds and \$3,992,555 in State Transit Assistance funds for Fiscal Year 2021-22.

- Jacobsen

As the Regional Transportation Planning Agency, TAMC oversees the approval process for allocating State funds devoted to local transit expenditures. On an annual basis, Monterey-Salinas Transit submits an application to TAMC for Transportation Development Act Funds. Allocation of Transportation Development Act funds must occur after the agency completes the Unmet Transit Needs process.

PLANNING - No items this month

PROJECT DELIVERY and PROGRAMMING

- 3. 4.1 AUTHORIZE** the Executive Director to enter into a Funding Agreement with the County of Monterey, subject to Agency Counsel approval, for an amount not to exceed \$500,000 to fund the Preliminary Engineering (including Environmental and Preliminary Design / Engineering) phase of the Blackie Road Extension project.

- Zeller

The County of Monterey is the implementing agency for the Blackie Road Extension project. This funding agreement between the County of Monterey and TAMC allows the County's project costs to be funded and reimbursed through Regional Development Impact Fees and Senate Bill 1 Local Partnership Program formula funds.

3. 4.2 CSUMB Safe Routes to School Contract

1. **AUTHORIZE** Executive Director to execute a sole source contract with California State University Monterey Bay for work on Safe Routes to School projects, programming and events through their Sustainable City Year program;
2. **APPROVE** the use of funds from the Agency's approved budget for this contract in an amount not-to exceed \$390,000 over five (5) years; 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.

- Green

The purpose of this agreement is to form a partnership with California State University Monterey Bay through their Sustainable City Year program to enhance Safe Routes to School and complete streets programming and projects

across Monterey County over the next five years. The Sustainable City Year program provides students from a variety of disciplines opportunities to gain real-world experience assisting public agencies. Under this agreement CSUMB students will assist with the development and execution of Safe Routes to School plans, grant applications, bicycle and pedestrian counts, traffic garden design, educational and promotional videos and materials, cognitive psychology research and more.

- 3. 4.3 AUTHORIZE** the Executive Director to enter into a Cooperative Agreement with Caltrans to allow the expenditure of \$312,000 of federal DEMO funds to complete the right-of-way process for the State Route 156 / Castroville Boulevard Interchange project, subject to Agency Counsel approval.

- Zeller

The 2021 Integrated Funding Plan, as approved by the Transportation Agency Board, programmed \$312,000 of federal DEMO funds to the State Route 156 / Castroville Boulevard Interchange project. In order for Caltrans to expend these funds to finish the right-of-way process, a Cooperative Agreement is required that outlines the duties of Caltrans and the Transportation Agency.

RAIL PROGRAM

- 3. 5.1 ADOPT** the final Monterey Bay Area Rail Network Integration Study.

- Watson

The study will lay the groundwork for implementing the State Rail Plan in the Monterey Bay Area. The Rail Policy Committee recommends the Board adopt the final Monterey Bay Area Rail Network Integration Study.

REGIONAL DEVELOPMENT IMPACT FEE

- 3. 6.1 APPROVE** the 2021 Strategic Expenditure Plan Update for the Regional Development Impact Fee program.

- Zeller

In 2008, the 12 cities and the County of Monterey adopted a Joint Powers Agreement establishing a countywide Regional Development Impact fee to mitigate the impact of new development on, and fund improvements to, the regional transportation system. TAMC administers the fee program and prepares an annual Strategic Expenditure Plan that includes updated project cost estimates, revenue forecasts, other matching funds, and a draft timeline for project delivery.

COMMITTEE MINUTES and CORRESPONDENCE

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

- Executive Committee - draft minutes of August 4, 2021
- Rail Policy Committee - draft minutes of August 2, 2021
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of August 4, 2021
- [Technical Advisory Committee](#) - draft minutes of August 5, 2021
- [Excellent Transportation Oversight Committee](#) - No meeting

- Rodriguez

3. 7.2 RECEIVE correspondence to and from TAMC for the month of August 2021.

- Rodriguez

END OF CONSENT AGENDA

ANNOUNCEMENTS

Next Transportation Agency for Monterey County meeting will be on
Wednesday, September 22, 2021
9:00 A.M.

Important Meeting Information

Remote Meetings: On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which enhances State and Local Governments ability to respond to COVID-19 Pandemic based on Guidance for Gatherings issued by the California Department of Public Health. The Executive Order specifically allows local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. As permitted by recently-updated orders from Governor Newsom's office, effective July 28, 2021, the TAMC Board of Directors and committee meetings will continue to convene remotely, until further notice. For remote meetings, the public is strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants should download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/wordpress/2018/07/03/video-communications-best-practice-guide/>.

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

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

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

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

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



Memorandum

To: Board of Directors
From: Debra L. Hale, Executive Director
Meeting Date: August 25, 2021
Subject: **Employee of the Quarter**

RECOMMENDED ACTION:

PRESENT Transportation Agency Employee of the Quarter to Lynn Terry

SUMMARY:

It is hereby certified that Lynn Terry, Accounting Assistant, has been selected by her colleagues at the Transportation Agency for Monterey County as the Employee of the Quarter for April 1 – June 30, 2021.

DISCUSSION:

Agency employees recognize Lynn for always willing to help and being VERY flexible in the hours/days she works (sometimes even on weekends!) during the pandemic. Her professionalism, diligence, and hard work, most notably for going into the office before we were vaccinated, as needed to keep payroll/ accounts payables' and accounting related files up to date.

ATTACHMENTS:

- EOQ- Lynn Terry

EMPLOYEE OF THE QUARTER

Lynn Terry

It is hereby certified that Lynn Terry, Accounting Assistant, has been selected by her colleagues at the Transportation Agency for Monterey County as the Employee of the Quarter for April 1 – June 30, 2021.

The Agency employees recognize Lynn for always willing to help and being VERY flexible in the hours/days she works (sometimes even on weekends!) during the pandemic. Her professionalism, diligence, and hard work, most notably for going into the office before we were vaccinated, as needed to keep payroll/ accounts payables and accounting related files up to date.

On behalf of the Board of Directors and staff of the Transportation Agency for Monterey County, it is our great pleasure to recognize Lynn Terry for her exemplary service.

Recognized By

Acknowledged By

TAMC Chair
Edwin D. Smith

Executive Director
Debra L. Hale

Date: August 25, 2021



Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 25, 2021
Subject: State Legislative Update

RECOMMENDED ACTION:

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

SUMMARY:

On August 4, 2021, the Executive Committee discussed state legislative activities and recommended the Board of Directors adopt positions on legislation. Staff and state legislative analyst Gus Khouri, Khouri Consulting, will present updates.

FINANCIAL IMPACT:

Some of the proposed legislation may have a financial impact on TAMC

DISCUSSION:

The updated state bill list (**attachment 1**) includes several new bills that align with the Agency's adopted legislative program (**web attachment 1**). Changes to the list since the Board adoption on May 26 are indicated via strike-out and underline. A few bills were deleted from the list as they no longer relate to TAMC priorities. Several bills are now two-year bills, which mean they could move forward in January 2022, so they will stay on the list unless amended to no longer relate to TAMC priorities. The budget trailer bills moved quickly to the Governor's desk and are on the list for informational purposes only.

The following bills are now recommended for a new or changed position:

- Assembly Bill (AB) 122 (Boerner Horvath): Vehicles: required stops: bicycles. AB 122 would legalize the bicycle safety stop (also known as the stop-as-yield). AB 122 will help all road users share the road more safely. The safety stop is proven to increase safety for people on bikes. Delaware had a 23% reduction in crashes involving people on bikes after legalizing the safety stop. The safety stop is legal in several other states: Idaho, Delaware, Oregon, Washington, Utah, Arkansas, North Dakota, and Colorado. On August 4, the Executive Committee recommended a "support" position and asked that the Bicycle and Pedestrian Facilities Advisory Committee (BPC) weigh in. The BPC will discuss this bill on September 1. **Staff recommends the Board approve a "support" position, contingent on BPC support.**
- Senate Bill (SB) 69 (McGuire): North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marín Area Rail Transit (SMART) District - this bill is intended to be the vehicle to allow SMART to be a multi-county/ intercity rail operator, to facilitate extensions of the SMART corridor. While not directly relevant to TAMC, we are part of the larger rail megaregion with SMART and recommend supporting our partner agency in this effort. **The Executive Committee recommends a "support if amended" position.**
- SB 771 (Becker): Sales and Use Tax Law: zero emissions vehicle exemption - TAMC previously opposed this bill

unless it would be amended to reimburse TAMC for lost Measure X revenues. The bill was amended to apply only to state sales taxes, which removes TAMC opposition. **New recommended position is "watch"**.

Attachment 2 is a state legislative update from Gus Khouri, Khouri & Associates, summarizing activities related to the Brown Act, the state budget, and the Climate Action Plan for Transportation Infrastructure (CAPTI). **Web attachment 2** is the full CAPTI.

ATTACHMENTS:

- ▣ State bill list
- ▣ State legislative update

WEB ATTACHMENTS:

1. [TAMC 2021 Legislative Program](#)
2. [Climate Action Plan for Transportation Infrastructure](#)

TAMC Bill Matrix – July 2021

Measure	Status	Bill Summary	Recommended Position
AB 11 (Ward) Climate Change: regional climate change authorities	1/25/21 TWO-YEAR BILL	This bill would require the Strategic Growth Council to establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions, and coordinate with other regional climate adaptation authorities, state agencies, and other relevant stakeholders.	Watch Priority 2S
AB 14 (Aguiar-Curry) Communications: broadband services: California Advanced Services Fund	7/8/21 Senate Governance and Finance	This bill would authorize the board of supervisors of a county to acquire, construct, improve, maintain, or operate broadband internet access service, and any other communications service necessary to obtain federal or state support for the acquisition, construction, improvement, maintenance, or operation of broadband internet access service.	SUPPORT Priority 6S Support letter 5/11/21
AB 34 (Murasutchi) Broadband for All Act of 2022	5/20/21 Assembly Appropriations Held in Committee	This bill would enact the Broadband for All Act of 2022, which, if approved by the voters on November 8, 2022, would authorize the issuance of \$10 billion in general obligation bonds for purposes of providing financial assistance to deploy broadband infrastructure and broadband services.	SUPPORT Priority 6S Support letter 5/11/21
AB 41 (Wood) Broadband Infrastructure deployment	7/5/21 Senate Energy	This bill would require Caltrans, the Public Utilities Commission and California Broadband Council to identify priority areas for broadband deployment within the state.	Watch Priority 6S

TAMC Bill Matrix – July 2021

Measure	Status	Bill Summary	Recommended Position
<p>AB 43 (Friedman)</p> <p>Traffic Safety</p>	<p>7/13/21</p> <p>Senate Transportation</p>	<p>This bill would require Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual to balance integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. The bill would require the California Traffic Safety Program to include a traffic safety monitoring program that identifies and addresses locations with pedestrian- and bicyclist-related crashes. The bill would allow for the recalibration of speed limits of order to eliminate fatalities for motorists, bicyclists, and pedestrians. This bill has been amended to allow Caltrans and local jurisdictions to change speed limits on highways approaching schools or business districts.</p>	<p>SUPPORT</p> <p>Priority 9S</p> <p>Support letter</p> <p>4/6/21</p>
<p>AB 51 (Quirk)</p> <p>Climate change: regional climate adaptation planning groups and plans</p>	<p>1/11/21</p> <p>TWO-YEAR BILL</p>	<p>Existing law establishes the Integrated Climate Adaptation and Resiliency Program, administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change. This bill would require the Strategic Growth Council to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council to develop criteria for regional climate adaptation plans.</p>	<p>Watch</p> <p>Priority 2S</p>

TAMC Bill Matrix – July 2021

Measure	Status	Bill Summary	Recommended Position
<p>AB 67 (Petrie-Norris)</p> <p>Sea-level Rise: working Group: economic analysis</p>	<p>5/20/21</p> <p>Assembly Appropriations – Held in Committee</p>	<p>This bill would require a state agency to take into account the current and future impacts of sea level rise when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds for those purposes. The bill would require the Ocean Protection Council to establish a multiagency working group on sea level rise to provide recommended policies, resolutions, projects, and other actions to address sea level rise, the breadth of its impact, and the severity of its anticipated harm. The bill would require the council to develop a standardized methodology and template for conducting economic analyses of risks and adaptation strategies associated with sea level rise. The bill would require a state agency to conduct a sea level rise analysis for any state-funded infrastructure project located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, and restrict funding as needed, pursuant to that methodology.</p>	<p>Watch</p> <p>Priority 2S</p>
<p>AB 72 (Petrie-Norris)</p> <p>Environmental protection: coastal adaptation projects: natural infrastructure: regulatory review and permitting: report</p>	<p>7/8/21</p> <p>Senate Appropriations</p>	<p>This bill would enact the Coastal Adaptation Permitting Act of 2021. The bill would require the Natural Resources Agency to explore and authorize the implementation of options within the agency’s jurisdiction to establish a more coordinated and efficient regulatory review and permitting process for coastal adaptation projects. The bill would require the agency to submit a report to the Legislature with recommendations for improving and expediting the regulatory review and permitting process for coastal adaptation projects.</p>	<p>Watch</p> <p>Priority 2S</p>

TAMC Bill Matrix – July 2021

Measure	Status	Bill Summary	Recommended Position
AB 111 (Boerner Horvath) Transportation: zero-emission vehicles	3/23/21 TWO-YEAR BILL	This bill would require the CalSTA Secretary to implement a Safe and Clean Truck Infrastructure Program to support the construction and operation of zero-emission medium- and heavy-duty vehicle parking and electric vehicle charging and hydrogen refueling infrastructure on public and private properties, and to encourage the use of zero-emission vehicles. This bill would make the Trade Corridor Enhancement Program an eligible source of funding.	Watch Priority 2S
AB 117 (Boerner Horvath) Electric Bicycles	7/12/21 Senate Appropriations	This bill, as amended, would specify that programs providing incentives for purchasing electric bicycles are eligible for funding under the Air Quality Improvement Program. The bill would require the State Air Resources Board to establish and implement and administer the Electric Bicycle Incentive Pilot Project to provide incentives for purchases of electric bicycles.	SUPPORT Priority 14S
AB 122 (Boerner Horvath) <u>Vehicles: required stops: bicycles</u>	<u>7/12/21</u> <u>Senate Appropriations</u>	<u>This bill requires a cyclist, when approaching a stop sign, to yield the right-of-way to any vehicles or pedestrians that have entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and continue to yield the right-of-way to those vehicles or pedestrians until reasonably safe to proceed. The bill requires other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. AB 122 would legalize the bicycle safety stop (also known as the stop-as-yield). AB 122 will help all road users share the road more safely. The safety stop is proven to increase safety for people on bikes. Delaware had a 23% reduction in accidents involving people on bikes after legalizing the safety stop. The safety stop is legal in several other states: Idaho, Delaware, Oregon, Washington, Utah, Arkansas, North Dakota, and Colorado.</u>	<u>SUPPORT</u> <u>Priority 14S</u>

TAMC Bill Matrix – July 2021

Measure	Status	Bill Summary	Recommended Position
AB 128 (Committee on Budget) Budget Act of 2021	<u>7/13/21</u> <u>Chapter 21, Statutes of 2021</u>	<u>This bill is the main budget bill, which contains over \$5.4 billion in funding for transportation infrastructure.</u>	Watch Priority 1S
AB 149 (Committee on Budget) Transportation	<u>7/13/21</u> <u>Governor’s Desk</u>	<u>This bill extends the relief for farebox recovery requirements for receiving State Transit Assistance (STA), Low Carbon Transit Operations Program (LCTOP) and State of Good Repair (SOGR) funds, through fiscal year 22-23.</u>	Watch Priority 1S
AB 339 (Lee) State and local government: open meetings	<u>7/13/21</u> Senate Judiciary	This bill requires all meetings, including gatherings using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option. In-person testimony would still be required, except in the case of a declared emergency. Postings for board members participating remotely would need to be posted. The bill requires that instructions for joining remotely for public comment shall be made available to all non-English-speaking persons upon request and should be published in the two most spoken languages other than English within the boundaries of the territory over which the local agency exercises jurisdiction.	Watch Priority 15S
AB 361 (Rivas, Robert) Open meetings: local agencies: teleconferences	<u>7/13/21</u> Senate Judiciary Committee	This bill provides exemptions from the Ralph M. Brown Act’s meeting requirements to allow local jurisdictions to meet virtually during emergencies, provided the legislative body makes certain determinations by majority vote, publishes proper notice, and provides opportunity for public comment.	SUPPORT Priority 15S

TAMC Bill Matrix – July 2021

Measure	Status	Bill Summary	Recommended Position
AB 476 (Mullin) Department of Transportation: state highways: transit bus pilot program	3/17/21 TWO-YEAR BILL	This bill would authorize the Caltrans to establish a pilot program, of up to 8 projects statewide, to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program.	Watch Priority 14S
AB 703 (Rubio, Blanca) Open meetings: local agencies: teleconferences	2/25/21 TWO-YEAR BILL	This bill is similar to AB 361, except that it would allow local jurisdictions to continue using teleconference capabilities, provided that access is granted to the public, without an emergency being called.	SUPPORT Priority 15S
AB 745 (Gipson) Air pollution: Clean cars 4 all program	5/20/21 TWO-YEAR BILL	This bill would require the California State Air Resources Board, as a part of the Clean Cars 4 All Program, to provide vouchers for zero-emission vehicles to persons of low or moderate income living in disadvantaged communities to replace vehicles that have failed a smog check inspection. <u>This item was addressed in the state budget by providing \$500 million through SB 129.</u>	SUPPORT Priority 4S Support letter 4/6/21
AB 786 (Cervantes) CTC: Executive Director	2/25/21 TWO-YEAR BILL	This bill would require the Governor, rather than the California Transportation Commission (CTC), to appoint the CTC Executive Director. This bill is unnecessary. The Governor already appoints 9 out of the 11 Commissioners, who hire the Executive Director.	OPPOSE Priority 1S

TAMC Bill Matrix – July 2021

Measure	Status	Bill Summary	Recommended Position
AB 955 (Quirk) Highways: encroachment permits: broadband facilities	7/5/21 Senate Appropriations Suspense File	This bill would establish additional procedures for Caltrans’ review of an application for an encroachment permit for a broadband facility. Caltrans would have 30-days to process a permit.	Watch Priority 6S
AB 1049 (Davies) Public Transportation Account: loan repayment	3/4/21 TWO-YEAR BILL	The Budget Acts of 2013 and 2014 authorized the transfer of up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require the \$54,000,000 in approved loans to be repaid to the Public Transportation Account and be available to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic.	Watch Priority 1S
AB 1069 (Lackey) Zero-emission passenger vehicles: underrepresented communities	3/4/21 TWO-YEAR BILL	This bill would establish a goal of having 60% of all zero-emission vehicles be purchased by underrepresented communities, defined as individuals who self-identify as Black, African American, Hispanic, Latino, Asian, Pacific Islander, Native American, Native Hawaiian, or Alaska Native, and/or who self-identify as gay, lesbian, bisexual, or transgender.	Watch Priority 4S
AB 1147 (Friedman) Active Transportation Program	7/5/21 Senate Transportation	This bill requires each Metropolitan Planning Organization (MPO) to submit a 2035 target action plan by July 1, 2023 to identify barriers in meeting regional greenhouse gas (GHG) emissions reduction targets and establishes the Sustainable Communities Strategy (SCS) Block Grant Program. The Block Grant Program, upon appropriation by the Legislature, to each MPO with an approved 2035 target action plan to support efforts to meet each region’s GHG emissions reduction targets.	Watch Priority 14S

TAMC Bill Matrix – July 2021

Measure	Status	Bill Summary	Recommended Position
AB 1260 (Chen) CEQA: exemptions: transportation-related projects	7/6/21 Senate Appropriations	This bill would provide a California Environmental Quality Act (CEQA) exemption for projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains.	SUPPORT Priority 4S Support letter 5/11/21
AB 1499 (Daly) Transportation: design-build: highways	7/5/21 Senate Appropriations	This bill would remove <u>extend</u> the sunset date of January 1, 2024, <u>to January 1, 2034</u> , for the ability to utilize the design-build project delivery system for up to 10 projects on the state highway system.	SUPPORT Priority 11S
SB 4 (Gonzalez) Communications: California Advanced Services Fund	7/4/21 Assembly Appropriations	This bill would require the Governor’s Office of Business and Economic Development (“GO-Biz”) to coordinate with state and local agencies and national organizations to explore ways to facilitate streamlining of local land use approvals and construction permit processes for projects related to broadband infrastructure deployment and connectivity. <u>Amended to limit the amount collected statewide each year to \$100 million.</u>	SUPPORT Priority 6S Support letter 5/11/21
SB 28 (Caballero) Rural Broadband and Digital Infrastructure Video Competition Reform Act of 2021	7/1/21 Assembly Appropriations	This bill, the Rural Broadband and Digital Infrastructure Video Competition Reform Act of 2021 (Reform Act), would require the Department of Technology to compile an inventory of state-owned resources available for use in the deployment of broadband networks in rural, unserved, and underserved communities.	SUPPORT Priority 6S Support letter 4/6/21

TAMC Bill Matrix – July 2021

Measure	Status	Bill Summary	Recommended Position
<p><u>SB 69 (McGuire)</u></p> <p><u>North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marin Area Rail Transit District</u></p>	<p><u>7/5/21</u></p> <p><u>Assembly Appropriations</u></p>	<p><u>This bill requires the North Coast Railroad Authority, or a successor agency, to convey and transfer all of its rights, interests, privileges, and title, lien free, to the Sonoma-Marin Area Rail Transit (SMART) District. This bill is going to be amended in order to allow SMART to be a multi-county/ intercity rail operator, to facilitate extensions of the SMART corridor. While not directly relevant to TAMC, we are part of the larger rail megaregion with SMART and recommend supporting our partner agency in this effort, once the bill is amended for those purposes.</u></p>	<p><u>SUPPORT if amended</u></p> <p><u>Priority 16S</u></p>
<p><u>SB 129 (Skinner)</u></p> <p><u>Budget Act of 2021</u></p>	<p><u>6/28/21</u></p> <p><u>Signed by the Governor</u></p>	<p><u>This budget bill contains items related to transportation infrastructure including \$2.7 billion in zero-emission vehicle infrastructure, the Active Transportation Program (ATP), Transit and Intercity Rail Capital Program (TIRCP), and the State and Local Climate Adaption funding, stating that money shall not be available for encumbrance or expenditure unless additional legislation is enacted by October 10, 2021. This language is directly related to the stalemate on exhausting the remaining \$4.2 billion Proposition 1A appropriation for high-speed rail.</u></p>	<p><u>Watch</u></p> <p><u>Priority 1S</u></p>
<p><u>SB 261 (Allen)</u></p> <p><u>Regional transportation plans: sustainable communities strategies</u></p>	<p><u>4/19/21</u></p> <p><u>TWO-YEAR BILL</u></p>	<p><u>This bill would require that the sustainable communities strategy be developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the Air Resources Board.</u></p>	<p><u>Watch</u></p> <p><u>Priority 1S</u></p>

TAMC Bill Matrix – July 2021

Measure	Status	Bill Summary	Recommended Position
SB 339 (Wiener) Road Usage Charge Pilot Program	6/22/21 Assembly Appropriations	This bill extends by four years the Road Usage Charge (RUC) Technical Advisory Committee (TAC). The purpose of the TAC is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program.	Watch Priority 5S
SB 475 (Cortese) Transportation planning: sustainable communities strategies	3/18/2021 TWO-YEAR BILL	This bill would require the California State Air Resources Board to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years.	Watch Priority 1S
SB 542 (Limón) Sales and use taxes: exemption: medium- or heavy-duty zero-emission trucks	6/1/21 TWO-YEAR BILL	Amended 3/25 to pertain to heavy/light duty truck license fees. As amended, the bill no longer impacts transportation funding programs, removing TAMC's opposition.	Watch Priority 1S
SB 551 (Stern) California Electric Vehicle Authority	7/8/21 Assembly Appropriations	This bill would establish the California Electric Vehicle Authority to coordinate and streamline activities among state agencies to advance electric vehicle and zero-emission charging infrastructure deployment and ensure related equity, workforce development, and economic development priorities are addressed.	SUPPORT Priority 4S Support letter 4/6/21

TAMC Bill Matrix – July 2021

Measure	Status	Bill Summary	Recommended Position
SB 643 (Archuleta) Fuel Cell Electric Vehicle Fueling Infrastructure	7/5/21 Assembly Appropriations	This bill would require the California Air Resources Board to prepare a statewide assessment of the fuel cell electric vehicle fueling infrastructure and fuel production needed to support the adoption of zero-emission trucks, buses, and off-road vehicles.	Watch Priority 4S
SB 671 (Gonzalez) Clean Freight Corridor Efficiency Assessment	7/7/21 Assembly Appropriations	This bill would establish the Clean Freight Corridor Efficiency Program to establish criteria for identifying freight corridors-throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles. The focus would be on the top five freight corridors, or segments of freight corridors, with the heaviest freight volume and near-source exposure to diesel exhaust and other contaminants.	Watch Priority 2S

TAMC Bill Matrix – July 2021

Measure	Status	Bill Summary	Recommended Position
<p>SB 674 (Durazo)</p> <p>Public Contracts: workforce development: transportation-related covered public contracts</p>	<p>7/7/21</p> <p>Assembly Appropriations</p>	<p>This bill would require the Labor and Workforce Development Agency to develop the California Jobs Plan Program to meet specified objectives, including creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the public contract, and proposed wages, benefits, and investment in training. <u>Amended to require the Labor and Workforce Development Agency to create the California Jobs Plan and the United States Jobs Plan, which requires private entities bidding on covered public contracts over \$10 million related to the procurement, manufacturing, installation, and maintenance of transportation infrastructure, excluding contracts for road, bridge, or highway construction, to include as part of their application a form stating information about jobs created and retained, and specifies that the CAJP is scored as part of the overall application. The previous version of the bill posed a possible concern of inhibiting TAMC’s ability to secure state grant funding opportunities. The bill has been amended to alleviate those concerns.</u></p>	<p>Watch</p> <p>Priority 1S</p>
<p>SB 726 (Gonzalez)</p> <p>Alternative fuel and vehicle technologies: sustainable transportation strategy</p>	<p>7/5/21</p> <p>Assembly Appropriations</p>	<p>This bill would require the California State Resources Board and the State Energy Resources Conservation and Development Commission to develop a comprehensive transportation sustainability strategy. The bill would require the Board, as part of the 2027 update of the scoping plan, to set a greenhouse gas emissions reduction target for the transportation sector.</p>	<p>Watch</p> <p>Priority 1S</p>
<p>SB 735 (Rubio)</p> <p>Vehicles: speed safety cameras</p>	<p>4/13/2021</p> <p>TWO-YEAR BILL</p>	<p>The bill would authorize a local authority to use a traffic speed safety camera system to enforce speed limits in a school zone.</p>	<p>SUPPORT</p> <p>Priority 9S</p> <p>Support letter 5/11/21</p>

TAMC Bill Matrix – July 2021

Measure	Status	Bill Summary	Recommended Position
SB 771 (Becker) Sales and Use Tax Law: zero emissions vehicle exemption	5/26/21 Assembly Desk	This bill would provide a <u>state sales tax exemption on the purchase of an electric or a hybrid electric vehicle valued at \$25,000 or less. The bill specifies that there would be no local reimbursement to cities and counties for the lost revenue attributable to the exemption. This bill would impact Measure X revenues if the state did not reimburse local entities for lost revenues. The bill no longer impacts local sales tax revenue as amended, so the recommendation is to change TAMC’s position to watch.</u>	OPPOSE unless amended Watch Priority 1S Oppose unless amended letter 4/6/21
SB 790 (Stern) Wildlife connectivity mitigation credits	7/7/21 Assembly Appropriations	This bill authorizes the Department of Fish and Wildlife (DFW) to give Caltrans mitigation credit for wildlife crossing projects. The bill could be useful for addressing work on State Route 68. <u>As amended, the bill prohibits, in each fiscal year, DFW from providing compensatory mitigation credits for more than 10 new projects or for more than 2 of those projects in each region.</u>	SUPPORT Priority 11S Support letter 5/27/21
SB 792 (Glazer) Sales and use tax: retailers: returns: online transactions	7/9/21 Assembly Appropriations	This bill would require a retailer whose annual sales of tangible personal property transacted online exceeded \$1,000,000 <u>\$50,000,000</u> for the previous calendar year to track and report to the department the city or ZIP code where the purchaser resides for each sale within the state that is transacted online. Tracking the location of online purchases may help Measure X revenues.	SUPPORT Priority 1S Support letter 4/6/21



July 12, 2021

TO: Board Members, Transportation Agency for Monterey County

FROM: Gus Khouri, President, Khouri Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – AUGUST**

Brown Act Exemptions for Virtual Meetings

On March 17, 2020, Governor Newsom issued Executive Order N-29-20 in response to the COVID-19 pandemic, allowing local or state legislative bodies to hold meetings via teleconference and to make meetings accessible electronically without violating the open meeting laws found in the Bagley-Keene Act or the Brown Act.

The Governor announced California's reopening as of June 15, 2021, lifting many COVID-19 restrictions. There was some lack of clarity on what reopening would entail for public agencies, and many agencies sought clarification from the Governor's office regarding guidelines for conducting public meetings.

On June 11, 2021, the Governor issued Executive Order N-08-21 with clarifying language concerning N-29-20 on conducting public meetings, allowing for virtual meetings to continue through September 30, 2021. Notwithstanding the issuance of another executive order, local jurisdictions would have to revert back to meeting in person on that date. AB 339 (Lee) is viewed as the main legislative vehicle to amend the Brown Act to enable meetings to continue to be held virtually, but AB 339 does not provide the desired flexibility, since it requires in-person and virtual options to be simultaneously provided for every meeting.

Fiscal Year 2021-22 State Budget Summary

Governor Newsom has signed AB 128 (Ting), the main FY 2021-22 budget bill, and SB 129 (Skinner), the supplemental budget bill, authorizing \$262.6 billion, including revenue for transportation infrastructure as follows:

- **Transit and Intercity Rail Capital Program (TIRCP) - \$2.6 billion** to augment the annual \$500 million, for a total of \$3.1 billion divided as follows: \$1 billion for rail in preparation for the 2028 Los Angeles Olympics, \$1 billion for rail infrastructure statewide, \$500 million for grade separations, and \$100 million for zero-emission rail and transit equipment purchases.
- **Road Infrastructure - \$2 billion** (\$1.1 billion special funds through 2028, and \$968 million federal funds) to support the advancement of priority State Highway Operation and Protection Program (SHOPP) projects, Interregional Transportation Improvement Program (ITIP) projects, and local road and bridge investments.
- **Regional Sustainable Communities Strategies Implementation - \$600 million** (\$100 million from the General Fund and \$500 million federal funds) for Housing and Community Development Department to provide additional planning and implementation grants to regional entities for Sustainable Communities Strategies (SCS) implementation, infill developments, targeted towards the state's climate goals and reducing vehicle miles traveled.
- **Active Transportation Program - \$500 million** (General Fund) to help clear the backlog for Cycle 5 for active transportation projects and projects identified for completion prior to 2028.
- **Zero-Emission Rail and Transit Equipment Purchases and Infrastructure - \$407 million** (\$100 million General Fund, \$280 million Public Transportation Account, and \$27 million federal funds) to demonstrate and purchase or lease state-of-the-art, clean bus and rail equipment and infrastructure that eliminate fossil fuel emissions and increase intercity rail and intercity bus frequencies.
- **Zero-Emission Buses and Trucks - \$1.4 billion** (\$1.3 billion General Fund and \$87 million Air Pollution Control Fund) to demonstrate and purchase or lease green buses and trucks.
- **Zero-Emission Vehicle (ZEV) Infrastructure - \$3.2 billion** over three-years for ZEV infrastructure.

- **State and Local Climate Adaption - \$400 million** (General Fund) for state and local grants to begin addressing climate change impacts to transportation. Caltrans reports that increasing temperatures, larger wildfires, heavier rainstorms, and rising sea levels and storm surges associated with climate change are posing a significant risk to the State's transportation infrastructure.
- **Clean California Program - \$1.1 billion** (General Fund) to be appropriated as follows:
 - **\$296 million** for local projects on local streets and roads, tribal land, parks, pathways, and at rail and transit centers;
 - **\$335 million** for statewide litter cleanup on the state highway system; and
 - **\$287 million** for beautification projects.

SB 129 includes language pertaining to the Active Transportation Program (ATP), TIRCP, and the State and Local Climate Adaption funding, stating that money shall not be available for encumbrance or expenditure unless additional legislation is enacted by October 10, 2021. This language is directly related to the stalemate on exhausting the remaining \$4.2 billion Proposition 1A appropriation for high-speed rail. Governor Newsom is requesting the funds to complete high-speed rail construction in the San Joaquin Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage potential federal funds. The legislature has been reluctant to grant the funding, stating investments into existing rail systems would be more beneficial. The legislature will adjourn for Summer Recess between July 16 and August 16. Regular Session concludes on September 10.

Farebox Recovery Relief

On July 1, the legislature sent AB 149 (Committee on Budget) to the Governor. This bill would extend statutory relief in meeting farebox recovery requirements for receiving State Transit Assistance (STA), Low Carbon Transit Operations Program (LCTOP), and State of Good Repair funds, through fiscal year 22-23. It suspends Transportation Development Act (TDA) and STA penalties for this duration. The bill adds a list of new exemptions from the farebox recovery calculation, including on-demand service and micro transit service beyond fixed-route service, costs for security, ticketing services, pensions, planning for improvements in transit operations, integration with other operators and agencies, transitioning to zero-emission operations, and for compliance with state and federal mandates. The bill is pending action by the Governor.

Potential Solutions for Additional Funding

As enacted, AB 128 (Ting) contains \$2 billion (\$1.1 billion from interest earned in state transportation funds through 2028, and \$968 million federal funds) for the SHOPP,

Interregional Transportation Improvement Program (ITIP), and local road and bridge investments. The \$1.1 billion derived from the earned interest on the Road Maintenance and Rehabilitation Account does not have any statutory obligation. This represents an opportunity to acquire additional resources to address priorities for local transportation planning agencies and other local jurisdictions.

One proposal is to take the \$1.1 billion of earned interest and redirect \$400 million (in addition to \$500 million proposed in the May Revise) to clear the backlog of projects received by the California Transportation Commission for Cycle 5 of the Active Transportation Program (ATP); \$400 million for the Solutions for Congested Corridors Program, and \$300 million for the SHOPP, which is the main account to address maintenance and rehabilitation of the state highway system.

In Cycle 5 of the ATP, the California Transportation Commission allocated roughly \$441 million, out of nearly \$2.3 billion worth of requests. While AB 128 contains an additional \$500 million, this would only fund projects that scored 86 and above. An additional \$400 million, for a total of \$900 million, could result in projects scoring 80 and above being funded. If the additional \$900 million in ATP were to be approved, the county may be able to realize additional funding for the following projects:

- King City - San Antonio Drive Bikeway & School Gap Closure (scored 82) - \$6.6 million
- Salinas - Alisal Safe Routes to School Project (scored 89) - \$1.3 million

Governor's Climate Action Plan for Transportation Infrastructure

On July 12, the California State Transportation Agency announced its adoption of the Governor's Climate Action Plan for Transportation Infrastructure (CAPTI). The purpose of the plan is to implement Governor Newsom's Executive Order N-19-19. That Executive Order aims to reduce greenhouse gas emissions and vehicle miles traveled through limiting capacity projects along the state highway system, discouraging the use of single-occupant, gas-powered vehicles, while encouraging mode shift through accelerated investments into public transportation, bicycle and pedestrian programs, and electric vehicle infrastructure.

CAPTI encourages investments in improvements for disadvantaged communities, safety improvements that reduce fatalities on roadways and transit systems, projects that respond to climate risk for transportation infrastructure projects, projects that reduce vehicle miles traveled reduction, and investments into passenger rail prioritized over highways, particularly capacity projects. Impacted funding programs include the Highway Safety Improvement

Program, STIP, Local Partnership Program, Solutions for Congested Corridors Program, SHOPP, Trade Corridor Enhancement Program, and Transit Capital and Intercity Rail Program.

CAPTI policy could require TAMC to reassess its ability to leverage voter-approved investments as articulated in the expenditure plans for Measure X. While the state cannot make adjustments to locally approved sales tax expenditure plans, as the owner/operator of the state highway system, it reserves the right to place local funds on a state-owned asset and authorize the availability of state resources.



Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 25, 2021
Subject: **Federal Legislative Update**

RECOMMENDED ACTION:

RECEIVE update on federal legislative activities and **ENDORSE** the California coalition letter to the federal delegation.

SUMMARY:

On August 4, 2021, the Executive Committee discussed federal legislative activities and recommended the Board of Directors endorse the California coalition letter. Staff and federal legislative analysts Paul Schlesinger and Perrin Badini, Alcalde & Fay, will present updates.

FINANCIAL IMPACT:

In House authorization legislation, Congressman Jimmy Panetta has proposed a \$2 million federal earmark for the US 101 South of Salinas project; there are no earmarks in the Senate authorization legislation. Appropriations bills are another potential source of earmark funds.

DISCUSSION:

On the federal front, the current multi-year transportation authorization bill, the Fixing America's Surface Transportation (FAST) Act, expires on September 30, 2021, after a one-year extension. On July 1, the House passed the \$759 billion "Investing in a New Vision for the Environment and Surface Transportation in America Act" or the "INVEST in America Act", HR 3684 (**web attachment 1**).

The INVEST Act includes a \$2 million earmark for the US 101 Safety Improvements - South of Salinas project. **Attachment 1** is a federal legislative update from Alcalde & Fay, focused on infrastructure, budget and appropriations, dated July 2, 2021.

On July 28, President Biden and a select group of Senators agreed on a "Bipartisan Infrastructure Investment and Jobs Act". **Web attachment 2** is a fact sheet about that deal, and **web attachment 3** is an article in the New York Times dated August 10, 2021 on the deal. **Attachment 2** is a federal legislative update from Alcalde & Fay, focused on the Senate Infrastructure Investment and Jobs Act, dated August 6, 2021.

The Senate authorization bill is not expected to include any earmarks. Therefore, TAMC legislative analysts Alcalde & Fay are working with our Senators' offices to request the earmarks be included in appropriations legislation, the annual process of funding transportation programs and projects.

Caltrans is leading an effort to have a unified letter to Congress representing California transportation priorities and is requesting transportation agencies to sign on to the letter (**Attachment 3**). The Executive Committee discussed this letter at its August 4, 2021 meeting and recommended the Board endorse the Caltrans letter.

ATTACHMENTS:

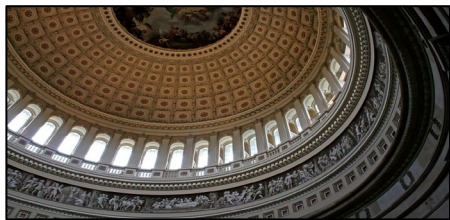
- Federal legislative update, July 2
- Federal legislative update, August 6
- Caltrans Federal Delegation Letter

WEB ATTACHMENTS:

1. [INVEST in America \(HR 3684\) Act Fact Sheet](#)
2. [Federal Bipartisan Infrastructure Deal Fact Sheet](#)
3. [August 10, 2021 article in the New York Times, "Senate passes \\$1 trillion infrastructure bill, handing Biden a bipartisan win"](#)

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THIS WEEK IN WASHINGTON

Week of June 28-July 2, 2021

FEDERAL UPDATE

This week the House was in session this week and, as further detailed below, passed the \$759 billion surface transportation reauthorization and water infrastructure bill (*INVEST in America Act*, H.R. 3684) yesterday before adjourning for the July 4th recess. Also of note this week, the House passed a resolution in a mostly party-line vote of 222-190, creating a new select committee to investigate the attack on the U.S. Capitol complex on January 6th. As previously reported, legislation previously approved by the House to establish a 9/11-style bipartisan commission to investigate the July 6th attack failed to pass the Senate last month. The House and Senate will be in recess next week for the July 4th holiday and both will return to Washington on July 12th.

INFRASTRUCTURE

As referenced above, this week the House considered and passed the *INVEST in America Act* (H.R. 3684), now a nearly \$759 billion surface transportation reauthorization and water infrastructure bill (updated fact sheet available [here](#); surface transportation text available [here](#); surface transportation section-by-section summary available [here](#); water infrastructure text available [here](#)). The bill was approved in a mostly party-line vote of 220-201, with two Republican voting with all Democrats in support of the bill. As previously reported, the surface transportation title of the bill authorizes \$343 billion for roads, bridges, and safety, \$109 billion for transit, and \$95 billion for passenger and freight rail over 5 years, and also includes nearly \$5.7 billion for 1,473 member designated project authorizations (earmarks) across the country; the water/wastewater infrastructure portions of the package include \$51.25 billion for wastewater spending and \$117 billion for drinking water programs. As previously reported, the House-approved bill does not include any financing/revenue provisions, instead simply including a provision to transfer an additional \$148 billion from general revenue into the Highway Trust Fund (HTF), covering the gap between the bill's funding levels and available HTF funds. Democratic leadership ultimately chose to essentially delay/postpone any debate over pay-fors, which would be drafted by the House Ways & Means Committee, until negotiations on a bipartisan infrastructure package had yielded more specific topline spending levels.

During consideration of the bill, the House considered a total of 149 amendments, grouped together into 5 separate "en bloc" packages, and which ultimately added \$44 billion in spending to the approximately \$715 billion bill. Adopted amendments of note include a provision approved by a vote of 230-178 that would allow states to review high occupancy vehicle routes 10 years after construction with the option to remove the route and repay associated funds, as well as an amendment approved by a vote of 220-200 to require water infrastructure projects paid for by the Clean Water State Revolving Fund and other Clean Water Act programs undergo resiliency assessments.

As previously reported, the tentative agreement reached between the White House and a bipartisan group of Senators last week on a "Bipartisan Infrastructure Framework" includes the Committee-approved titles of the Senate's transportation reauthorization bill, including the highway title approved by the Environment and Public Works (EPW) Committee, and the freight, rail, and safety titles approved by the Senate Commerce-Science-Transportation Committee. The framework also incorporates the Senate-passed *Drinking Water and Wastewater Infrastructure Act* (DWWIA). Although these Senate bills authorize lower funding levels than those in the House-passed bill, House T&I Committee Chairman Peter DeFazio (D-OR) indicated this week that he hopes to enter into

informal negotiations on surface transportation and water infrastructure and that he hopes a bicameral agreement can be included in the bipartisan infrastructure package.

FISCAL YEAR 2022 BUDGET & APPROPRIATIONS

This week, House Budget Committee Chairman John Yarmuth (D-KY) announced that his Committee will forgo drafting and marking up their own Fiscal Year (FY) 2022 budget resolution with reconciliation instructions, and instead will wait to see what is able to clear the Senate. As previously reported, Senate Budget Chairman Bernie Sanders (I-VT) last week floated an outline of a budget resolution calling for \$6 trillion in spending and \$2.4 trillion in revenue, as well as \$600 billion in drug pricing savings, that would net \$3 trillion in deficit spending over the next decade. In his announcement this week, Chairman Yarmuth indicated that he and Sanders have been working to refine this budget proposal and that a new outline would be released in the next week or so.

Meanwhile the House Appropriations Committee continued working on the FY 2022 Appropriations bills, with the full Committee approving the FY 2022 Legislative Branch (bill text [here](#); summary [here](#); report [here](#)), Financial Services (bill text [here](#); summary [here](#); report [here](#)), Military Construction-Veterans Affairs (bill text [here](#); summary [here](#); report [here](#)), and State and Foreign Operations (bill text [here](#); summary [here](#); report [here](#)) spending bills in party-line votes, while also approving the Agriculture spending bill (bill text [here](#); summary [here](#); report [here](#)) by voice vote.

The Committee also approved the FY 2022 Interior-Environment spending bill (bill text [here](#); summary [here](#); report [here](#)) in a party-line vote yesterday. Of particular note, the Interior-Environment bill would provide \$11.34 billion for the Environmental Protection Agency (EPA), an increase of \$2.11 billion above the FY 2021 level, of which \$5.32 billion would be for State and Tribal Assistance Grants (STAG). Additionally, the bill would provide \$5.66 billion for Wildland Fire Management, \$900 million for the Land and Water Conservation Fund (LWCF), and approximately \$444.6 million for more than 300 community projects (“earmarks”) under the EPA STAG Clean Water and Drinking Water State Revolving Fund, National Park Service Land Acquisition, U.S. Fish and Wildlife Service Land Acquisition, and U.S. Forest Service State and Private Forestry accounts.

The Committee in a party-line vote also approved its subcommittee allocations, known as 302(b)s, reflecting the \$1.506 trillion discretionary spending cap for FY 2022 that the House adopted via a “deeming resolution” (H.Res.467) earlier this month (individual spending levels available [here](#)). The allocations are roughly similar to the discretionary spending increases proposed by President Biden in his FY 2022 Budget request (16.5 percent increase for non-defense and 1.6 percent for defense) and of note the Labor-HHS-Education Subcommittee received the highest spending increase, a 36.4 percent (\$63.4 billion) over the FY 2021 level for a total of \$237.5 billion; the Defense Subcommittee received the smallest spending increase, 1.4 percent (\$10 billion) above the FY 2021 level for a total of \$706 billion in discretionary spending (*although Defense still has the largest overall allocation*). During the markup, Appropriations Committee Ranking Member Kay Granger (R-TX) criticized Committee Democrats for not considering bipartisan subcommittee allocations as a bipartisan agreement on 302(b)s will need to be reached at some point in order to garner the 60 votes needed to clear all 12 FY 2022 through the evenly split Senate.

At the Subcommittee level this week, both the Defense (bill text [here](#); summary [here](#)) and Homeland Security (bill text [here](#); summary [here](#)) spending bills were advanced to the full committee by their respective Subcommittees (via voice votes). The draft FY 2022 Homeland Security bill would provide \$24.02 billion for the Federal Emergency Management Agency (FEMA), approximately \$2.1 billion above the FY 2021 level and \$246.6 million below the President’s budget request. Of this amount, \$3.66 billion would be for grants and training and \$18.8 billion would be for the Disaster Relief Fund. The bill would also provide funding for over 70 community projects under the FEMA Pre-Disaster Mitigation and Emergency Operations Center accounts.

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THIS WEEK IN WASHINGTON

Week of August 2-6, 2021

FEDERAL UPDATE

The Senate was in session this week and as further detailed below began floor consideration of the bipartisan infrastructure bill (the *Infrastructure Investment and Jobs Act*). Although originally scheduled to adjourn this afternoon for August recess, the Senate is now expected to remain in session at least through the weekend to complete consideration of the infrastructure bill and then will likely spend several days debating the forthcoming FY 2022 budget resolution that will include instructions and a general blueprint for the \$3.5 trillion reconciliation spending package Congressional Democrats are hoping to advance this fall. The House, which is not currently scheduled to return to Washington for votes until September 20th, could return earlier to consider the infrastructure bill, although as noted below that timing remains unclear.

SENATE BIPARTISAN INFRASTRUCTURE BILL

The Senate this week began floor consideration of the 2,702-page, nearly \$1 trillion *Infrastructure Investment and Jobs Act* (bill text available [here](#); updated fact sheet available [here](#)) that would provide \$550 billion in new/additional spending. For your reference, we have included an updated chart below citing the specific funding levels included in the final agreement unveiled, although please note these amounts are subject to change pending further amendments/negotiations prior to final passage.

Transportation Infrastructure	Other Infrastructure
\$110 billion for roads, bridges, and major projects	\$55 billion for water infrastructure
\$11 billion for pipeline and safety programs	\$65 billion for broadband infrastructure
\$39 billion for public transit	\$21 billion for environmental remediation
\$66 billion for passenger and freight rail	\$73 billion for power infrastructure and electric grids
\$7.5 billion for electric vehicle (EV) infrastructure	\$5 billion for Western Water Storage
\$7.5 billion for electric buses and transit	\$47 billion for resiliency programs
\$25 billion for airports	
\$17 billion for ports and waterways	
\$1 billion for reconnecting communities	
Total: \$284 billion	Total: \$266 billion

After Senate negotiators failed to reach an agreement on the path forward for consideration of several remaining amendments, Senate Majority Leader Chuck Schumer (D-NY) filed a motion on Thursday to effectively end debate and move to final passage as soon as Saturday.

Although nearly 250 amendments were filed to the bill this week, by Thursday night the Senate had considered only 22, adopting 7 and rejecting 10 by roll call votes, and also adopting 5 by voice vote. As of Thursday evening, the Senate had avoided adopting amendments to substantively change the bill in a way that could jeopardize its already tenuous bipartisan support. Although about 17 Republican Senators have signaled their tentative support for the bill,

including Minority Leader Mitch McConnell (R-KY), several still remain skeptical of the overall scope and cost of the bill. Further complicating matters, the Congressional Budget Office (CBO) issued a report late Thursday afternoon that said the bill would add \$256 billion on net to the deficit over the next decade, rather than being “fully paid for” as originally advertised by negotiators. It is worth noting that several offsets included in the bill were not counted towards the CBO’s final “score,” and several others came up shorter than what was believed. For your reference, we have included below the list of pay-fors included in the final bipartisan infrastructure bill as updated by this week’s CBO score (offsets not scored by CBO were scored by the Joint Committee on Taxation).

- **\$53 billion** from states returning unused enhanced unemployment insurance (UI) benefits from the several COVID-19 relief bills*
- **\$67 billion** from unused savings from the COVID-19 employer retention tax credit
- **\$106 billion** in unused savings from COVID-19 paid & family leave tax credits
- **\$51 billion** from the partial delay of a Trump-era Medicare rebate rule*
- **\$21.4 billion** in rescissions in unused funding from 2020 COVID relief bills*
- **\$10.2 billion** from the sales of future spectrum auctions and sales*
- **\$67 billion** from proceeds of the February 2021 c-band auction
- **\$28 billion** from clarifying the application of information reporting requirements for cryptocurrency
- **\$53 billion** in economic growth from a 33-percent return on investments
- **\$21 billion** from extending fees of GSEs*
- **\$14.5 billion** from reinstating certain Superfund fees
- **\$8.7 billion** from extending statutory sequester cuts to Medicare*
- **\$6.1 billion** from extending customs user fees*
- **\$3 billion** from drug-makers reimbursing Medicare for certain wasted medication*
- **\$2.9 billion** from extending available interest rate smoothing options for defined pension plans

* denotes offset included in CBO score

BUDGET RECONCILIATION

With a final vote on the infrastructure bill now expected to be held as early as this weekend, the Senate is then expected to begin consideration of the FY 2022 budget resolution from Senate Democrats that will include instructions to the committees of jurisdiction, who would then draft their portions of the \$3.5 trillion proposal over the next several weeks. As previously reported, passage of a budget resolution will require all 50 Senate Democrats to be in support of the proposal, as all Republicans are expected to oppose it, with Vice President Kamala Harris then serving as the tie-breaking vote. Several Senators in the Democratic caucus, such as Krysten Sinema (D-AZ), have voiced concerns about the \$3.5 trillion price tag, although Senate Budget Committee Chairman Bernie Sanders (I-VT) this week in an opinion piece for *The Wall Street Journal* indicated that he does not plan to lower the cost. Additionally, although Senate Democrats have insisted that any reconciliation bill would also be fully paid for, recent reports indicate that the reconciliation package could ultimately add hundreds of billions of dollars to the federal deficit over the next decade as several planned offsets are unlikely to count under CBO scoring rules. This could mean that the budget resolution may instruct Senate authorizing committees to draft legislation with certain “deficit-increase allowances,” while the Senate Finance Committee would be instructed to reduce deficits.

FISCAL YEAR 2022 APPROPRIATIONS

The Senate Appropriations Committee this week began work on its FY 2022 spending bills, marking up the Agriculture (bill text [here](#); report [here](#); summary [here](#)), Energy & Water (bill text [here](#); report [here](#); summary [here](#)), and Military Construction-Veterans Affairs (bill text [here](#); report [here](#); summary [here](#)) spending bills, all of which were advanced by votes of 25-5. Of particular note, the Senate’s Energy & Water bill includes \$450 million in emergency funding to address severe droughts in western states, and the Agriculture bill includes over \$7 billion in emergency funding to respond to agricultural disasters including severe heat, wildfires, and drought, especially in areas not covered by drought disaster declarations. The FY 2022 Agriculture bill also includes \$700 million for the ReConnect program to expand broadband access, and \$6.278 billion for the Supplemental Nutrition Program for

Women, Infants, and Children (WIC). The Committee is expected to resume work on the remaining 9 appropriations bills following the August recess, although Senate Appropriations Committee leadership is expected to work towards an agreement on Subcommittee spending allocations (known as 302(b)s) during the recess period, which also involves broader negotiations over increases to defense and non-defense discretionary spending. Senate Republicans are seeking equal increases to the two categories, and without that in place would likely oppose any forthcoming spending bill. This would be similar to House Republicans who last week unanimously opposed both the 7-bill “minibus” and two standalone spending bills (which were both approved), citing the lack of parity between defense and nondefense spending as a factor in their unified opposition to all of the bills.

Appropriations Committee leadership, senior Congressional leadership and the White House are expected to continue discussions on the spending bills over the August recess and in September, although those discussions could be impacted as Congressional Democrats look to advance a massive reconciliation package. Even if the spending level and policy rider issues are resolved in the coming weeks, there are a limited number of days available for floor consideration of any agreed-upon spending bill (or minibus package of spending bills), before the September 30th deadline. At this point, it seems very likely that Congress will need to rely on a Continuing Resolution (CR) to avoid a government shutdown and fund the federal government beyond the end of the fiscal year.

California Department of Transportation

OFFICE OF THE DIRECTOR
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August XX, 2021

Dear California Congressional Delegation Member:

California is the world's fifth-largest economy. Measured by value, more international goods enter California than any other state, moving through its 12 seaports, 12 major cargo-handling airports, multiple international rail lines, and 3 commercial land ports of entry with Mexico. In addition, the State's agricultural sector is a critical source of goods and the largest producer of food in the United States.

California also leads the nation in making significant state and local investments in our transportation network. California's Senate Bill (SB) 1, *the Road Repair and Accountability Act of 2017*, invests \$54 billion over ten years to fix roads, freeways, transit systems, and bridges in communities across California and puts more dollars toward safety. Moreover, 25 county transportation agencies formed the Self-Help Counties Coalition to fund approximately \$194 billion of voter-approved transportation investments by mid-century, injecting billions each year into essential transportation programs and projects throughout the state.

State and local agencies in California are doing their part to fund and deliver important transportation projects that are vital to the quality of life and economic strength of California. Our state is calling for increased federal investment in infrastructure—in partnership with ongoing state and local investments—for the benefit of the whole country and to address the state's significant transportation needs.

Forward progress to reauthorize the *Fixing America's Surface Transportation (FAST) Act* (Public Law No. 114-94) is on the horizon, with both chambers of Congress finalizing their respective bills. With less than three months until the current authorization expires, we greatly appreciate the urgency with which Congress is acting on this critical legislation. We also applaud the efforts from both chambers of Congress to advance the Infrastructure Investment and Jobs Act.

Earlier this year, as the federal transportation agenda began to emerge, the California Department of Transportation (Caltrans) convened a California Transportation Federal Affairs Working Group (Working Group). This Working Group is comprised of numerous stakeholders in the State's transportation system, including the State of California, Metropolitan Planning Organizations, Regional Transportation Planning Agencies, Tribal Governments, transit providers, private sector entities, and labor organizations.

As Congress continues its efforts to reauthorize surface transportation programs and to negotiate an infrastructure package, the Working Group voices our support for your actions to-date to substantially increase funding for these programs. The Working Group has identified seven priority areas for inclusion as this important legislation moves forward. These priority areas are:

1. Climate Change and Transportation Resilience

Each year our national transportation system is stressed by blizzards, searing heat, flooding, wildfire, and other severe weather events. Hurricanes have raised awareness of the vulnerability of our coastal communities, and our interior states where serious flooding has devastated our nation's communities. In California, we are facing increasingly frequent and severe flooding, sea level rise, and wildfires due to climate change. Transportation systems need robust federal investment in transit, carbon reduction, resiliency programs, and grant programs that fund sustainable multimodal transportation projects.

We urge Congress to ensure that any final package includes robust funding for the above-mentioned programs to reduce transportation sector emissions and to ensure California can be resilient to the myriad climate threats that our state faces—from rising sea levels to increasingly frequent extreme weather and wildfire events. This funding will significantly help to reduce greenhouse gas emissions, invest in climate-resilient infrastructure that facilitates quick response and recovery efforts, and plan for and mitigate against the risk of future reoccurring damages.

2. Active Transportation

In California, safety is always our top priority and we are working collaboratively at the local, state, and county level to achieve the goals of "Vision Zero." Unfortunately, our numbers have been trending in the wrong direction. Every year, about 3,600 individuals die on California's transportation system. With an unacceptable number of people dying each day on our roadways in traffic crashes we must shift our efforts to prioritize safe mobility, and federal leadership will be key in this shift to save lives. We urge Congress to include the provisions in the INVEST in America Act that provide increased funding for the Transportation Alternatives Program. This funding is critical to increase safety and mobility for our nation's non-motorized users.

Investing in active transportation furthers the State's sustainability and climate preparedness objectives and improves the quality of life and public health of Californians. California has made a major commitment to walking and bicycling through investment in our Active Transportation Program (ATP), and we want to continue to increase that investment with additional federal funding. Specifically, California supports tripling the amount of funding authorized for the

programs that fund our ATP, and supports the "Active Transportation Connectivity" competitive grant program included in the current House and Senate reauthorization bills. Congress should also ensure that active transportation projects continue to be eligible for funding from the Highway Trust Fund.

3. Zero-Emission Bus Investment

California's transit agencies are poised to expeditiously transition our entire fleet of 12,000 buses to zero-emission technologies, and we support policies that incentivize transit agencies across the country to take aggressive steps to accelerate zero-emission bus deployment. Public funding should only be available to manufacturers in the United States, and priority should be given to companies with a unionized workforce and a commitment to provide high quality training programs, apprenticeships, and Electric Vehicle Infrastructure Training Program (EVITP) certification for infrastructure installations.

We request Congress include the Zero-Emission Bus Grant Program provision in the INVEST in America Act that rewards states and transit agencies that have made a commitment to transition to fully zero-emission fleets by setting aside funding for zero-emission buses and infrastructure. Additionally, we encourage Congress to permanently reinstate the Alternative Fuel Tax Credit, extend the credit to include electricity and hydrogen as an eligible alternative transportation fuel, and allow agencies to draw credits for multiple fuel types. These changes would ensure that the Alternative Fuel Tax Credit provides incentives for zero-emission buses equivalent or comparable to the alternative fuels tax credit currently available for compressed and liquefied natural gas.

4. Relief and Financing Tools

We urge Congress to continue its support for our nation's transit agencies as they continue to recover from their ridership losses due to COVID-19. Such relief should include continued short-term flexibility in the use of federal funds for capital and operating purpose. We also encourage Congress to expand and streamline the financing tools available to transportation agencies, including America Fast Forward Transportation Bonds and Transportation Infrastructure Finance and Innovation Act, including the Rural Project Initiative, to augment direct investment in the nation's transportation infrastructure. We also support the reinstatement of the tax-exempt status of the advanced refunding of bonds, allowing state and local governments to realize savings on debt service. Finally, we support creating flexibility in the Railroad Rehabilitation and Improvement Financing program to allow for easier utilization by transit agencies.

5. Transportation Equity

We acknowledge that communities of color and under-served communities experienced fewer benefits and a greater share of negative impacts associated with our state's transportation system. Some of these disparities reflect a history of transportation decision-making, policy, processes, planning, design, and construction that literally put up barriers, divided communities, and amplified racial inequities, particularly in our Black and Brown neighborhoods. Thus, we request your collaboration to eliminate barriers by providing more equitable transportation not only for Californians, but for all of the people in our Country. This understanding is the foundation for intentional decision-making that recognizes past, stops current, and prevents future harms from our actions.

We also urge Congress to provide funding to enhance, repair and restore multimodal connectivity in communities impacted by the construction of highways and freeways. Additionally, we support the House INVEST In America's proposal to significantly increase funding for the federal transit program and ask Congress to include the language in the INVEST in America Act that provides new funding to pilot and study reduced and fare free transit.

6. Goods Movement, Freight Gateways, and Corridors

The recent COVID-19 pandemic has highlighted the challenges our national supply chains face with our aging freight infrastructure. California's air, land, and maritime ports of entry, coupled with our roadway and rail corridors interlinking these gateways, enhance the nation's economic competitiveness by providing essential connections to and from the nation's largest distribution centers and ensuring vital goods move more reliably through California and the nation and a transition to cleaner transportation.

We urge Congress to prioritize sustainable freight funding for our nation's critical freight gateways and corridors, which includes our small urban/rural corridors that serve as critical safety routes to support California's Sustainable Freight Action Plan and the clean air action plans for California's ports. Additionally, we support the removal of caps on non-highway investment in formula funding to states and discretionary programs, and provide flexibility for states to use discretion in determining the amount of formula funding dedicated to multimodal freight projects identified in the state's freight plan.

7. Intercity Passenger Rail

California has been a leader in our support for intercity passenger rail as evidenced by the more than \$4.5 billion in state and local funds committed to intercity rail since just 2015, and is leading the way investing in research and development for zero-emission commuter rail for deployment by 2024. We believe that an expanded and improved rail network will play a critical role in

reducing greenhouse gas emissions from the transportation sector. We are committed to moving toward a zero-emission rail fleet by 2035 and support any federal legislative action to support that objective. We also intend to integrate this rail network with local transit systems across the state to improve mobility of California residents.

We urge Congress to support a substantially expanded intercity passenger rail program and are encouraged by proposals to increase authorization levels for discretionary grant programs. While we have relied almost exclusively on state and local funds to implement projects in recent years, we believe that a strong federal partnership will allow us to accelerate the implementation of our rail vision. As a part of this program, we also encourage Congress to support investments in rail safety, including increased funding for grade crossing improvements and other strategies that will reduce rail related injuries and fatalities.

We appreciate your leadership and urge you to incorporate these priorities into surface transportation authorization legislation. California is ready and willing to partner with the federal government to match increased federal infrastructure investment to help address the expanding needs of our evolving and complex transportation system.

Thank you for your consideration.

Sincerely,

The following undersigned members of the Working Group:

c:



Memorandum

To: Board of Directors
From: Tracy Burke, Go831 Rideshare Coordinator / Associate Transportation Planner
Meeting Date: August 25, 2021
Subject: **Regional Telework Survey Results**

RECOMMENDED ACTION:

RECEIVE presentation on the 2021 Regional Telework Survey results.

SUMMARY:

The Transportation Agency for Monterey County's Go 831 program staff worked with Santa Cruz and San Benito Counties, the City of Santa Cruz, and Monterey Bay Economic Partnership to develop and administer a regional telework survey. The survey was distributed to employers at management level in the Tri-County region in April 2021.

FINANCIAL IMPACT:

There is no financial impact associated with this item.

DISCUSSION:

Go831 is a program of the Transportation Agency with the goals of reducing regional traffic and greenhouse gas emissions. The Program seeks to accomplish this by supporting commuters to trade their drive-alone trips for those that are less impactful (carpool, vanpool, transit, bike or walk), or skip the trip altogether (telework). The global pandemic drastically changed the way many people commute in the Monterey Bay Area and have lead to increased teleworking in the region. Mass teleworking accelerated a reduction in traffic in the region, but many businesses/organizations were not equipped to operate remotely when the first shelter-in-place orders were enacted and there was a steep learning curve for both employers and employees. A year into the pandemic, workers are getting vaccinated making it feasible for more employees to return to a physical worksite in 2021. Now businesses and organizations have a new opportunity to reconstruct how and where employees work.

The Transportation Agency for Monterey County, Santa Cruz County Regional Transportation Commission, City of Santa Cruz, San Benito Council of Governments and Monterey Bay Economic Partnership were interested in surveying employers in the tri-county region on their experience with telework this past year (pros and cons), whether or not they plan to continue teleworking into the future, and the kind of tools and resources they might need to support their workforce. The survey results will be used to create a telework toolkit, including resources, templates and tips tailored to the needs identified in the survey. The toolkit will be accessible online and shared across the partners' networks and communication channels.

Survey Results

The results of the survey revealed an overwhelming support for teleworking in the Tri County Region. The survey was administered in April, 2021, distributed to employers across Monterey, Santa Cruz and San Benito Counties. 220 employers

responded to the survey, with 139 surveys providing usable data for analysis. Forty-eight (48) of those respondents were from Monterey County. Of these respondents, 39% were from the private sector and 60% from the public sector.

Key findings of the employer survey:

1) Adoption of a telework policy and plans over the next year

- 76% of employers have adopted a telework policy.
- 81% of employers answered that they plan to continue to support teleworking, while 17% are undecided.
- 29% of respondents chose the statement "10-25%" of employees would telework one day a week while 27% responded "50-75%" would telework one day a week.
- Overall, almost half of respondents (42%) prefer that employees telework no more than 3 days per week.

2) Barriers and benefits of teleworking

- The top issues that employers and employees faced while teleworking are 1) technical issues; 2) video conference fatigue; 3) inadequate access to Wi-Fi/broadband.
- The top benefits that employers and employees experience by teleworking are 1) saving money by not driving as much, 2) saving time by not traveling to in-person meetings; and 3) having more time with family/loved ones at home.

3) Managing remotely

- Most employers manage teleworking employees by: 1) online meeting or phone calls (33%); or, 2) email activity (27%).
- More than half of employers (52%) reimburse employees for telework equipment, technology, or other expenses.
- 64% of respondents answered that use of office resources (water, waste, energy, etc.) has declined due to an increase in teleworking.

This was the Go831 program's first regional telework survey. Go831 intends to work with agency partners to collect data from employers annually. In the future, the desire is to get survey feedback on other smart commute methods.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE AUGUST 25, 2021 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.	North District Crosswalk Enhancements (1G760)	Various locations throughout Monterey and Santa Cruz (SRs 1, 9, 68, 129, 152, 183)	Electrical/ Signs/ Flashing Beacons/ Markings/ Pavements	Fall 2020 /Spring 2021	\$1 million	Minor	Mike Lew (RJ)	Alfaro Communications Construction Inc., Compton, CA	Construction is currently underway.
2.	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 20/21	\$26.9 million	SHOPP	Aaron Henkel (AN)	Papich Construction Company	Contract acceptance complete.
3.	US 101 King City Combined Projects (1F75U4)	Near King City from South of Wild Horse Road to Teague Avenue (PM 36.9/47.7)	Pavement Rehabilitation, Seismic Retrofit with widening and median barrier	Spring 2019— Summer 2023	\$77.7 million	SHOPP	Aaron Henkel (TL)	OHL, USA, Irvine, CA	Construction underway. Lanes have been reduced to 1 lane each direction from First Street to north of Jolon Road. The work is being done to the No. 1 lane.
4.	US 101 Salinas CAPM (1F700)	North of Gonzales to East Market Street (PM 73.8/87.3)	Pavement preservation	Summer 2019- Spring 2021	\$25.9 million	SHOPP	Jackson Ho (TL)	Granite Rock Company San Jose, CA	Construction Contract Acceptance complete.
5.	US 101 Mon 101 Transportation Management System (0N200)	Near Salinas north of the Airport Blvd south of the San Miguel Canyon (86.0/95.8)	Construct Transportation Management System	Winter 2020/21-Spring 2021	\$1.6 million	SHOPP	Jackson Ho (RJ)	Sturgeon Electric California, LLC Chino, CA	Construction Contract Acceptance complete.
6.	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 is on-going, with primarily overnight work. Ramp reconstruction work will be completed by the end of September 2021. This will be followed by 60 days of plant establishment.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE AUGUST 25, 2021 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.	TMS Detection Repair (1H990)	Various locations throughout District 5 (SRs 1, 17, 68, 156, 101) (PM Various)	Replace failed TMS Detection	Winter 2020/21	\$3 million	SB1 SHOPP	Brandy Rider	PS&E/RW	Construction is currently underway.
8.	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	\$4.5 million	SHOPP	Brandy Rider (CM Patrick Dussell)	PS&E/RW	Construction is currently underway.
9.	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 2021	\$5.5 million	SHOPP	Barak Miles	CONSTRUCTION	Awarded and Approved. Submittals have begun coming in and the start of construction is likely to be begin at the end of July, due to delays in getting materials.
10.	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 2020	\$6.3 million	SHOPP	Luis Duazo	CONSTRUCTION	Project was awarded September 2020. Construction to be completed by 8/13/21.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE AUGUST 25, 2021 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
11.	Highway 1 Replace Culvert Near Limekiln Creek (0Q500)	Near Lucia south of Limekiln Bridge (PM 20.4)	Replace culvert and repair erosion	Fall 2021	\$850,000	SHOPP	Carla Yu	Construction	Construction contract awarded to Serafix Engineering Contractors. . Construction will begin August 2021 due to water still flowing in culvert.
12.	Highway 1 Orient Express Tieback Wall (1K010)	Near Lucia south of Big Creek Bridge (27.5/27.7)	Construct tieback wall, restore roadway and facilities, place Water Pollution Control BMPs, and erosion control	Spring/Summer 2023	\$6.2 million	SHOPP	Aaron Henkel	PA&ED	The schedule was moved out to further identify biological and cultural concerns within the project limits. PA&ED: Moved to 9/1/22
13.	Highway 1 Castro Canyon Bridge Rail Upgrade (1H490)	At Castro Canyon Bridge (PM 43.1)	Replace bridge rail	Spring/Summer 2023	\$3 million	SHOPP	Aaron Henkel	PS&E	Project is now in the Design phase.
14.	Highway 1 Coastlands Wall Permanent Restoration (1M460)	Near Big Sur at 1.0 Miles south of Pfeiffer Canyon Bridge (PM -44.5/44.45)	Permanent Restoration/Tieback retaining wall	Spring/Summer 2022	\$2.1 million	SHOPP	Carla Yu	PS&E	PS&E is in final design stage and project is on schedule to be Ready To List in late September 2021.
15.	Highway 1 Little Sur Retaining Wall (1K050)	Between Little Sur River and North of Big Sur (PM 55.9/55.9)	Construct earth retaining system	Fall 2022	\$2.2 million	SHOPP	Carla Yu	PS&E	Project report completed March 2020, accelerated from Fall 2020. RTL achieved June 24, 2021, project will vote for construction funds at the August 2021 CTC meeting .
16.	Highway 1 Garrapata Creek Bridge Rail Replacement (1H800)	At Garrapata Creek Bridge (PM 62.97)	Bridge rail rehabilitation	Fall 2023	\$3 million	SHOPP	Carla Yu	PS&E	Project is “long lead” with a longer than normal environmental study period needed to develop a context sensitive solution for the bridge rail with historic structures were completed in May 2021. Project is in Design phase and CA Type 86H rail is undergoing crash testing.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE AUGUST 25, 2021 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
17.	Highway 1 Garrapata Creek Bridge Rehab (1H460)	At Garrapata Creek Bridge (PM 63.0)	Electrochemical Chloride Extraction (ECE) of bridge structure	Summer 2021- Summer 2023	\$8.6 million	SHOPP	Carla Yu	Construction	Project awarded to FCE, Contract Approval was achieved July 20, 2021. Construction submittals are ongoing.
18.	Highway 68 Hwy 68 Curve Correction (1J460)	Near Pacific Grove West of Community Hospital Entrance (PM 0/0)	Improve superelevation, widen shoulders, install rumble strip	Fall 2023	\$3.2 million	SHOPP	Aaron Henkel	PS&E	Project is in the design phase.
19.	Highway 68 Route 68 Drainage Improvements (1J880)	From west of Sunset Dr to Toro Park (PM 0.2/15.7)	Drainage improvement, replace lighting, and install count stations	Winter 2024	\$5 million	SHOPP	Carla Yu	PA&ED	PA&ED has begun. Target completion of Environmental phase is June 2022.
20.	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	Project is expected to RTL in the Fall 2021.
21.	Highway 68 Pacific Grove CAPM (1H000)	From Forest Avenue to the SR 1/68 Junction (PM 1.1/L4.3)	Pavement preservation	Winter 2022	\$6.3 million	SHOPP	Carla Yu	DESIGN	RTL was achieved June 30, 2021, project will be voted for construction funds at August 2021 CTC meeting.
22.	US 101 North Soledad OH Deck Replacement (0F970)	North Soledad Bridge (PM 62.1/63.2)	Bridge deck rehabilitation	Summer 2022 – Summer 2023	\$6.6 million	SHOPP	Jackson Ho	PS&E/RW	Project team is working on an accelerated schedule towards M500 by 3/30/2022. RTL targeted for 10/4/2021.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE AUGUST 25, 2021 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
23.	US 101 Spence Rd Acceleration Lane (1M760)	South of Salinas at Spence Rd (PM 81.03)	Extend NB acceleration lane	Winter 2024	\$1 million	MINOR	Brandy Rider	PAED	For this new Minor AIn partnership with TAMC, the initial focus of the team will be determining the project scope.
24.	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	Spring 2022- Winter 2023	\$4.7 million	SHOPP	Jackson Ho	Design	Targeting RTL by Fall 2021. Construction is scheduled to begin in Spring 2022.
25.	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- Spring 2024	\$41.5 million	SB 1 SHOPP	Jackson Ho	PA&ED	The PR and CE/CE were completed May 2021. Design Consultant is on board and PS&E kick-off meeting has been completed. Working towards 60% PS&E package.
26.	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	Winter 2020/21- Winter 2022	\$5.5 million	SHOPP	Jackson Ho	PS&E/RW	100% Plans approval from UPRR achieved. Targeting advertisement August 2021. Construction targeted for Winter of 2020/21.
27.	Highway 156 Castroville Boulevard Interchange (31601)	Castroville Boulevard and Highway 156 (R1.6/1.4)	Construct a new interchange	Fall 2022	\$24.0 million	STIP Measure X Federal Demo	Mike Lew	PS&E/RW	The Design Phase (PS&E) is well underway. The Project team is working on 95% plans submittal expected in the next month or two. Also, Environmental team continues to work on permits.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE AUGUST 25, 2021 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
28.	Highway 183 Salinas to Castroville CAPM (1K430)	South of Old Cemetery Rd near Salinas south of Del Monte Ave at Castroville (PM 2.1/8.3)	Roadway rehabilitation, TMS elements, lighting, and sign panel replacement	Winter 2023	\$5.1 million	SHOPP	Brandy Rider	PID	The Environmental Phase (PA&ED) which is underway. PA&ED is scheduled to be completed 9/7/2021
29.	Highway 183 Castroville Improvement Project (1H650)	Community of Castroville from Del Monte Ave. to Washington St (PM R8.4/9.8)	Asset Management Pilot Project	Fall 2023- Summer 2025	\$16 million	SHOPP	Brandy Rider	PS&E	Environmental document completed July 7, 2021. Project design and right of way phase to be kicked off August 2021.
30.	Highway 218 Seaside ADA (1H230)	From Del Monte Road to Fremont Boulevard (PM R0.2/L0.9)	ADA compliant pedestrian access	Summer 2022	\$1.2 million	SHOPP	Jackson Ho	PS&E	Team is working towards RTL December 2021.

ACRONYMS USED IN THIS REPORT:

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



Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board
Meeting Date: August 25, 2021
Subject: TAMC draft minutes of June 23, 2021

RECOMMENDED ACTION:

APPROVE the Transportation Agency for Monterey County Board draft minutes of June 23, 2021.

ATTACHMENTS:

- ▣ TAMC Draft minutes of June 23, 2021

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS
MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE
JOINT POWERS AGENCY
DRAFT MINUTES OF JUNE 23, 2021, TAMC BOARD MEETING
Via Zoom Meeting Video/Audio Conference Call

TAMC BOARD MEMBERS	AUG 20	SEP 20	OCT 20	DEC 20	JAN 21	FEB 21	MAR 21	APR 21	MAY 21	JUN 21
L. Alejo, Supr. Dist. 1, Past Chair (L. Gonzales; J. Gomez)	P	P	P	P	P	P	P	P	P	P
J. Phillips, Supr. Dist. 2, (J. Stratton)	P(A)	P	P	P	P	P	P	P(A)	P	P(A)
C. Lopez, Supr. Dist. 3, County Rep (P. Barba)	P	P(A)	P	P	P	P(A)	P(A)	P(A)	P	P(A)
W. Askew, Supr. Dist. 4 (Y. Anderson)	P(A)	P	P	P	P	P(A)	P	P	P(A)	P(A)
M. Adams, Supr. Dist. 5, 1st Vice Chair (S. Hardgrave, C. Courtney)	P	P	P	P(A)	P	P	P	P	P(A)	P
D. Potter, Carmel-by-the-Sea (J. Baron)	P	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	P
J. Rios, Gonzales (L. Worthy)	-	P	P	P	P	P	P	P	E	P
A. Untalon, Greenfield (A. Tipton)	P	P	P	P	P	P	P	P(A)	P	P
M. LeBarre, King City, 2nd Vice Chair (C. DeLeon)	P	P	P	P	P	P	P	P	P	P
C. Medina Dirksen, Marina (B. Delgado)	P	P	-	P(A)	P	P	-	P	P	P(A)
E. Smith, Monterey, Chair (D. Albert; A. Renny)	P	P	P	P	P	P	P	P	P	P
C. Poduri, Pacific Grove, (B. Peake)	P	P	P	P	P	P	P	P	P	P
K. Craig, Salinas, City Representative (C. Cromeenes)	P(A)	P	P	-	P	P	P	P(A)	P	P
Gregory Hawthorne, Sand City (J. Blackwelder; K. Cruz)	P	P	P	-	-	P(A)	P	P	P(A)	P
I. Oglesby, Seaside (D. Pacheco)	P	P	P	P	P	P	P	P	P	P
A. Chavez, Soledad (A. Velazquez; O. Antillon)	E	P	P	P	P	P	P	P	P	P

Ex Officio Members:	AUG 20	SEP 20	OCT 20	DEC 20	JAN 21	FEB 21	MAR 21	APR 21	MAY 21	JUN 21
M. Twomey, AMBAG (H. Adamson, B. Patel , S. Vienna)	-	P	P(A)	P(A)	P(A)	P(A)	P	P	P	P
T. Gubbins, Caltrans, Dist. 5 (S. Eades, O. Monroy Ochoa , J. Olejnik, K. McClendon)	P(A)	P(A)	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, A. Clymo)	P	P	P	-	-	P	P	-	P	-
B. Sabo, Monterey Regional Airport District	P	P	P	P	P	P	P	P	P	P
C. Sedoryk, Monterey-Salinas Transit (L. Rheinheimer, M. Overmeyer)	P	P	P	P	P	P	P	P	P(A)	P(A)
Aurelio Gonzalez-Gomez, Watsonville	-	-	-	-	-	-	-	-	-	-
E. Ochoa, CSUMB (A. Lewis , L. Samuels)	P	P	-	-	P(A)	-	P(A)	P(A)	-	-

P = present; P(A) = alternate present; E = excused absence; - unnoticed absence

TAMC STAFF	AUG 21	SEP 21	OCT 21	DEC 21	JAN 21	FEB 21	MAR 21	APR 21	MAY 21	JUN 21
D. Bilsle, Transportation Engineer							P	P	P	P
D. Delfino, Finance Officer/Analyst	P	P	P	P	P	P	P	P	P	P
R. Goel, Dir. Finance & Administration	P	P	P	P	P	P	P	P	P	P
A. Green, Sr. Transportation Planner	P	P	P	P	P	P	P	P	P	P
D. Hale, Executive Director	P	P	P	P	P	P	P	P	P	P
M. Jacobsen, Transportation Planner	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	P	P	P	P
K. Hansen, Legal Counsel	P	P	P	P	P	P	P	P	P	P
E. Rodriguez, Clerk of the Board/ Senior Administrative Assistant	P	P	P	P	P	P	P	P	P	P
T. Burke-Vasquez, GO831 Coordinator	P	P	P	P	P	P	P	P	P	P
L. Terry, Accountant Assistant	P	P	P	P	P	P	P	E	P	P
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	P	P
T. Wright, Community Outreach	P	P	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

Paul Schlesinger	Alcalde & Fay	Eric Petersen	Salinas resident
Barbara Meister	Monterey Bay Aquarium	Kathleen Azevedo	Resident
Linda Gonzales	Supervisor District 1 Office	Steve Nelson	
Norm Groot	Farm Bureau of Monterey Co	Perrin Badini	Alcalde & Fay
Gary Cursio	Monterey Co Hospitality Assn.	Dirk Giannini	Grower
		Dominic Dursa	Office of Assm Robert Rivas

1. CALL TO ORDER

Chair Smith called the meeting to order at 9:00 a.m. Elouise Rodriguez, Clerk of the Board, called the roll and confirmed a quorum was established. Board Member Angela Untalon led the pledge of allegiance.

2. PUBLIC COMMENTS

None this month.

3. CONSENT AGENDA

Craig/Potter/unanimous

The Board approved the consent agenda as follows:

ADMINISTRATION and BUDGET

- 3.1.1** Approved minutes of the Transportation Agency for Monterey County, the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for Monterey County meeting of May 26, 2021.
- 3.1.2** Accepted the list of checks written for May 2021 and credit card statement for the month of April 2021.
- 3.1.3** Received a list of contracts awarded under \$50,000.
- 3.1.4** Regarding Title VI & Language Assistance Plan:
1. Adopted Resolution 2021-09 adopting the Agency's updated Title VI Program and Language Assistance Plan; and
 2. Authorized the Executive Director to make administrative modifications to the Plan, execute and file all certifications of assurances, contracts and/or agreements required in execution and implementation of the Title VI Plan.
- 3.1.5** Approved attached updated Agency weighted vote table.
- 3.1.6** Executive Director Employment Agreement Amendment No. 1
1. Approved Amendment 1 to the Employment Agreement between the Transportation Agency for Monterey County and Debra L. Hale; and
 2. Authorized the Chair of the Board of Directors to sign Amendment 1.
- 3.1.7** Approved delaying the annual evaluation for the Agency Executive Director and Counsel to 2022 from June 2021 as recommended by the Executive Committee.

BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES

- 3.2.1** Received list of Monterey County's unmet transit needs.

PLANNING

3.3.1 No items this month.

PROJECT DELIVERY and PROGRAMMING

3.4.1 Regarding Senate Bill 743 Technical Assistance - Contract Amendment

1. Approved and authorized the Executive Director to execute contract amendment #2 with Kimley-Horn Associates to extend the deadline by six months from June 30, 2021 to December 31, 2021 to complete the Senate Bill 743 Technical Assistance for Vehicle Miles Traveled Threshold Development; and
2. Authorized 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.

3.4.2 Regional Pedestrian and Bicycle Wayfinding Call for Construction Bids:

1. Approved the draft Notice to Bidders, Special Provisions, Bid Forms and Plans for construction of Regional Pedestrian and Bicycle Wayfinding Signs, subject to Agency Counsel approval;
2. Authorized the Executive Director to publish the final bid documents and any addenda, and return to the Board of Directors with a recommendation for approval of a contract with the lowest responsive responsible bidder; and
3. Approved the use of construction funds from the approved project budget for this work in an amount not to exceed \$735,000, included in the \$887,000 allocation approved by the California Transportation Commission at their December 2020 meeting, plus local matching funds.

3.4.3 Regarding Regional Surface Transportation Program Fair Share Allocation:

1. Approved the request by the City of Marina to program Regional Surface Transportation Program fair share funds to the Del Monte Boulevard Extension Project in the amount of \$303,807.71; and
2. Approved amending Exhibit A of the local funding agreement to include these projects and funding.

RAIL PROGRAM**3.5.1** Regarding Monterey Branch Line Easement to Pacific Gas and Electric Company

1. Approved the Easement Purchase Agreement with Pacific Gas and Electric Company regarding a permanent non-exclusive utility easement within the TAMC Monterey Branch Line rail right-of-way near Del Monte Boulevard and Reservation Road in Marina, California for improvements for an existing gas transmission line, subject to approval by legal counsel;
2. Authorized the Executive Director to execute the Easement Purchase Agreement and to take such other future actions as may be necessary to fulfill the intent of the Easement Purchase Agreement including approvals of future modifications or amendments that do not significantly alter the terms of the approved Easement Purchase Agreement;
3. Authorized the Executive Director to execute a deed granting a permanent non-exclusive utility easement in favor of Pacific Gas and Electric Company to install improvements for an existing gas transmission line; and
4. Authorized the Executive Director to take such other future actions as may be necessary to fulfill the intent of the permanent non-exclusive utility easement including approvals of future modifications or amendments that do not significantly alter the scope of work, or significantly change the approved easement terms or amounts.

3.5.2 Regarding Salinas Rail Project - HDR Engineering Contract Amendment #9:

1. Approved and authorized the Executive Director to execute contract amendment #9 to extend the deadline by six months from June 30, 2021 to December 31, 2021, to complete the design work for Package 1 at the Salinas train station; and
2. Authorized 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.

3.5.3 Regarding Rail Network Integration Study Contract Amendment #1:

1. Approved and authorized the Executive Director to execute contract amendment #1 with AECOM, to extend the deadline by six months from June 30, 2021 to December 31, 2021, to complete the Monterey Bay Area Rail Network Integration Study; and
2. Authorized 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.

REGIONAL DEVELOPMENT IMPACT FEE**3.6.1** No items this month.

COMMITTEE MINUTES AND CORRESPONDENCE

- 3.7.1** Accepted draft minutes from Transportation Agency committees:
- Executive Committee - draft minutes of June 2, 2021
 - Rail Policy Committee - draft minutes of June 7, 2021
 - Bicycle and Pedestrian Facilities Advisory Committee - draft minutes of June 2, 2021
 - Technical Advisory Committee - draft minutes of June 3, 2021
 - Excellent Transportation Oversight Committee – No meeting this month.
- 3.7.2** Received Transportation Agency for Monterey County correspondence for June 2021.

4. FEDERAL LEGISLATIVE UPDATE

The Board received update on federal legislative activities.

Christina Watson, Principal Transportation Planner, introduced Paul Schlesinger of Alcalde & Fay, the Agency's newly hired federal legislative analyst.

Paul Schlesinger reported that negotiations on the transportation authorization legislation and a broader infrastructure package continue. He noted that the Senate Environment and Public Works Committee reported out the highway portion of the surface transportation bill and that the House Transportation & Infrastructure Committee received nearly \$14.9 billion in member designated project funding requests for inclusion in the bill, including a \$2 million earmark for the US 101 South of Salinas project. He noted that the appropriations process might also include earmarks, but it is also possible that they would adopt a continuing resolution instead of individual appropriations bills, which would be less likely to include earmarks.

5. US 101- SOUTH OF SALINAS PROJECT UPDATE

M/S/C LeBarre/Kerr/unanimous

The Board received an overview of the preliminary concepts for the US 101- South of Salinas corridor study and provided input and concerns, the Board authorized staff to conduct public outreach on the corridor study to collect input on the project.

Doug Bilse, Transportation Engineer, presented the preliminary concepts of the US 101- South of Salinas corridor study to the TAMC Board of Directors. Mr. Bilse noted Transportation Agency staff is working with a consultant team to develop a project study report that will identify measures to improve safety along US 101. These conceptual plans are expected to be reviewed and revised as part of input received during the upcoming public outreach. This work is being coordinated with the South of Salinas (SOS) US 101 Traffic Safety Alliance, Caltrans, County of Monterey, and City of Salinas to identify and address safety and other concerns raised by project stakeholders. Following public

outreach, a revised report will be presented to the TAMC Board of Directors in September. The results of the study will be a set of project improvements that meet the safety goals of the corridor while minimizing the impacts to local businesses and residents. The US 101 South of Salinas study is funded with \$440,000 of Measure X funds. As a regional Measure X priority project, a total of \$30 million of measure funds are allocated to the corridor. These funds will be used to leverage state and federal funds to construct project improvements.

Board alternates Barba and Stratton expressed concerns with adding additional truck traffic on Alisal and Old Stage Road if left turns are eliminated from US 101. They noted that the roads are not wide enough and would not be able to hold the weight. Board member Craig suggested that the team coordinate with law enforcement and the City of Salinas on the proposed concepts; staff noted that they are coordinating with the City and the California Highway Patrol.

Public comment:

Kathleen Azevedo, resident, reported she lives off Spence Road, and there is a lot of truck traffic, noting the big problem is vehicles speeding, since the highway is already signed for no left turns.

Norm Groot, Farm Bureau, also noted the need to address high speeds and volumes, not just truck traffic. He noted also that if left turns are cut off there could be a question of available capacity on and a need for traffic calming on arterials; it could also lead to more traffic on Airport Boulevard. He appreciated the focus on both short-term and long-term improvements.

Dirk Giannini, east side of US 101 grower, concurred that Alisal and Old Stage Road have poor road quality, noting narrow widths, potholes and roadway edges rotting away. He expressed concerns with the potential impact on these roads if vehicles were forced to take alternates to US 101 in the short-term.

Dominic Dursa, staff to Assembly member Robert Rivas, asked when there would be public events and asked the team to determine what would be considered a success.

6. **RACIAL EQUITY PROGRAM**

Reviewed and commented on the proposed racial equity program for the Transportation Agency.

Executive Director Debbie Hale reported that the Transportation Agency includes equity as a policy goal in its Regional Transportation Plan and several of its funding programs. In these instances, equity is evaluated primarily in terms of geographic equity. However, given the impact that low incomes and in some cases historic disinvestment has had in certain communities, expansion of equity metrics to include racial diversity is worth considering in the Agency's programs.

The County of Monterey's Civil Rights Office provides a racial equity toolkit to help agencies to look at various programs to determine how to improve outcomes for diverse racial groups. TAMC staff has

utilized the toolkit to evaluate how the Agency can better improve the transportation system in communities that have experienced historical underinvestment. The staff brainstormed three areas for focus: funding, public outreach and hiring. Within each area, a team developed a set of issues, potential solutions, action items and a racial equity goal. Director Hale reported when hiring the most difficult is to expand our outreach to different groups, but partnerships with local schools is one strategy.

The Board members concurred with the goals of diversity and the need to reach out to all segments of the county, particularly disadvantaged communities.

Board Member LeBarre suggested that the Bike/Pedestrian program consider mini-grants for disadvantaged communities and liked the idea of a pilot program. Board member Delgado suggested that in addition to diversity in hiring, there should be culturally-supportive retention policies. Board member Kerr encouraged the Agency to hire Hartnell College students; Board alternate Andersen asked the Agency not to forget Monterey Peninsula College, whose student body is 45% persons of color. Board member Poduri suggested that there be benchmarks established and asked that equity in procurement be considered as well. Board member Craig noted that TAMC does a good job considering geographic equity in funding projects but noted that Carmel Valley and Big Sur should also be considered. Caltrans Deputy Director Eades suggested that staff review the Caltrans Race and Equity Action Plan's goals and strategies. Board member Alejo and others thanked staff for preparing the program.

7. **REPORTS FROM TRANSPORTATION PROVIDERS**

Caltrans, District 5 – Scott Eades, Deputy Transportation of Planning, announced the Federal Highway Administration reported an 11.2% increase of fatalities since 2006, noting most accidents are caused by distracted drivers. The construction projects are picking up, and he asked travelers to please slow down in construction areas. The California Transportation Commission (CTC) is hosting a series of workshops in August on the SB 1 Competitive Grant Program Guidelines, noting this is the 3rd cycle of the Program. TAMC has been successful in obtaining matching funds for its Measure X priority projects from these competitive programs.

Monterey Regional Airport District – Bill Sabo, District Board Member, announced that flights are performing at a steady level with over 15,000 passengers in May, with 45% of passengers coming from the Salinas Valley. He noted that the Airport non-stop flights to Seattle are leaving full. The Airport is now using the TSA pre-check program, allowing for quicker service, including not having to remove your shoes through security. There is also COVID testing at the Airport. In conclusion, Mr. Sabo noted that the new flights will only continue if passengers “Fly Monterey”.

Monterey Salinas Transit District – Lisa Rheinheimer, Assistant General Manager, announced that on June 14th the MST Board approved the environmental document for for the SURF! Busway and Bus Rapid Transit Project, which is part of a larger effort to build a modern mobility network for the Monterey Peninsula and beyond. The proposed SURF! line is a 6-mile bus-only corridor from

Marina to Sand City and Seaside along the TAMC-owned Monterey Branch Line corridor parallel to Highway 1. She also announced MST trolley service will begin in July and continue through September 2021. In conclusion, Ms. Rheinheimer announced MST will welcome back its passengers and community with an event in front of the Monterey Conference Center on Tuesday, June 29th at 2:00 PM.

Monterey Bay Air Resources District – No report this month.

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

Board member LeBarre mentioned that on June 18th he represented TAMC at the California Association of Councils of Governments (CalCOG) Board of Directors meeting, noting Fred Strong of San Luis Obispo Council of Governments was elected CalCOG Chair.

8. EXECUTIVE DIRECTOR'S REPORT

Director Hale announced TAMC is now a certified Blue Zones Workplace, a program led by the Salinas Valley Memorial Hospital, Taylor Farms and the Montage Health Center. The goal of the program is to provide employees a safer, healthier environment. This designation is consistent with the Agency's focus on making our transportation system safer and healthier. Director Hale thanked Transportation Planner Tracy Burke for designing the TAMC Blue Zone logo.

Ms. Hale announced that there will be no TAMC Committee meetings in July but there will be a Special Board Meeting on July 28th at 9:00 AM for Executive Director interviews. She noted that the Executive Director recruitment closes July 2, 2021.

In conclusion, Director Hale highlighted the TAMC Board COVID-19 survey results, noting 12 out of 17 responding Board members indicated that they were fully-vaccinated. Past Chair Alejo thanked Director Hale for the survey information.

9. ANNOUNCEMENTS AND/OR COMMENTS

Board member Angela Untalon announced her resignation from the TAMC Board, and noted that Councilmember Bob White will be replacing her. Chair Smith thanked Ms. Untalon for her service over the past two-years.

10. ADJOURNMENT

Chair Smith adjourned the meeting at 11:20 a.m.



Memorandum

To: Board of Directors
From: Debra L. Hale, Executive Director
Meeting Date: August 25, 2021
Subject: TAMC draft minutes of July 28, 2021

RECOMMENDED ACTION:

APPROVE the Transportation Agency for Monterey County Board Special Meeting draft minutes of July 28, 2021.

ATTACHMENTS:

- TAMC Special Meeting Draft minutes of July 28, 2021

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS
MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE
JOINT POWERS AGENCY
DRAFT MINUTES OF JULY 28, 2021, TAMC BOARD SPECIAL MEETING
Via Zoom Meeting Video/Audio Conference Call

TAMC BOARD MEMBERS	SEP 20	OCT 20	DEC 20	JAN 21	FEB 21	MAR 21	APR 21	MAY 21	JUN 21	JUL 21
L. Alejo, Supr. Dist. 1, Past Chair (L. Gonzales; J. Gomez)	P	P	P	P	P	P	P	P	P	P(T)
J. Phillips, Supr. Dist. 2, (J. Stratton)	P	P	P	P	P	P	P(A)	P	P(A)	P
C. Lopez, Supr. Dist. 3 County Rep (P. Barba)	P(A)	P	P	P	P(A)	P(A)	P(A)	P	P(A)	P
W. Askew, Supr. Dist. 4 (Y. Anderson)	P	P	P	P	P(A)	P	P	P(A)	P(A)	P
M. Adams, Supr. Dist 5 1st Vice Chair (S. Hardgrave, C. Courtney)	P	P	P(A)	P	P	P	P	P(A)	P	P
D. Potter, Carmel-by-the-Sea (J. Baron)	E	P	P	P	P	P	P	P	P	P
A. Kerr, Del Rey Oaks (P. Lintell)	P	P	P	P	P	P	P	P	P	P
J. Rios, Gonzales (L. Worthy)	P	P	P	P	P	P	P	E	P	P
B.White, Greenfield (A. Tipton)	P	P	P	P	P	P	P(A)	P	P	P
M. LeBarre, King City, 2nd Vice Chair (C. DeLeon)	P	P	P	P	P	P	P	P	P	P
C. Medina Dirksen, Marina (B. Delgado)	P	-	P(A)	P	P	-	P	P	P(A)	P
E. Smith, Monterey, Chair (D. Albert; A. Renny)	P	P	P	P	P	P	P	P	P	P
C. Poduri, Pacific Grove, (B. Peake)	P	P	P	P	P	P	P	P	P	P
K. Craig, Salinas, City Representative (C. Cromeenes)	P	P	-	P	P	P	P(A)	P	P	P(A)
Gregory Hawthorne, Sand City (J. Blackwelder; K. Cruz)	P	P	-	-	P(A)	P	P	P(A)	P	-
I. Oglesby, Seaside (D. Pacheco)	P	P	P	P	P	P	P	P	P	P
A. Chavez, Soledad (A. Velazquez; O. Antillon)	P	P	P	P	P	P	P	P	P	P

M. Twomey, AMBAG (H. Adamson, B. Patel, S. Vienna)	-	P	P(A)	P(A)	P(A)	P(A)	P	P	P	P
T. Gubbins, Caltrans, Dist. 5 (S. Eades, O. Monroy Ochoa, J. Olejnik, K. McClendon)	P(A)	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, A. Clymo)	P	P	P	-	-	P	P	-	P	-
B. Sabo, Monterey Regional Airport District	P	P	P	P	P	P	P	P	P	-
C. Sedoryk, Monterey-Salinas Transit (L. Rheinheimer, M. Overmeyer)	P	P	P	P	P	P	P	P	P(A)	-
Aurelio Gonzalez-Gomez, Watsonville	-	-	-	-	-	-	-	-	-	-
E. Ochoa, CSUMB (A. Lewis, L. Samuels)	P	P	-	-	P(A)	-	P(A)	P(A)	-	-

P = present; P(A) = alternate present; E = excused absence; - unnoticed absence; P(T)= Teleconference

TAMC STAFF	AUG 21	SEP 21	OCT 21	DEC 21	JAN 21	FEB 21	MAR 21	APR 21	MAY 21	JUN 21
D. Bipse, Transportation Engineer							P	P	P	E
D. Delfino, Finance Officer/Analyst	P	P	P	P	P	P	P	P	P	E
R. Goel, Dir. Finance & Administration	P	P	P	P	P	P	P	P	P	E
A. Green, Sr. 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. Jacobsen, Transportation Planner	P	P	P	P	P	P	P	P	P	E
M. Montiel, Administrative Assistant	P	P	P	P	P	P	P	P	P	E
T. Muck, Deputy Executive Director	P	P	P	P	P	P	P	P	P	E
K. Hansen, Legal Counsel	P	P	P	P	P	P	P	P	P	P
E. Rodriguez, Clerk of the Board/ Senior Administrative Assistant	P	P	P	P	P	P	P	P	P	E
T. Burke-Vasquez, GO831 Coordinator	P	P	P	P	P	P	P	P	P	E
L. Terry, Accountant Assistant	P	P	P	P	P	P	P	E	P	E
C. Watson, Principal Trans. Planner	P	P	P	P	P	P	P	P	P	E
L. Williamson, Senior Trans. Engineer	P	P	P	P	P	P	P	P	P	E
T. Wright, Community Outreach	P	P	P	P	P	P	P	P	P	E
M. Zeller, Principal Trans. Planner	P	P	P	P	P	P	P	P	P	E

1. CALL TO ORDER

Chair Smith called the meeting to order at 9:07 a.m. Agency Counsel Katherine Hansen called the roll and confirmed a quorum was established.

2. PUBLIC COMMENTS

None this month.

3. CLOSED SESSION: PUBLIC EMPLOYMENT APPOINTMENT

CLOSED SESSION:

Pursuant to Government Code section §54957, the Board of Directors conferred concerning public employment appointment.

RECONVENED:

Pursuant to California Government Code section 54957(b)(1), the TAMC Board of Directors met in Closed Session regarding employment of a public employee and interviewed candidates. The board has voted 16-0, to move forward with one candidate and has provided direction to TAMC staff regarding this. Further, the board voted 16-0 to give authority to the TAMC Board chair, vice chair, TAMC staff Rita Goel, and TAMC counsel Katherine Hansen to engage in negotiations with the candidate as it relates to an employment contract.

4. ANNOUNCEMENTS AND/OR COMMENTS

None.

5. ADJOURNMENT

Chair Smith adjourned the meeting at 12:24 a.m.



Memorandum

To: Board of Directors
From: Dave Delfino, Finance Officer / Analyst
Meeting Date: August 25, 2021
Subject: TAMC payments for the months of June and July 2021

RECOMMENDED ACTION:

ACCEPT the list of checks written for June and July 2021 and credit card statements for the months of May and June 2021.

SUMMARY:

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

FINANCIAL IMPACT:

The checks processed this period total \$1,603,564.23, which included checks written during June and July 2021 and payments of the May and June 2021 Platinum Plus Credit Card balances.

DISCUSSION:

During the months of June and July 2021 normal operating checks were written, as well as three checks totaling \$283,619.27 to HDR Engineering Inc. for engineering services, two checks totaling \$20,147.53 Meyers, Nave, Riback, Silver & Wilson for legal right of way work, three checks totaling \$24,651.50 to MNS Engineers, Inc. for construction management and a check for \$372,873.44 to Monterey Peninsula Engineering Inc. for construction services and material all for the Salinas Rail Extension Kick-Start Project.

Other payments include: four checks totaling \$23,650.00 to Smith & Enright Landscaping, Inc. for Branch Line Maintenance including weed, tree and trash work from Castroville to Marina, a check for \$4,000.00 to Moss, Levy and Hartzheim for the 2020/2021 Financial Audit, five checks totaling \$52,911.12 to AECOM Technical Services, Inc. for services to develop the Monterey County Regional Conversation Investment Strategy and for a Rail Network Integration Study, three checks totaling \$6,187.00 to Kimley-Horn & Associates, Inc. for Vehicle Miles Traveled threshold development, three checks totaling \$19,987.50 to DKS Associates Inc. for creation and implementation of an electronic file management system, two checks totaling \$2,057.40 to Boots Road Group LLC for graphic design work for Safe Routes to School materials, rideshare flyers and the Annual Report, a check for \$2,208.67 to Hannan Specialties for Bike Secure equipment for the City of Greenfield, a check for \$2,800.00 to Henningsen Construction Co. Inc. for removal of fencing in the City of Marina, two checks totaling \$3,552.07 to Union Pacific Railroad Company for design review services for the Salinas Rail Project, a check for \$114,303.89 to GHD inc. for engineering design services for the Fort Ord Regional Trail and Greenway Segment 1, a check for \$14,152.50 to Whitson Engineers for the bike routes Wayfinding Signs project, a check for \$4,596.00 to the AMBAG non-profit Regional Analysis and Planning Services for Executive Director recruitment services, and a check for \$105,920.92 to Ecology Action for

services for the Every Child education program and Salinas Safe Routes to School project.

ATTACHMENTS:

- ▣ Checks June 2021
- ▣ Checks July 2021
- ▣ Credit Cards May and June 2021

**Transportation Agency for Monterey County (TAMC)
 Union Bank Operating Account
 June 2021**

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
06/01/2021 EFT	Pers Retirement	9,623.39		Employee Benefits
06/01/2021 EFT	Pers Retirement PEPRA	1,311.63		Employee Benefits
06/01/2021 EFT	CalPERS	8,443.99		Employee Benefits
06/01/2021 EFT	CalPers Health Benefits	12,319.11		Employee Benefit
06/04/2021 19976	Alvarez Technology Group, Inc. (CA)	4,375.00		Computer Support
06/04/2021 19977	AT & T (Carol Stream, Il.)	462.96		Telecommunications, Call Box and Rideshare - Phone Service
06/04/2021 19978	Boots Road Group LLC	1,967.40		Design Services for SRTS, Rideshare and Annual Report
06/04/2021 19979	De Lage Landen Financial Services	285.75		Office Copier Lease
06/04/2021 19980	DKS Associates Inc.	5,185.00		Creation & Implementation of an Electronic File Management System
06/04/2021 19981	Hannan Specialties	2,208.67		Bike Secure Equipment for City of Greenfield
06/04/2021 19982	Khoury Consulting LLC	4,000.00		Legislative Consultant
06/04/2021 19983	MNS Engineers, INC.	12,682.50		Construction Management Services for Salinas Rail Extension Kick-Start Project
06/04/2021 19984	The Maynard Group	358.30		Telecommunication Equipment
06/04/2021 19985	The Salinas Californian	246.10		Advertising RFP for Branch Line and Federal Legislative Advocacy
06/04/2021 19986	Verizon Wireless	63.97		Call Box - Phone Service
06/04/2021 19987	VSP	198.66		Employee Benefits
06/04/2021 19988	Petty Cash	180.67		Miscellaneous Office Expenses
06/07/2021 DEP	Marina Concrete and Lithia		2,597.45	Railroad Right of Way Rent
06/07/2021 DEP	State of California		34,768.28	SAFE - Revenue April 2021
06/11/2021 19989	Alvarez Technology Group (TX)	680.09		Computer Leases
06/11/2021 19990	Alvarez Technology Group, Inc. (CA)	2,193.71		Computer Support
06/11/2021 19991	Clinica de Salud del Valle de Salinas	206.77		Office Supplies
06/11/2021 19992	Delta Dental	1,010.22		Employee Benefits
06/11/2021 19993	Kimley-Horn & Associates, Inc.	2,889.50		VMT Technical Assistance
06/11/2021 19994	Salinas Valley Chamber of Commerce	675.00		Annual Dues
06/11/2021 19995	Smith & Enright Landscaping Inc.	9,280.00		Branch Line Maintenance for Fire in Castroville
06/11/2021 19996	Void	0.00		Voided Check
06/11/2021 19997	Monterey County Clerk	50.00		Notice of Determination
06/11/2021 19998	WTS	94.00		Membership Dues
06/11/2021 EFT	Payroll	44,055.40		Payroll
06/11/2021 EFT	United States Treasury	10,501.78		Payroll Taxes & Withholding
06/11/2021 EFT	EDD	4,366.89		Payroll Taxes & Withholding
06/11/2021 EFT	Pers Retirement	9,623.39		Employee Benefits
06/11/2021 EFT	Pers Retirement PEPRA	1,311.63		Employee Benefits
06/11/2021 EFT	CalPERS	8,443.99		Employee Benefits
06/11/2021 DEP	City of Pacific Grove		16,880.29	Reimbursement for VMT Technical Assistance
06/11/2021 DEP	Monterey Motors and Lexus		28,652.66	Railroad Right of Way Rent
06/16/2021 19999	AECOM Technical Services, Inc.	21,380.65		Services for the Rail Network Integration Study
06/16/2021 20000	Business Card	2,968.48		Supplies, Staff Travel & Professional
06/16/2021 20001	Comcast	145.06		Telecommunication
06/16/2021 20002	HDR Engineering Inc.	108,190.17		Engineering Services Salinas Rail Extension Kick-Start Project

**Transportation Agency for Monterey County (TAMC)
 Union Bank Operating Account
 June 2021**

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
06/16/2021	20003 Kimley-Horn & Associates, Inc.	915.00		VMT Technical Assistance
06/16/2021	20004 Meyers Nave, A Professional Corp.	8,153.85		Right of Way Legal Services for Salinas Rail Extension Kick-Start Project
06/16/2021	20005 Office Depot	411.71		Office Supplies
06/16/2021	20006 Old Republic Title Company	600.00		Title Research for Rail Project
06/16/2021	20007 Oppidea, LLC	2,335.00		Accounting Services
06/16/2021	20008 SDRMA-Workers Comp Program	8,954.38		Employee Benefits-Worker's Compensation
06/16/2021	20009 Uretsky Investigations	170.00		Background Check of New Employee
06/23/2021	DEP Cardinale		1,870.00	Railroad Right of Way Rent
06/23/2021	DEP City of Pacific Grove		16,880.29	Reimbursement for VMT Technical Assistance
06/23/2021	DEP City of Soledad		16,881.29	Reimbursement for VMT Technical Assistance
06/23/2021	DEP City of Soledad		7,740.60	Regional Development Impact Fees
06/24/2021	20010 Clinica de Salud del Valle de Salinas	8,713.04		Office Rent
06/24/2021	20011 Henningsen Construction Co. Inc.	2,800.00		Branch Line Fence Removal in Marina
06/24/2021	20012 Lincoln National Life Insurance Co.	730.36		Employee Benefits
06/24/2021	20013 Office of the County Counsel	5,060.00		Legal Services
06/24/2021	20014 Smile Business Products Inc.	75.79		Office Copier Expenses
06/24/2021	20015 Smith & Enright Landscaping Inc.	2,890.00		Branch Line - Trash and Grass Removal near Salinas River
06/24/2021	20016 Smith & Enright Landscaping Inc.	3,200.00		Branch Line - Scrub and Grass Removal in City of Marina
06/24/2021	EFT Graniterock		8,279.65	Railroad Right of Way Rent
06/25/2021	20017 Monterey County Treasurer	7,740.60		Regional Development Impact Fees from City of Soledad to TAMC Fund 554
06/25/2021	20018 De Lage Landen Financial Services	285.75		Office Copier Lease
06/25/2021	20019 VSP	198.66		Employee Benefits
06/25/2021	20020 U.S. Postal Service S.J.	245.00		Bulk Mailing Permit
06/25/2021	EFT Payroll	44,293.16		Payroll
06/25/2021	EFT United States Treasury	10,570.56		Payroll Taxes & Withholding
06/25/2021	EFT EDD	4,404.98		Payroll Taxes & Withholding
06/25/2021	EFT Pers Retirement	9,623.39		Employee Benefits
06/25/2021	EFT Pers Retirement PEPPRA	1,311.63		Employee Benefits
06/25/2021	EFT CalPERS	8,443.99		Employee Benefits
06/25/2021	EFT Rita Goel	1,640.55		Staff Development & Travel
06/25/2021	EFT Union Bank	36.08		Bank Service Charges
06/28/2021	EFT State of California		117,307.67	Rural Planning Funds - 3rd Quarter 20/21
TOTAL		425,783.31	251,858.18	

Transportation Agency for Monterey County (TAMC)
Union Bank Operating Account
July 2021

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
07/01/2021 EFT	State of California		68,513.43	PPM Funds - 3rd Qtr. 20/21
07/02/2021 20021	Caltrans	492.00		Permit Fees for Salinas Rail
07/02/2021 20022	Peninsula Corridor Joint Powers Board	2,100.00		Permit Fees for Salinas Rail
07/02/2021 EFT	CalPers Health Benefits	12,319.11		Employee Benefit
07/02/2021 20023	Uretsky Investigations	170.00		Background Check of New Employee
07/05/2021 20024	Alejandro V Chavez	410.17		Board Stipend
07/05/2021 20025	Alison D Kerr	273.45		Board Stipend
07/05/2021 20026	Cristina Medina-Dirksen	227.87		Board Stipend
07/05/2021 20027	David Potter	410.17		Board Stipend
07/05/2021 20028	Edwin D Smith	546.90		Board Stipend
07/05/2021 20029	Gregory T Hawthorne	136.72		Board Stipend
07/05/2021 20030	Jose Rios	227.87		Board Stipend
07/05/2021 20031	Kimbley J Craig	546.90		Board Stipend
07/05/2021 20032	Michael R LeBarre	546.90		Board Stipend
07/05/2021 20033	Venkata C Poduri	273.45		Board Stipend
07/05/2021 EFT	United States Treasury	604.40		Payroll Taxes & Withholding
07/05/2021 EFT	EDD	47.40		Payroll Taxes & Withholding
07/05/2021 EFT	EDD	63.20		Payroll Taxes & Withholding
07/06/2021 DEP	Monterey Motors, Lithia and Marina Concrete		6,957.79	Railroad Right of Way Rent
07/06/2021 DEP	City of Greenfield		16,881.29	Reimbursement for VMT Technical Assistance
07/07/2021 EFT	Pers Retirement	1,811.00		Unfunded Pension Liability - PEPRA
07/07/2021 EFT	Pers Retirement	48,640.00		Unfunded Pension Liability - Classic
07/09/2021 EFT	Payroll	45,749.50		Payroll
07/09/2021 EFT	United States Treasury	11,163.00		Payroll Taxes & Withholding
07/09/2021 EFT	EDD	4,604.38		Payroll Taxes & Withholding
07/09/2021 EFT	Pers Retirement	9,580.95		Employee Benefits
07/09/2021 EFT	Pers Retirement PEPRA	1,303.97		Employee Benefits
07/09/2021 EFT	CalPERS	6,214.40		Employee Benefits
07/09/2021 DEP	Lexus and Saroyan		2,982.59	Railroad Right of Way Rent
07/09/2021 DEP	State of California		33,617.07	SAFE - Revenue May 2021
07/09/2021 DEP	City of Salinas and City of Sand		52,947.00	Local Agency Contribution 21/22
07/12/2021 20034	Alliant Insurance	3,733.53		Crime and Property Insurance for 21/22
07/12/2021 20035	AT & T (Carol Stream, Il.)	430.87		Telecommunications, Call Box and Rideshare - Phone Service
07/12/2021 20036	Case Systems Inc.	8,341.06		SAFE Call Box - Maintenance
07/12/2021 20037	City of Salinas	4,053.03		Services for SRTS Salinas
07/12/2021 20038	Delta Dental	1,010.22		Employee Benefits
07/12/2021 20039	DKS Associates Inc.	4,597.50		Creation & Implementation of an Electronic File Management System
07/12/2021 20040	Eldorado County Transportation Commission	2,000.00		California Rural Counties Task Force - Dues
07/12/2021 20041	Khouri Consulting LLC	4,000.00		Legislative Consultant
07/12/2021 20042	The Maynard Group	358.01		Telecommunication Equipment

Transportation Agency for Monterey County (TAMC)
Union Bank Operating Account
July 2021

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
07/12/2021	20043 Union Pacific Railroad Company	1,516.26		Services for Salinas Rail Project
07/12/2021	20044 Verizon Wireless	61.41		Call Box-Phone Service
07/12/2021	20045 Whitson Engineers	14,152.50		Wayfinding - Complete Streets Services
07/12/2021	20046 AAMCOM LLC	323.00		SAFE Call Box - Answering Service
07/12/2021	20047 AECOM Technical Services, Inc.	4,951.12		Services for the Monterey County Regional Conservation Investment Strategy
07/12/2021	20048 MNS Engineers, INC.	5,619.00		Construction Management Services for Salinas Rail Extension Kick-Start Project
07/12/2021	20049 AECOM Technical Services, Inc.	12,710.48		Services for the Rail Network Integration Study
07/12/2021	20050 Business Card	404.88		Supplies, Staff Travel & Professional
07/12/2021	20051 Kimley-Horn & Associates, Inc.	2,382.50		VMT Technical Assistance
07/12/2021	20052 MNS Engineers, INC.	6,350.00		Construction Management Services for Salinas Rail Extension Kick-Start Project
07/12/2021	20053 Moss, Levy & Hartzheim	4,000.00		Financial Audit - FY 20/21
07/12/2021	EFT State of California		167,729.32	Safe Routes to School - ATP Grant
07/12/2021	EFT State of California		100,246.15	Safe Routes to School - Salinas Grant
07/12/2021	DEP City of King City		16,866.79	Reimbursement for VMT Technical Assistance
07/12/2021	DEP Haedrich		1,500.00	Railroad Right of Way Rent
07/12/2021	DEP Carmel, City of King, Gonzales and Seaside		19,842.00	Local Agency Contribution 21/22
07/19/2021	DEP City of Greenfield and County of Monterey		139,433.00	Local Agency Contribution 21/22
07/19/2021	DEP State of California		22,516.73	TIRCP Funds for Rail Network Integration Study
07/23/2021	20054 Franchise Tax Board	587.02		Remittance of Tax Withholding
07/21/2021	20055 AECOM Technical Services, Inc.	12,023.33		Services for the Rail Network Integration Study
07/21/2021	20056 Alcalde & Fay Inc.	5,000.00		Federal Legislative Consultant
07/21/2021	20057 Alvarez Technology Group (TX)	680.09		Computer Leases
07/21/2021	20058 Alvarez Technology Group, Inc. (CA)	2,477.28		Computer Support
07/21/2021	20059 American Planning Association	265.00		Memberships
07/21/2021	20060 Clinica de Salud del Valle de Salinas	8,393.07		Office Rent
07/21/2021	20061 Comcast	145.06		Telecommunication
07/21/2021	20062 DKS Associates Inc.	10,205.00		Creation & Implementation of an Electronic File Management System
07/21/2021	20063 Lincoln National Life Insurance Co.	730.36		Employee Benefits
07/21/2021	20064 Monterey Peninsula Engineering, Inc.	372,873.44		Construction Costs for Salinas Rail Extension Kick-Start Project
07/21/2021	20065 Monterey Salinas Transit	21,231.35		Reimbursement of Demolition Services for Fort Ord Property
07/21/2021	20066 Office Depot	117.69		Office Supplies
07/21/2021	20067 Office of the County Counsel	3,344.00		Legal Services
07/21/2021	20068 RAPS	4,596.00		Executive Director Recruitment Services
07/21/2021	20069 Smile Business Products Inc.	131.03		Office Copier Expenses
07/21/2021	20070 Union Pacific Railroad Company	2,035.81		Services for Salinas Rail Project
07/21/2021	20071 Monterey Salinas Transit	668.86		Translation Services
07/21/2021	20072 Business Card	1,611.50		Supplies, Staff Travel & Professional
07/21/2021	20073 HDR Engineering Inc.	8,606.85		Engineering Services Salinas Rail Extension Kick-Start Project
07/21/2021	20074 Oppidea, LLC	2,335.00		Accounting Services
07/21/2021	20075 Smith & Enright Landscaping Inc.	8,280.00		Branch Line Maintenance - Tree Trimming

Transportation Agency for Monterey County (TAMC)
Union Bank Operating Account
July 2021

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
07/21/2021 EFT	State of California		164,379.81	Traffic Congestion Relief Funds for Salinas Rail
07/22/2021 EFT	Graniterock		8,279.65	Railroad Right of Way Rent
07/23/2021 EFT	Payroll	46,716.17		Payroll
07/23/2021 EFT	United States Treasury	11,237.50		Payroll Taxes & Withholding
07/23/2021 EFT	EDD	4,653.15		Payroll Taxes & Withholding
07/23/2021 EFT	Pers Retirement	9,733.42		Employee Benefits
07/23/2021 EFT	Pers Retirement PEPR	1,334.88		Employee Benefits
07/23/2021 EFT	CalPERS	6,299.89		Employee Benefits
07/23/2021 EFT	TAMC County Acct. 691		150,000.00	Funds Transfer From TAMC County Acct. 691
07/26/2021 EFT	Union Bank	35.60		Bank Service Charges
07/27/2021 20076	AECOM Technical Services, Inc.	1,845.54		Services for the Monterey County Regional Conservation Investment Strategy
07/27/2021 20077	Alvarez Technology Group, Inc. (CA)	150.00		Computer Support
07/27/2021 20078	Boots Road Group LLC	90.00		Design Services SRTS
07/27/2021 20079	De Lage Landen Financial Services	285.75		Office Copier Lease
07/27/2021 20080	Demsey, Filliger & Assoc. LLC	500.00		Services for GASB 75
07/27/2021 20081	Ecology Action	105,920.92		Services for Salinas SRTS and ATP Every Child Projects
07/27/2021 20082	GHD Inc. (formerly Omni Means)	114,303.89		Engineering Design Services for FORTAG Segment 1
07/27/2021 20083	HDR Engineering Inc.	166,822.25		Engineering Services Salinas Rail Extension Kick-Start Project
07/27/2021 20084	Meyers Nave, A Professional Corp.	11,993.68		Right of Way Legal Services for Salinas Rail Extension Kick-Start Project
07/27/2021 20085	Verizon Wireless	61.46		Call Box-Phone Service
07/27/2021 DEP	City of Sand City		16,879.29	Reimbursement for VMT Technical Assistance
07/27/2021 DEP	Saroyan		491.97	Railroad Right of Way Rent
07/27/2021 DEP	P. G. & E.		400.00	Easement Fee
07/27/2021 DEP	State of California		10.61	Payroll Tax Refund
07/29/2021 EFT	State of California		39,989.15	Traffic Congestion Relief Funds for Salinas Rail
TOTAL		1,177,780.92	1,030,463.64	

Credit Cards May 2021



ELOUISE RODRIGUEZ

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May 05, 2021 - June 04, 2021

Cardholder Statement

Account Information:
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PO BOX 15796
WILMINGTON, DE 19886-5796

Customer Service:
1.800.673.1044, 24 Hours

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1.509.353.6656, 24 Hours

For Lost or Stolen Card:
1.800.673.1044, 24 Hours

Business Offers:
www.bankofamerica.com/mybusinesscenter

Payment Information

New Balance Total \$2,905.49
Minimum Payment Due **\$29.05**
Payment Due Date **07/01/21**
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 \$250.00
Payments and Other Credits -\$250.00
Balance Transfer Activity \$0.00
Cash Advance Activity \$0.00
Purchases and Other Charges \$2,905.49
Fees Charged \$0.00
Finance Charge \$0.00
New Balance Total \$2,905.49
Credit Limit \$7,600
Credit Available \$4,694.51
Statement Closing Date 06/04/21
Days in Billing Cycle 31

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
Payments and Other Credits				
05/24	05/22	PAYMENT - THANK YOU		- 250.00
TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD				- \$250.00
Purchases and Other Charges				
05/07	05/06	DEVICE MAGIC INC RALEIGH NC		150.00
05/10	05/08	QUICKBOOKSTIME 8888362720 ID		100.00
05/24	05/20	APTA WASHINGTON DC		395.00
05/31	05/30	KAPLAN EARLY LEARNING 336-6766737 NC		2,260.49
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$2,905.49

Account Number:
May 05, 2021 - June 04, 2021

New Balance Total \$2,905.49
Minimum Payment Due **\$29.05**
Payment Due Date **07/01/21**

Enter payment amount

\$

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

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PO BOX 15796
WILMINGTON, DE 19886-5796

ELOUISE RODRIGUEZ
TAMC
ATTN DAVE DELFINO
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SALINAS, CA 93901-2952

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DEBRA L HALE

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May 05, 2021 - June 04, 2021

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Customer Service:
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Outside the U.S.:
1.509.353.6656, 24 Hours

For Lost or Stolen Card:
1.800.673.1044, 24 Hours

Business Offers:
www.bankofamerica.com/mybusinesscenter

Payment Information

New Balance Total \$62.99
Minimum Payment Due **\$25.00**
Payment Due Date **07/01/21**

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 \$480.99
Payments and Other Credits **-\$480.99**
Balance Transfer Activity \$0.00
Cash Advance Activity \$0.00
Purchases and Other Charges \$62.99
Fees Charged \$0.00
Finance Charge \$0.00
New Balance Total \$62.99

Credit Limit \$5,000
Credit Available \$4,937.01
Statement Closing Date 06/04/21
Days in Billing Cycle 31

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
		Payments and Other Credits		
05/24	05/22	PAYMENT - THANK YOU		
		TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD		- 480.99
		Purchases and Other Charges		
05/28	05/27	MAILCHIMP *MONTHLY MAILCHIMP.COMGA		
		TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD		62.99
				\$62.99

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
May 05, 2021 - June 04, 2021

New Balance Total \$62.99
Minimum Payment Due **\$25.00**
Payment Due Date **07/01/21**

Enter payment amount

\$

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

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Credit Cards JUNE 2021



ELUISE RODRIGUEZ

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June 05, 2021 - July 04, 2021

Cardholder Statement

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1.509.353.6656, 24 Hours

For Lost or Stolen Card:
1.800.673.1044, 24 Hours

Business Offers:
www.bankofamerica.com/mybusinesscenter

Payment Information

New Balance Total \$404.88
Minimum Payment Due \$25.00
Payment Due Date 07/29/21

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 \$2,905.49
Payments and Other Credits -\$2,905.49
Balance Transfer Activity \$0.00
Cash Advance Activity \$0.00
Purchases and Other Charges \$404.88
Fees Charged \$0.00
Finance Charge \$0.00
New Balance Total \$404.88

Credit Limit \$7,600
Credit Available \$7,195.12
Statement Closing Date 07/04/21
Days in Billing Cycle 30

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
Payments and Other Credits				
06/21	06/21	PAYMENT - THANK YOU		
TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD				-2,905.49
Purchases and Other Charges				
06/07	06/04	COPYMAT 8317530471 CA		149.40
06/08	06/06	DEVICE MAGIC INC RALEIGH NC		150.00
06/09	06/08	QUICKBOOKSTIME 8888362720 ID		100.00
06/21	06/21	DREAMHOST DH-FEE.COM CA		5.48
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$404.88

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:
June 05, 2021 - July 04, 2021

New Balance Total \$404.88
Minimum Payment Due \$25.00
Payment Due Date 07/29/21

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



DEBRA L HALE

Platinum Plus® for Business

June 05, 2021 - July 04, 2021

Cardholder Statement

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PO BOX 15796
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Account Summary

Previous Balance \$62.99
 Payments and Other Credits -\$62.99
 Balance Transfer Activity \$0.00
 Cash Advance Activity \$0.00
 Purchases and Other Charges \$1,611.50
Fees Charged \$0.00
Finance Charge \$0.00
 New Balance Total \$1,611.50
 Credit Limit \$5,000
 Credit Available \$3,388.50
 Statement Closing Date 07/04/21
 Days in Billing Cycle 30

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
06/21	06/21	Payments and Other Credits PAYMENT - THANK YOU TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD		- 62.99 -\$62.99
06/28	06/27	Purchases and Other Charges MAILCHIMP *MONTHLY MAILCHIMP.COMGA		62.99
06/29	06/28	ZOOM.US 8887999666 CA		0.56
07/01	06/30	ZOOM.US 888-799-9666 SAN JOSE CA TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD		1,547.95 \$1,611.50

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TAMC
ATTN RITA GOEL
55 PLAZA CIR STE B
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Account Number
June 05, 2021 - July 04, 2021

New Balance Total \$1,611.50
Minimum Payment Due \$25.00
Payment Due Date 07/29/21

Enter payment amount

\$

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Memorandum

To: Board of Directors
From: Rita Goel, Director of Finance & Administration
Meeting Date: August 25, 2021
Subject: **Contracts Awarded under \$50,000**

RECOMMENDED ACTION:

RECEIVE list of contracts awarded under \$50,000.

SUMMARY:

The list of contracts awarded by the Transportation Agency for Monterey County for services under \$50,000 approved by the Executive Director is submitted each month in accordance with the Agency's Procurement Policies to keep the Board informed.

FINANCIAL IMPACT:

The revenue source for each specific contract is in the approved Agency budget or has been approved by a specific Agency Board action.

DISCUSSION:

The Procurement Policies of the Transportation Agency for Monterey County state that contracts for services and annual extensions of such contracts for \$50,000 or less may be approved by the Executive Director, if the revenue source for the specific contract is in the approved Agency budget or is approved by a specific Agency Board action. The policies also require the Executive Director to submit a report to the Board identifying any contracts valued at \$50,000 and under, entered into in the preceding quarter.

The attached list of contracts awarded by the Transportation Agency for Monterey County for services under \$50,000 approved by the Executive Director is submitted each month to keep the Board informed.

ATTACHMENTS:

- ▣ Contracts under \$50000.00

Contracts for services and annual extensions of such contracts for \$50,000 or less may be approved by the Executive Director, if the revenue source for the specific contract is in the approved Agency budget or is approved by a specific Agency Board action.
The Executive Director shall include a quarterly report to the Board identifying any contracts valued at \$50,000 and under, entered into in the preceding quarter.

Contracts Under \$50,000
 (but greater than \$5,000)
Board Report date: August 2021

Staff	Consulting Firm	Contract Activity	Start Date	End Date	Contract amount	Work Element	Fund Source
Laurie	Whitson	Regional Wayfinding – Amendment No 1	June 30, 2021	Dec 31, 2021	\$9,105	6550	RSTP, Complete Streets



Memorandum

To: Board of Directors
From: Todd Muck, Deputy Executive Director
Meeting Date: August 25, 2021
Subject: **Conferences and Training Attended by Agency Staff**

RECOMMENDED ACTION:

RECEIVE report on conferences or trainings attended by agency staff.

SUMMARY:

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

FINANCIAL IMPACT:

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

DISCUSSION:

On June 8-9, 2021, Christina Watson participated in the virtual American Public Transportation Association (APTA) Rail Conference. Christina's report on the conference is attached.

ATTACHMENTS:

- APTA Rail Conference

Memorandum

To: Todd Muck, Deputy Executive Director
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 25, 2021
Subject: **2021 APTA Rail Conference**

On June 8-9, 2021, I participated in the virtual joint American Public Transportation Association (APTA)/ UITP (Union Internationale des Transports Publics, the International Association of Public Transport) Rail Conference. Sessions I attended included the following:

- **Opening Keynote with Rishad Tobaccowala**, Author, “Restoring the Soul of Business: Staying Human in the Age of Data”.
 - Key points: 5 characteristics that great leaders share: capability/competency, integrity, empathy, vulnerability, and inspiration.
 - Good leaders take time to learn new skills, whether it’s an hour a day or a week a quarter.
- **Your Diversity, Equity, and Inclusion (DE&I) Journey: Beginning, Development, and Beyond**
 - Speakers noted that DE&I is not a new issue, but 2020 put it into high relief and on the front burner for transit agencies worldwide. Many agencies changed the organization structure in reaction to information received through DE&I efforts.
- **Ridership/Revenue Recovery in the Post COVID World**
 - Despite expectations of a long slow return to usual, many urban transit agencies are experiencing a resurgence in ridership. One trend to note is a higher-than expected ridership for off-peak recreational trips.
- **Zero Emission Rail Innovations**
 - Panelists explored various emerging rail technologies, including battery-operated and hydrogen-powered train locomotives.
- **Federal Partners Panel**
 - This panel reviewed the funding and technical assistance available for rail projects, as well as safety and research and development programs.
- **Revenue Ideas for a Recovering Economy**
 - Revenue ideas discussed include public private partnerships (P3), real estate/joint development, tax increment financing, congestion pricing, and a joint investment partnership agreement (JIPA).

- **Transit Expansion in Times of Transition: Capital Investment Grants (CIG)**
 - The agencies represented on the panel had significant ridership impacts due to the COVID pandemic, and the recovery shows a changing ridership trend towards more mid-day and off-peak travel. Meanwhile, CIG grants place a high importance on ridership estimates.
- **Leveraging your Existing Rail Network for Zero Emissions**
 - As technology advances, transportation projects are evolving expectations for how to reduce emissions via battery and/or hydrogen power, with a boost of solar power at the hydrogen power plant. One interesting note is that electric power isn't always "clean", nor always reliable, and hydrogen power needs a lot of water, which can be a political and cost issue during drought conditions. Holistic perspectives are encouraged.
- **The Future of E-TOD: What Have We Learned About Equitable TOD to Build Back Better**
 - Equitable TOD builds equitable communities, maximizes ridership, and serves core markets. COVID has shown us who are the essential workers and what are the essential destinations.
- **Closing Plenary: The State of Rail Today and Where We are Going**
 - As the world emerges from the pandemic, mobility patterns and preferences will change. Transit challenges include attracting new riders and an increased focus on the customer experience in the context of sustainability and global climate change, economic development, and social equity.

The final program of the conference is available on the website,
<https://rail.aptaconferences.com/full-program/>.



Memorandum

To: Board of Directors
From: Rita Goel, Director of Finance & Administration
Meeting Date: August 25, 2021
Subject: Equal Employment Opportunity Plan Workforce Analysis

RECOMMENDED ACTION:

RECEIVE the 2020/21 workforce data analysis for the Voluntary Equal Employment Opportunity Plan.

SUMMARY:

In 2015, the Agency adopted a Voluntary Equal Employment Opportunity Plan. There is no legal requirement for the Agency to have this plan; however, the voluntary plan supports the Agency's policy of nondiscrimination in employment practices. Staff updates the workforce data on an annual basis.

FINANCIAL IMPACT:

There is no direct financial impact of the Voluntary Equal Employment Opportunity Plan analysis; however, it requires staff time to collect, maintain and update data.

DISCUSSION:

The Transportation Agency for Monterey County is an equal opportunity employer and does not discriminate based on race, color, ancestry, citizenship, medical condition, sex (including pregnancy, childbirth and related medical conditions), physical or mental disability, veteran or military status, sexual orientation, age (over 40), gender characteristics, genetic classification, national origin, religious affiliation, political affiliation, union membership, marital status, Workers' Compensation in California, gender identity, or any other classification protected under federal, state, or local law.

The workforce data analysis (attached) reflects the employee population as of June 2020. The data shows that the Transportation Agency has a diverse workforce in terms of both race and gender. Two recruitments were held in fiscal year 2020/2021, for the Agency's Engineering and Planner positions. The analysis of the recruitment shows the racial and gender classifications of the individuals who applied for the position, as well as information on the individuals who were selected.

The plan and the annual workforce data analysis provides guidance and feedback to the Agency's administration and management regarding equal opportunity employment practices and helps to support outreach and continued recruitment of a diverse population. The voluntary plan covers all facets of employment, including but not limited to, recruitment, training, selection, promotions, transfers, compensation, demotions and terminations.

It is not the intent of the policy to permit or require the revision of bona fide job requirements or qualification standards in order to give preference to any employee or applicant for employment. Selection, hiring, placement and promotion decisions are based on valid requirements and criteria that are job related, essential and necessary

functions of the job.

ATTACHMENTS:

- EEO Workforce Analysis Tables

TAMC Voluntary EEOC Workforce Data Analysis - June 30, 2021

Race and Gender by Job Category - Number of Employees

Job Category	TOTAL EMPL	MALE						TOTAL M	FEMALE						TOTAL F	
		W	B	H/L	AS	AI/AN	2+		W	B	H/L	AS	AI/AN	2+		
Officials/Managers	3	1						1	1			1				2
Professionals	11	3		1				4	6	1						7
Admin. Support	3							0	1		2					3
TOTALS	17	4	0	1	0	0	0	5	8	1	2	1	0	0	12	

Race and Gender by Job Category - Percentage Shares of Employees

Job Category	MALE						TOTAL M	FEMALE						TOTAL F
	W	B	H/L	AS	AI/AN	2+		W	B	H/L	AS	AI/AN	2+	
Officials/Managers	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	66.7%
Professionals	27.3%	0.0%	9.1%	0.0%	0.0%	0.0%	36.4%	54.5%	9.1%	0.0%	0.0%	0.0%	0.0%	63.6%
Admin. Support	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	66.7%	0.0%	0.0%	0.0%	100.0%
TOTALS	23.5%	0.0%	5.9%	0.0%	0.0%	0.0%	29.4%	47.1%	5.9%	11.8%	5.9%	0.0%	0.0%	70.6%

Personnel Applications Received

TOTAL APPL	MALE						TOTAL M	FEMALE						TOTAL F
	W	B	H/L	AS	AI/AN	2+		W	B	H/L	AS	AI/AN	2+	
14	4		2	1			7	5			1			6

NOTE: 1 applicant did not provide EEO data

Interviews Conducted

TOTAL INTV	MALE						TOTAL M	FEMALE						TOTAL F
	W	B	H/L	AS	AI/AN	2+		W	B	H/L	AS	AI/AN	2+	
8	1		1		1		3	4			1			5

W - White or Caucasian

B - Black or African American

H/L - Hispanic or Latino Ethnicity

AS - Asian/Native Hawaiian or other Pacific Islander

AI/AN - American Indian or Alaskan Native

2+ - Two or more races

F - Female; M - Male

TAMC Workforce Analysis - New Employees

Job Category	TOTAL NEW EMPL	MALE						TOTAL M	FEMALE						TOTAL F
		W	B	H/L	AS	AI/AN	2+		W	B	H/L	AS	AI/AN	2+	
Officials/Managers								0							0
Professionals	3	1		1				2	1						1
Admin. Support								0							0
TOTALS	3	1	0	1	0	0	0	2	1	0	0	0	0	0	1

TAMC Workforce Analysis - Terminations

Job Category	TOTAL TRMS	MALE						TOTAL M	FEMALE						TOTAL F
		W	B	H/L	AS	AI/AN	2+		W	B	H/L	AS	AI/AN	2+	
Officials/Managers								0							0
Professionals	2	1						1			1				1
Admin. Support								0							0
TOTALS	2	1	0	0	0	0	0	1	0	0	1	0	0	0	1

Termination Reasons

1	Moved out of the county
2	Retired
3	



Memorandum

To: Board of Directors
From: Rita Goel, Director of Finance & Administration
Meeting Date: August 25, 2021
Subject: Office Holiday Closure

RECOMMENDED ACTION:

APPROVE closure of Transportation Agency for Monterey County offices on December 28, 29 and 30, 2021.

SUMMARY:

Transportation Agency for Monterey County generally has minimal staff in the office during the period between Christmas and New Year's Day. Many of the agencies that staff works with are also either closed or operate with minimal staff during the holiday period noted above. Closing the office will benefit the Agency financially.

FINANCIAL IMPACT:

Transportation Agency for Monterey County will benefit from the closure, as it will result in reduction of accrued time off which reduces a financial liability to the Agency.

DISCUSSION:

Transportation Agency for Monterey County generally has minimal staff in the office during the period between Christmas and New Year's. Many of the agencies that staff works with are also either closed or operate with minimal staff during the holiday period noted above.

By approving the closure, staff would need to use 3 days (December 28, 29 and 30) of accrued vacation time, comp time or floating holidays. Although the office will be officially closed, some staff may work remotely, with prior approval from their supervisor. Early approval will allow staff to plan their schedules.



Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 25, 2021
Subject: **Central Coast Coalition Agreement**

RECOMMENDED ACTION:

ADOPT Memorandum of Understanding (MOU) with the Central Coast Coalition for federal legislative assistance and **AUTHORIZE** the Executive Director to make administrative changes to the MOU if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.

SUMMARY:

Staff recommends approval of this four-month Memorandum of Understanding with the Central Coast Coalition for federal legislative assistance.

FINANCIAL IMPACT:

TAMC's pro rata share of the \$8,500 federal legislative advocacy contract costs is set at \$2,210 in the MOU.

DISCUSSION:

In January 2011, TAMC originally entered into a Memorandum of Understanding (MOU) for the Central Coast Coalition to coordinate with partner transportation entities in the Central Coast to promote US 101 corridor improvement projects. Parties to that MOU are TAMC, Santa Barbara County Association of Governments (SBCAG), Association of Monterey Bay Area Governments (AMBAG), Council of San Benito County Governments (San Benito COG), and the San Luis Obispo Council of Governments (SLOCOG). That MOU was amended in November 2012 to add in annual dues to cover the cost of state legislative assistance (\$10,000 total), of which TAMC's share was \$2,390. The MOU was amended again in August 2015 to increase those annual dues to a total of \$20,000; TAMC's share is \$5,200.

This new MOU, pertaining to federal legislative assistance, does not impact the original MOU. This MOU is for a temporary, four-month contract with a federal legislative firm to organize meetings with federal delegation and administration members to discuss transportation priorities in the US 101 corridor, for a total of \$8,500, of which TAMC's share is \$2,210. The team is currently confirming dates for those meetings in September.

Staff recommends approval of this new MOU.

ATTACHMENTS:

- Central Coast Coalition draft MOU for federal assistance

MEMORANDUM OF UNDERSTANDING
BETWEEN THE:
SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS,
ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS,
COUNCIL OF SAN BENITO COUNTY GOVERNMENTS,
TRANSPORTATION AGENCY FOR MONTEREY COUNTY,
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS, AND
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
FOR FEDERAL LEGISLATIVE ASSISTANCE

Effective: September 1, 2021

THIS Memorandum of Understanding (MOU) is hereby made by and between the Santa Barbara County Association of Governments (SBCAG), Association of Monterey Bay Area Governments (AMBAG), Council of San Benito County Governments (San Benito COG), Transportation Agency for Monterey County (TAMC), San Luis Obispo Council of Governments (SLOCOG), and Santa Cruz County Regional Transportation Commission (SCCRTC), collectively referred to herein as the “CENTRAL COAST COALITION,” or the “AGENCIES”, or individually as AGENCY.

RECITALS

WHEREAS, the AGENCIES are either a regional transportation agency established pursuant to the California Government Code sections 6500 et seq or are a designated Metropolitan Planning Organization for their region by the Governor in accordance with Title 23 of the Code of Federal Regulations section 450.310; and

WHEREAS, the since 2011 the AGENCIES have worked together as the CENTRAL COAST COALITION to raise awareness of transportation priorities on the Central Coast, including highway, rail, active transportation, transit, and local roads;

WHEREAS, the AGENCIES entered into a Memorandum of Understanding in June 2020 that identified the functions of the COALITION and roles and responsibilities for the purposes of state legislative advocacy services;

WHEREAS, the AGENCIES desire to set forth a dues schedule for the purposes of covering the expenses of the Central Coast Coalition for federal legislative advocacy services for a period of four months; and

WHEREAS, the AGENCIES desire SBCAG to serve as the Administrative Agency for the CENTRAL COAST COALITION during the term of this MOU and to enter into an agreement with a legislative advocacy firm to provide federal legislative advocacy services for the CENTRAL COAST COALITION.

NOW, THEREFORE, in consideration of the mutual covenants and conditions contained herein, the AGENCIES agree as follows:

1. **ROLES AND RESPONSIBILITIES.** Under this MOU, the AGENCIES agree to work together to:
 - A. Cooperate in developing and distributing information about Central Coast priorities including but not limited to improvement needs, funding options and strategies, economic impacts and benefits.
 - B. Identify federal funding that the AGENCIES may pursue or obtain for transportation improvements on the Central Coast, across various modes of transportation, including for the U.S. 101 and other roadways, including State Routes 1, 17, 25, 41, 46, 156 and 166, rail, transit, active transportation, electrification, and other projects on the Central Coast.
 - C. Recommend to the Administrative Agency, SBCAG, the policy positions which have been agreed upon by a consensus of the AGENCIES.
 - D. The name for the working body under this mutual understanding will be known as the "CENTRAL COAST COALITION".
 - E. The AGENCIES agree the CENTRAL COAST COALITION is a multi-jurisdictional recommending agency that is not a separate legal entity and does not have powers of a decision-making body. The CENTRAL COAST COALITION cannot enter contracts, employ staff, apply for grants or other funding, incur debts, sue, or be sued.
2. **ADMINISTRATIVE AGENCY.** SBCAG shall serve as the Administrative Agency of the federal advocacy contract for the CENTRAL COAST COALITION. As the Administrative Agency, SBCAG shall:
 - A. Upon approval by the SBCAG Board, enter into an agreement with a legislative advocacy firm for federal legislative advocacy, in compliance with SBCAG's purchasing policy and bidding procedures, to provide federal legislative advocacy services for the CENTRAL COAST COALITION to advance the collective position of the AGENCIES with the Secretary of Transportation, Federal Department of Transportation, United States Congress, and other appropriate groups.
 - B. Be the single point of contact for the federal legislative advocate and have the sole authority to provide direction to the legislative advocate regarding policy positions which have been recommended by the CENTRAL COAST COALITION. SBCAG shall use its best efforts and in good faith direct the federal legislative advocate in accordance with the AGENCIES recommendations.
 - C. Serve as the custodian of dues paid by AGENCIES and deposit dues in a separate fund.

D. Pay all invoices of the legislative advocate from the separate fund consisting of dues paid by AGENCIES.

3. **TERM & TERMINATION.** This MOU is effective as of September 1, 2021, and shall expire on December 31, 2021, unless the AGENCIES agree otherwise. Any AGENCY may terminate its participation from this MOU upon 30-days written notification to the other AGENCIES.

4. **FINANCIAL RESPONSIBILITIES.**

A. Each AGENCY shall pay dues based on a population formula as follows:

<u>Agency</u>	<u>Amount Due</u>
SBCAG	\$2,210
SLOCOG	\$1,403
AMBAG	\$850
SBtCOG	\$425
TAMC	\$2,210
SCCRTC	\$1,403
TOTAL	\$8,500

B. The AGENCIES shall pay one time dues to provide revenues to fulfill the roles and responsibilities of AGENCIES described above.

C. Dues shall be used for purposes consistent with the mission of the Coalition including legislative advocacy.

D. Dues are payable by October 1, 2021.

5. **LIABILITY AND INDEMNIFICATION.** Each AGENCY agrees to defend, indemnify and hold harmless other AGENCIES, its officers and employees from all claims, demands, damages, costs, expenses, judgments, attorney fees, or other losses that may be asserted by any person or entity, including the Central Coast Coalition that arise out of, or are related any act or omission of the Central Coast Coalition relating to this MOU. The obligation to indemnify shall be effective and shall extend to all such claims or losses in their entirety.

6. **GENERAL TERMS & CONDITIONS.**

A. **Entire Agreement and Amendment.** In conjunction with the matters considered herein, this MOU contains the entire understanding and agreement of the parties and there have been no promises, representations, agreements, warranties or undertakings by any of the parties, either oral or written, of any character or nature hereafter binding except as set forth herein. This MOU may be altered, amended or modified only by an instrument in writing, executed by the

- AGENCIES to this Agreement and by no other means. Each AGENCY waives its future right to claim, contest or assert that this MOU was modified, canceled, superseded, or changed by any oral agreements, course of conduct, waiver or estoppel.
- B. **Nondiscrimination.** Each AGENCY shall comply with the Civil Rights Act of 1964, as amended, and shall not discriminate on the basis of race, color, national origin, or sex in the performance of this MOU.
- C. **Non-assignment.** AGENCIES shall not assign, transfer or subcontract this MOU or any of its rights or obligations without the prior written consent of each AGENCY and any attempt to so assign, transfer, or subcontract without such consent shall be void and without legal effect.
- D. **Headings.** The headings of the several sections shall be solely for convenience of reference and shall not affect the meaning, construction or effect hereof.
- E. **Severability.** If any one or more of the provisions contained herein shall for any reason be held to be invalid, illegal or unenforceable in any respect, then such provision or provisions shall be deemed severable from the remaining provisions hereof, and such invalidity, illegality or unenforceability shall not affect any other provision hereof, and this MOU shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein.
- F. **Compliance with Law.** Each AGENCY shall, at its sole cost and expense, comply with all State and federal ordinances and statutes, including regulations now in force or which may hereafter be in force with regard to this MOU. The judgment of any court of competent jurisdiction, or the admission of any AGENCY in any action or proceeding against an AGENCY, whether any other AGENCY is a party thereto or not, that an AGENCY has violated any such ordinance statute, or regulation, shall be conclusive of that fact.
- G. **Jurisdiction & Venue.** This MOU shall be governed by the laws of the State of California. Any litigation regarding this MOU or its contents shall be filed in the County of Santa Barbara, if in State court, or in the federal district court nearest to San Luis Obispo County, if in federal court.
- H. **Authority.** All signatories and parties to this MOU warrant and represent that they have the power and authority to enter into this MOU in the names, titles and capacities herein stated and on behalf of any entities, persons, or firms represented or purported to be represented by such entity(ies), person(s), or firm(s) and that all formal requirements necessary or required by any State and/or federal law in order to enter into this MOU have been fully complied with.
- I. **Execution of Counterparts.** This MOU may be executed in any number of counterparts and each of such counterparts shall for all purposes be deemed to

be an original; and all such counterparts, or as many of them as the parties shall preserve undestroyed, shall together constitute one and the same instrument.

(Signatures on following pages.)

IN WITNESS WHEREOF, the AGENCIES have executed this MOU to be effective September 1, 2021.

Santa Barbara County Association of Governments

Holly Sierra, Chair
Date: _____

Marjie Kirn, Executive Director

Approved as to Form
Rachel Van Mullen
County Counsel

Deputy County Counsel

San Luis Obispo Council of Governments

John Peschong, President
Date: _____

Pete Rodgers, Executive Director

Approved as to Form
SLOCOG Counsel

Nina Negranti

Association of Monterey Bay Area Governments

Steve McShane, President
Date: _____

Maura Twomey
Executive Director

Approved as to Form
AMBAG Counsel

Santa Cruz County Regional Transportation Commission

Sandy Brown, Chair
Date: _____

Guy Preston, Executive Director

Approved as to Form

SCCRTC Counsel

Transportation Agency for Monterey County

Edwin D. Smith, Chair
Date: _____

Debra L. Hale, Executive Director

Approved as to Form
TAMC Counsel

Katherine A. Hansen

Council of San Benito County Governments

Ignacio Valezquez, Chair
Date: _____

Mary Gilbert, Executive Director

Approved as to Form
San Benito County Counsel

Shirley L. Murphy



Memorandum

To: Board of Directors
From: Debra L. Hale, Executive Director
Meeting Date: August 25, 2021
Subject: Racial Equity Program Adoption

RECOMMENDED ACTION:

ADOPT a Racial Equity Program for the Transportation Agency.

SUMMARY:

The proposed Program integrates specific racial equity-based activities into three Transportation Agency activity areas: funding, public outreach and hiring. At the June 2021 meeting, the Board reviewed and commented on the draft program. Staff has incorporated Board comments into the final version.

FINANCIAL IMPACT:

Some proposals would involve a repurposing of existing project funding. Activities in the program, such as the adoption of a regional disadvantaged community definition, could bring additional matching funds to communities that qualify under state rules.

DISCUSSION:

In November 2021, Agency staff participated in a three-part training with the County of Monterey's Civil Rights Office. The training provided data that shows that race is a leading determinant of negative economic outcomes in a community, often due to underinvestment or historical bias. In addition, the Monterey County Health Department issued a report that details some of the correlations between racially diverse populations and poor health outcomes (including reduced biking and walking) that exist in communities across Monterey County. While the Transportation Agency includes equity as a policy goal in its Regional Transportation Plan and several of its funding programs, equity is evaluated primarily in terms of geographic equity. Given the impact that low incomes and in some cases historic disinvestment has had in certain communities, expansion of equity metrics to include racial diversity is worth considering in the Agency's programs.

The County of Monterey's Civil Rights Office provides a racial equity toolkit to help agencies to look at various programs to determine how to improve outcomes for diverse racial groups. TAMC staff utilized the toolkit to evaluate how the Agency can better improve the transportation system in communities that have experienced historical underinvestment, and proposed a Racial Equity Program for the Agency.

The Racial Equity Program (**attached**) has three areas of focus: funding, public outreach and hiring. Within each area, there is a racial equity goal and action items for meeting that goal. The equity goals are as follows:

- **Funding:** Provide an equitable share of transportation investments to underserved, racially-diverse communities to improve their health, safety, and quality of life.

- **Hiring:** Hire to reflect the diversity of the Monterey County community in order to increase TAMC’s success as an agency.
- **Public Outreach:** Design and implement public outreach and engagement that is broadly accessible and provides means for all to participate.

The TAMC Board reviewed the draft Racial Equity program in June, 2021 and made suggestions for improvement. The Program, revised per these comments, is attached for Board adoption.

ATTACHMENTS:

- Racial Equity Program



RACIAL EQUITY PROGRAM

Adopted August 25, 2021

FUNDING

Equity Goal:

Provide an equitable share of transportation investments to underserved, racially-diverse communities to improve their health, safety, and quality of life.

Action Items:

- Conduct needs assessment of cities and unincorporated communities in Monterey County to understand socioeconomic and demographic characteristics that create a disadvantaged community, including race, income, languages spoken, access to active transportation and health outcomes. Develop maps identifying transportation-disadvantaged communities based on these criteria. Present mapping/strategy to the Measure X Oversight Committee and the TAMC Board to solicit their ideas.
- Adopt a broader regional definition of “Disadvantaged Communities” for state funding purposes, based on the above needs assessment and in coordination with the Monterey County Civil Rights office and the Monterey County Health Department.
- Create a pilot program for Community Based Transportation Plans with a participatory budgeting component in a racially-diverse area, in which residents are given assistance to assess their community transportation needs, develop ideas for meaningful improvements, and given a lump sum of funding to spend on their chosen priorities.
- Focus the next round of the Safe Streets funding program on racially-diverse areas.
- Make it a priority to designate funding for a transformational project to benefit a racially diverse community.
- Create a micro-grants program for bike/pedestrian projects in racially-diverse neighborhoods.
- Include an equity discussion in the twenty-five year Regional Transportation Plan.
- Procure goods and services from local businesses, minority and women-owned businesses and disadvantaged business enterprises, to the extent allowed by funding sources.

HIRING

Equity Goal:

Hire to reflect the diversity of the Monterey County community in order to increase TAMC's success as an agency.

Action Items:

- Foster a culture of inclusion that supports the retention of a racially-diverse staff.
- Expand outreach in recruitment practices to assure a racially-diverse staff:
 - Make it a goal to hire local talent.
 - Develop mentorship programs at the college level and through professional organizations, such as the American Public Works Association and the American Planning Association.
 - Present career information at college job fairs.
 - Evaluate recruitment practices to assure outreach to ethnically-diverse organizations and community groups.
 - Actively work with Board Members, local non-profits and colleges to advertise job openings to a diverse group of individuals.
 - Partner with Hartnell College and Monterey Peninsula College and/or Cal State Monterey Bay to hire local interns and develop programs that support public service.
 - Ask Board Members for ideas on sources of local potential employees.
- Increase the awareness of public service jobs in the community:
 - Reach out to Building Healthy Communities regarding high school leadership program.
 - Conduct a transportation art contest with school children.

PUBLIC OUTREACH

Equity Goal:

Design and implement public outreach and engagement that is broadly accessible and provides means for all to participate.

Action Items:

- Review the AMBAG Public Participation Plan (<https://ambag.org/plans/public-participation-plan>), in particular, the list of stakeholder entities, to assure a diverse range of participation in Agency outreach.
- Identify a list of public outreach champions and allies.
- Coordinate with Board members to get their input on community contacts and outreach/engagement strategies.
- Utilize demographic mapping (see Funding section) to guide outreach to racially-diverse and traditionally-underrepresented communities.
- Coordinate with the Caltrans Equity Task Force and review their Office of Race and Equity Action Plan's goals and strategies.



Memorandum

To: Board of Directors
From: Madilyn Jacobsen, Transportation Planner
Meeting Date: August 25, 2021
Subject: Transportation Development Act Allocation

RECOMMENDED ACTION:

Transportation Development Act Allocation

1. **APPROVE** Monterey-Salinas Transit's application for State Transportation Development Act funds; and
2. **ADOPT** Resolution 2021-10 allocating a total of \$22,334,739 in Transportation Development Act funds to Monterey-Salinas Transit, composed of \$18,341,184 in Local Transportation Funds and \$3,992,555 in State Transit Assistance funds for Fiscal Year 2021-22.

SUMMARY:

As the Regional Transportation Planning Agency, TAMC oversees the approval process for allocating State funds devoted to local transit expenditures. On an annual basis, Monterey-Salinas Transit submits an application to TAMC for Transportation Development Act Funds. Allocation of Transportation Development Act funds must occur after the agency completes the Unmet Transit Needs process.

FINANCIAL IMPACT:

TAMC allocates all available Local Transportation Funds and State Transit Assistance funds to MST to support public transit service. The estimated amount of the total Fiscal Year 2021-22 allocation to MST is \$22,334,739, comprised of \$18,342,184 in Local Transportation Funds and \$3,992,555 in State Transit Assistance funds.

DISCUSSION:

The Transportation Development Act provides two major sources of funding of public transportation in California. The first, the Local Transportation Fund is derived from a 1/4 cent of the general sales tax collected statewide. The second, the State Transit Assistance fund is derived from the statewide sales tax on diesel fuel and distributed back to transportation planning agencies on a population-based (Public Utilities Code 99313) and transit operator revenue-based (Public Utilities Code 99314) formula.

Each February, the Transportation Agency prepares an estimate of the Local Transportation funds it expects to be available in the coming fiscal year. The Local Transportation Fund estimate for Monterey-Salinas Transit is \$18,342,184.

Local Transportation Funds are apportioned to eligible uses in the following priority order, pursuant to state law:

1. Transportation Agency Administration and Planning;
2. Bicycle & pedestrian projects via the Transportation Development Act 2% program;
3. Public transit by jurisdiction, based on population as reported by the Dept of Finance; and

4. Construction and maintenance of local streets and roads.

Transit operators may use State Transit Assistance funds for transit operations and capital projects. For operations, new state law requires transit operators to comply with efficiency standards to demonstrate that the operating cost per revenue vehicle hour is increasing by no more than the Costumer Price Index. For capital projects, there are no restrictions. It is notable that while MST met the standard 15% farebox recovery ratio, that requirement through the Transportation Development Act was waved through Assembly Bill 90 for the fiscal years impacted by the COVID-19 pandemic (2020-2021 and 2021-2022).

TAMC no longer allocates Local Transportation Funds for local streets and roads projects, and is therefore no longer required to adopt a finding on unmet transit needs. However, prior to allocating Local Transportation Funds, TAMC is required to conduct a public hearing and outreach to identify unmet transit needs. The unmet transit needs process was conducted earlier this year and the Board of Directors received the Unmet Transit Needs List at the June 23, 2021 meeting.

Staff recommends that the Board approve MST's application and adopt Resolution 2021-10 (**attached**) allocating \$22,334,739 in Transportation Development Act funds to MST for public transit service in Monterey County for fiscal year 2021-22.

ATTACHMENTS:

- Resolution 2021-10 - LTF & STA Allocation FY 2021-22



**RESOLUTION NO. 2021-10
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

***FISCAL YEAR 2021-22 TRANSPORTATION DEVELOPMENT ACT FUND ALLOCATIONS TO PUBLIC
TRANSIT OPERATORS***

WHEREAS, Fiscal Year 2021-22 Transportation Development Act applications to support public transportation systems have been received by the Transportation Agency for Monterey County and are summarized as follows:

Jurisdiction	Fund	Type of Service	Operating and/or Capital	State Controller's Report Code
Monterey-Salinas Transit	Local Transportation Fund	Fixed Route Transit Service and/or RIDES ADA paratransit	\$18,342,184	Art. 4 Transit 99260 (a) & 99260.7
Monterey-Salinas Transit	State Transit Assistance	Fixed Route Transit Service and/or RIDES ADA paratransit	\$3,992,555	Art. 6.5 PUC 99313.3
Total			\$22,334,739	

WHEREAS, Fiscal Year 2021-22 State Transit Assistance estimates have been prepared by the California State Controller describing the funding expected to be available for allocation by the Transportation Agency for Monterey County to public transit operators in Monterey County;

WHEREAS, State Assembly Bill 644 established the Monterey-Salinas Transit District that includes the cities of Carmel-by-the-Sea, Del Rey Oaks, Marina, Monterey, Pacific Grove, Salinas, Seaside, Sand City, Gonzales, Soledad, Greenfield, and King City, as well as the

unincorporated population within three quarters of a mile of the MST fixed transit routes in the unincorporated area effective July 1, 2010, and which will have first priority to claim the Local Transportation Funds apportioned to these jurisdictions for public transit; and

WHEREAS, the County of Monterey and Monterey-Salinas Transit have a Memorandum of Understanding that describes the operating plan to implement special transit services in various unincorporated County areas and how those services are to be coordinated with other public transportation providers in Monterey County;

WHEREAS, the public and special transit services of the County of Monterey are responding to a transportation need not otherwise being met within the community;

WHEREAS, Article 4, Section 99260 of the Public Utilities Code states that claims may be filed under this article with the transportation planning agency by operators for the purpose of supporting public transportation systems; and

WHEREAS, the State of California pursuant to the Public Utilities Code, Chapter 4, Transportation Development Section 99313 and 99314 has made State Transit Assistance Funds available to transportation planning agencies to be allocated for public transportation purposes;

WHEREAS, Article 8, Section 99400 of the Public Utilities Code states that claims may be filed under this article with the transportation planning agency by counties and cities for the purpose of payment to any entity which is under contract with a county or city for public transportation or for transportation services for any group, as determined by the transportation planning agency, requiring special transportation assistance; and

WHEREAS, Monterey-Salinas Transit is able to claim all available Local Transportation Funds in Monterey County to support public transit service pursuant to the finding adopted by the Transportation Agency for Monterey County on June 23, 2010.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The public and special transit system operated by Monterey-Salinas Transit is found to be in conformity with the Regional Transportation Plan; and
2. The public and special transit systems operated by Monterey-Salinas Transit are found to be in compliance with Transportation Development Act (TDA) Section 99268.4, and are recovering at least 15% of their operating costs in passenger fares; and
3. The Transportation Agency for Monterey County (TAMC) hereby directs the Executive Director to claim Local Transportation Funds and State Transit Assistance as needed to support the public and special transit systems serving Monterey County.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this 25th day of August 2021, by the following votes:

AYES:

NOES:

ABSENT:

EDWIN D. SMITH, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

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



Memorandum

To: Board of Directors
From: Michael Zeller, Principal Transportation Planner
Meeting Date: August 25, 2021
Subject: Measure X / SB 1 Funding Agreement - Blackie Road Extension

RECOMMENDED ACTION:

AUTHORIZE the Executive Director to enter into a Funding Agreement with the County of Monterey, subject to Agency Counsel approval, for an amount not to exceed \$500,000 to fund the Preliminary Engineering (including Environmental and Preliminary Design / Engineering) phase of the Blackie Road Extension project.

SUMMARY:

The County of Monterey is the implementing agency for the Blackie Road Extension project. This funding agreement between the County of Monterey and TAMC allows the County's project costs to be funded and reimbursed through Regional Development Impact Fees and Senate Bill 1 Local Partnership Program formula funds.

FINANCIAL IMPACT:

This funding agreement will allow the Transportation Agency to reimburse the County of Monterey for expenses paid on the Preliminary Engineering (including Environmental and Preliminary Design / Engineering) phase of the project, not to exceed \$250,000 in Regional Development Impact Fee funds and \$250,000 in Senate Bill 1 Local Partnership Program funds for a total phase cost of \$500,000.

DISCUSSION:

The Black Road Extension project will construct a new road from the interchange at Castroville Boulevard & State Route 156 to the existing segment of Blackie Road in north Monterey County. This project will connect to two other projects that are also planned in the corridor: the State Route 156 / Castroville Boulevard Interchange Improvements; and the State Route 156 West Corridor Improvements. The Blackie Road Extension will provide a new connection from the major distribution center in south Castroville to State Route 156, reducing truck traffic and congestion on State Route 183/Merritt Street through town.

The project is currently programmed with \$250,000 of Senate Bill 1 Local Partnership Program formula funds, which the Agency is eligible for because of Measure X. The County and TAMC received the allocation of these funds from the California Transportation Commission at their January 2021 meeting. The Local Partnership Program funds require a one-to-one match, and the Board has previously approved using Regional Development Impact Fees in the amount of \$250,000. To receive these funds which are administered by the Transportation Agency, the County of Monterey is required to enter into a Funding Agreement with the Transportation Agency (**Attachment**).

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

responsible for implementation and reporting.

If approved by the Board of Directors, the County of Monterey will bring the agreement forward to the Board of Supervisors for consideration and approval. Once finalized, the County will be able to begin incurring reimbursable expenses on the project. The Local Partnership Program funds have an expenditure deadline of June 30, 2023.

ATTACHMENTS:

- TAMC Regional Funding Agreement - Blackie Road Extension - Scope and Budget

WEB ATTACHMENTS:

[Regional Funding Agreement for the Blackie Road Extension Project](#)

EXHIBIT A

PROJECT DESCRIPTION & SCOPE OF WORK

Project Name: Blackie Road Extension

Project Contact: Randy Ishii, Director, County of Monterey

Project Manager: [To be determined]

PROJECT DESCRIPTION

Responsible Agency: County of Monterey

Project Limits: The project will construct a new road from the interchange at Castroville Boulevard & State Route 156 to the existing segment of Blackie Road in north Monterey County.

Project Phase:

- Phase 1 – Preliminary Engineering (includes Environmental and Preliminary Design / Engineering)
- Phase 2 – Right-of-Way Acquisition
- Phase 3 – Construction (includes Project Construction & Construction Management)

Project Purpose:

This project will connect to two other projects that are also planned in the corridor: the State Route 156 / Castroville Boulevard Interchange Improvements; and the State Route 156 West Corridor Improvements. The Blackie Road Extension will provide a new connection from the major distribution center in south Castroville to State Route 156, reducing truck traffic and congestion on State Route 183/Merritt Street through town.

Transportation Benefit:

The project provides traffic congestion relief; improves safety for local and regional travelers; improves movement of valuable goods to market.

EXHIBIT D

FUNDING SUMMARY

Project Phase	Fund Source	Fiscal Year	Amount	Agency	Reimbursable Under this Agreement	Funding Secured?
PA&ED	Regional Development Impact Fees	2021/22	\$250,000	TAMC	Yes	Yes
PA&ED	Senate Bill 1 Local Partnership Program	2021/22	\$250,000	TAMC	Yes	Yes
Total Reimbursable Amount:			\$500,000			
County of Monterey's Share:			\$0			
Total Project Cost:			\$500,000			



Memorandum

To: Board of Directors
From: Ariana Green, Senior Transportation Planner
Meeting Date: August 25, 2021
Subject: CSUMB Safe Routes to School Contract

RECOMMENDED ACTION:

CSUMB Safe Routes to School Contract

1. **AUTHORIZE** Executive Director to execute a sole source contract with California State University Monterey Bay for work on Safe Routes to School projects, programming and events through their Sustainable City Year program;
2. **APPROVE** the use of funds from the Agency's approved budget for this contract in an amount not-to exceed \$390,000 over five (5) years; 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 purpose of this agreement is to form a partnership with California State University Monterey Bay through their Sustainable City Year program to enhance Safe Routes to School and complete streets programming and projects across Monterey County over the next five years. The Sustainable City Year program provides students from a variety of disciplines opportunities to gain real-world experience assisting public agencies. Under this agreement CSUMB students will assist with the development and execution of Safe Routes to School plans, grant applications, bicycle and pedestrian counts, traffic garden design, educational and promotional videos and materials, cognitive psychology research and more.

FINANCIAL IMPACT:

A not-to exceed amount of \$390,000 total over five years will be provided using Measure X Safe Routes to School program funding and is included in the Transportation Agency's fiscal year 2021/2022 budget.

DISCUSSION:

This agreement will focus the next five years of California State University Monterey Bay's Sustainable City Year program on supporting TAMC's Safe Routes to School and complete streets projects, programs and events in jurisdictions across Monterey County. The Sustainable City Year program enables students from a wide variety of disciplines to contribute to public agency projects as part of their coursework.

TAMC's Safe Routes to School Manager will work with the Sustainable City Year Program Administrator to find suitable engagement opportunities for students. The Sustainable City Year Program Administrator will then be responsible for coordinating with CSU Monterey Bay faculty and staff to design coursework that will involve students in Safe Routes to School projects in meaningful ways. Both the Sustainable City Year Program Administrator and

TAMC's Safe Routes to School Manager will meet before the start of each school semester to agree on the classes that will be included in the contract scope of work for the upcoming year and finalize the classes for the upcoming semester for each year of the contract.

TAMC staff will coordinate with faculty, staff and students participating in the Sustainable City Year program to successfully integrate them into Safe Routes to School and Complete Streets projects and share professional expertise in the areas of Transportation Planning and Engineering as needed. TAMC will work with CSU Monterey Bay to showcase student contributions and support student participation in the Educational Partnerships for Innovation in Communities (EPIC) Conference and other conferences and workshops as opportunities arise. The first year of the contract will include student support with bicycle, pedestrian and vehicle counts, community engagement and safe routes to school planning, cognitive psychology research, Geographic Information System (GIS) mapping, education/promotional videos, and traffic garden design.

A sole source contract is permitted under state and federal procurement rules, since the contracting entity (Cal State Monterey Bay) is a government agency.

ATTACHMENTS:

- CSUMB_SRTS_Agreement

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY
AND UNIVERSITY CORPORATION AT MONTEREY BAY
AGREEMENT FOR PROFESSIONAL SERVICES
For: SUSTAINABLE CITY YEAR: SAFE ROUTES TO SCHOOL PARTNERSHIP
EFFECTIVE: May 26,2021**

This is an agreement between the Transportation Agency for Monterey County, hereinafter called "TAMC," and University Corporation at Monterey Bay, a 501(c)(3) public benefit corporation, hereinafter called "Consultant".

The parties agree as follows:

1. Employment of Consultant. TAMC hereby engages Consultant and Consultant hereby agrees to perform the services set forth in Exhibit A, in conformity with the terms of this Agreement. Consultant will complete all work in accordance with the work schedule set forth in Exhibit A.

(a) The work is generally described as follows:

The Sustainable City Year Program is a partnership in which students and faculty are engaged on projects that address sustainability and livability in collaboration with a regional municipality, in this case the Transportation Agency for Monterey County. This agreement will focus the next five years of California State University Monterey Bay's Sustainable City Year Program on supporting TAMC's Safe Routes to School and complete streets projects, programs and events in jurisdictions across Monterey County. The Sustainable City Year Program enables students from a wide variety of disciplines to contribute to public agency projects as part of their coursework. TAMC's Safe Routes to School Manager will work with the Sustainable City Year Program Administrator to find suitable engagement opportunities for students. The Sustainable City Year Program Administrator will then be responsible for coordinating with CSUMB faculty and staff to design coursework that will involve students in Safe Routes to School projects in meaningful ways. Both the Sustainable City Year Program Administrator and TAMC's Safe Routes to School Manager will meet before the start of each school semester to agree on the classes that will be included in the contract scope of work for the upcoming year and finalize the classes for the upcoming semester for each year of the contract.

TAMC staff will coordinate with faculty, staff and students participating in the Sustainable City Year Program to successfully integrate them into Safe Routes to School projects and share professional expertise in the areas of Transportation Planning and Engineering as needed. TAMC will work with CSUMB to showcase student contributions and support student participation in the Educational Partnerships for Innovation in Communities (EPIC) Conference and other conferences and workshops as opportunities arise.

The first year of the contract will include student support with bicycle, pedestrian and vehicle counts, community engagement and safe routes to school planning, cognitive

psychology research, Geographic Information System (GIS) mapping, education/promotional videos, and traffic garden design. For more details see Exhibit A: Scope of Work and Exhibit B: Budget.

- (b) Consultant represents that Consultant and its agents, subcontractors and employees performing work hereunder are specially trained, experienced, competent, and appropriately licensed to perform the work and deliver the services required by this Agreement.
 - (c) Consultant, its agents, subcontractors, and employees, shall perform all work in a safe, skillful, and professional manner and in compliance with all applicable laws and regulations. All work performed under this Agreement that is required by law to be performed or supervised by licensed personnel shall be performed in accordance with such licensing requirements. Consultant shall ensure for itself and for any subcontractors under this Agreement that the applicable requirements of Labor Code Section 1725.5, concerning the registration of contractors for public works, shall be in force and maintained for the term of this Agreement.
 - (d) Consultant shall furnish, at its own expense, all materials and equipment necessary to carry out the terms of this Agreement, except as otherwise provided herein. Consultant shall not use TAMC premises, property (including equipment, instruments, or supplies) or personnel for any purpose other than in the performance of its obligations hereunder.
 - (e) Consultant's project manager shall be the person specified in Exhibit A. If Consultant desires to change the project manager, Consultant shall get written approval from the TAMC Executive Director of the new project manager.
 - (f) Consultant shall submit progress reports at least once a month. The report should be sufficiently detailed for the TAMC Project Manager to determine, if Consultant is performing to expectations, or is on schedule; to provide communication of interim findings, and to sufficiently address any difficulties or special problems encountered, so remedies can be developed.
 - (g) Consultant's Project Manager shall meet with TAMC's Project Manager, as needed, to discuss progress on the contract.
2. Term of Agreement. The term of this Agreement shall begin upon **August 25, 2021** contingent upon approval by the TAMC Board of Directors, and Consultant shall commence work only after a Notice to Proceed has been issued by TAMC's Project Manager specified in Paragraph 28. Unless earlier terminated as provided herein, this Agreement shall remain in force until June 30, 2026. Consultant acknowledges that this Agreement is not binding until it is fully executed and approved by TAMC.

3. Payments to Consultant; maximum liability. It is mutually understood and agreed by both parties that Consultant shall be compensated under this Agreement in accordance with the Budget set forth in Exhibit B. The maximum amount payable to the Consultant under this Agreement is set forth in Exhibit B: Budget and shall not exceed the amount of **Three-Hundred Ninety Thousand Dollars (\$390,000)**. If there is any conflict between the terms of this Agreement and the terms of either Exhibit A (Scope of Work) or Exhibit B (Budget), the terms of this Agreement shall prevail. TAMC does not guarantee any minimum amount of dollars to be spent under this Agreement.
4. Method of Payment/Allowable Costs and Payment. It is mutually understood and agreed by both parties that Consultant shall be compensated under this Agreement in accordance with the Budget set forth in Exhibit B. Prices and rates of compensation shall remain firm for the initial term of the Agreement. TAMC does not guarantee any minimum or maximum amount of dollars to be spent under this Agreement. Consultant shall not levy any additional fee or surcharge of any kind during the term of this Agreement in the absence of a written amendment to this Agreement. Pricing as per this Agreement is inclusive of all applicable taxes.
5. Task Order Provisions: Work on this contract shall be directed via Task Orders, as follows:
 - (a) Once a specific project to be performed under this Agreement is identified by TAMC and Sustainable City Year Program Manager, the Sustainable City Year Program Manager will prepare a draft Task Order including the cost estimate. The draft Task Order will identify the scope of services, expected results, project deliverables, period of performance, project schedule and a budget for each course. The draft Task Order will be delivered to TAMC for review. TAMC shall return the draft Task Order within ten (10) calendar days. After agreement has been reached on the negotiable items and total not-to-exceed cost, a finalized Task Order with the finalized Task Order Budget shall be signed by both TAMC and Consultant.
 - (b) If no agreement on the Task Order is reached within a reasonable amount of time, TAMC may take such other actions as TAMC deems appropriate to accomplish the Task.
 - (c) Task Orders may be negotiated for a lump sum (Firm Fixed Price) or for specific rates of compensation, as designated above in the Method of Payment section, both of which must be based on the labor and other rates set forth in Exhibit B: Budget. A Task Order is of no force or effect until returned to TAMC and signed by an authorized representative of TAMC. No expenditures are authorized on a project or task, and work shall not commence until a Task Order for that project/task has been executed by TAMC.
 - (d) The period of performance for Task Orders shall be in accordance with the dates specified in the Task Order. No Task Order will be written which extends beyond the expiration of this Agreement.

- (e) The total amount payable by TAMC for an individual Task Order shall not exceed the amount agreed to in the Task Order Budget, unless authorized by a written amendment.
 - (f) If the Consultant fails to satisfactorily complete a deliverable according to the schedule set forth in a Task Order, no payment will be made until the deliverable has been satisfactorily completed.
 - (g) Task Orders may not be used to amend this Agreement and may not exceed the scope of work, or the term, of this Agreement.
 - (h) The total amount payable by TAMC under all Task Orders resulting from this Agreement shall not exceed the amount specified in Section 3 of this Agreement. It is understood and agreed that there is no guarantee, either expressed or implied, that this total dollar amount will be authorized under this Agreement through Task Orders.
6. Invoices and Progress Reports. Progress payments may be made monthly, in arrears, based on the percentage of work completed by Consultant. If Consultant fails to submit the required deliverable items according to the schedule set forth in Exhibit A, TAMC shall have the right to delay payment or terminate this Agreement in accordance with Paragraph 6 (Termination). Consultant will be reimbursed, as promptly as fiscal procedures will permit, upon receipt by TAMC's Contract Administrator of itemized invoices. Invoices shall be submitted no later than 45 calendar days after the performance of work for which Consultant is billing, or upon completion of an applicable Task Order. Invoices shall detail the work performed on each milestone and each project as applicable. Invoices shall follow the format stipulated for the approved Cost Proposal, including the Invoice Cover Sheet Format attached hereto as Exhibit C, and shall reference this Agreement number and project title and Task Order number.

The total amount payable by TAMC resulting from this Agreement shall not exceed the amount of **Three-Hundred Ninety Thousand dollars (\$390,000)**.

7. Termination.

- (a) TAMC reserves the right to terminate this Agreement upon thirty (30) calendar days' written notice to Consultant with the reasons for termination stated in the notice.
- (b) TAMC may also terminate this Agreement at any time for good cause effective immediately upon written notice to Consultant. "Good cause" includes, without limitation, the failure of Consultant to perform the required services at the time and in the manner provided herein. Notwithstanding TAMC's right to terminate for good cause effective immediately upon written notice thereof, TAMC shall provide prior notice to Consultant of any ground for termination then being considered, and also provide Consultant with a good faith opportunity to avoid termination, as reasonably

determined by TAMC in its absolute discretion. If TAMC terminates this Agreement for good cause, TAMC may be relieved of the payment of any consideration to Consultant, and TAMC may proceed with the work in any manner, which it deems proper. Costs incurred by TAMC thereby shall be deducted from any sum otherwise due Consultant.

(c) The maximum amount for which TAMC shall be liable if this Agreement is terminated is zero (0) dollars.

(d) Termination of this Agreement shall not terminate Consultant's duty to defend, indemnify and hold harmless TAMC, as provided in Paragraphs 7 and 17.

8. Indemnification.

To the fullest extent permitted by law, including California Civil Code Sections 2782 and 2782.6, Consultant shall defend (with legal counsel reasonably acceptable to TAMC), indemnify and hold harmless TAMC, its officers, agents, and employees, from and against any and all claims, losses, costs, damages, injuries (including injury to or death of an employee of Consultant or its subcontractors), expenses and liabilities of every kind, nature and description (including incidental and consequential damages, court costs, attorneys' fees, litigation expenses and fees of expert consultants or expert witnesses incurred in connection therewith and costs of investigation) that arise out of, pertain to, or relate to, directly or indirectly, in whole or in part, the negligence, recklessness, or willful misconduct of Consultant, any subcontractor, anyone directly or indirectly employed by them, or anyone that they control (collectively "Liabilities"). Such obligations to defend, hold harmless and indemnify TAMC, its officers, agents, and employees, shall not apply to the extent that such Liabilities are caused in part by the sole negligence, active negligence, or willful misconduct of TAMC, its officers, agents, and employees. To the extent there is an obligation to indemnify under this Paragraph, Consultant shall be responsible for incidental and consequential damages resulting directly or indirectly, in whole or in part, from Consultant's negligence, recklessness, or willful misconduct. Notwithstanding any other provision of this Agreement, Consultant's obligation to defend, indemnify and hold harmless TAMC shall survive the termination or expiration of the Agreement for a term to include the applicable statute of limitations related to the Consultant's performance pursuant to the Agreement.

7. Insurance.

- a. Without limiting Consultant's duty to indemnify as set forth in this Agreement, Consultant shall maintain, at no additional cost to TAMC, throughout the term of this Agreement a policy or policies of insurance with the following coverage and minimum limits of liability (check if applicable):
 - Commercial general liability insurance, including but not limited to premises, personal injury, products, and completed operations, with a combined single limit of One Million Dollars (\$1,000,000) per occurrence.
 - Professional liability insurance in the amount of not less than One Million Dollars (\$1,000,000) per claim and Three Million Dollars (\$3,000,000) in the aggregate, to cover liability for malpractice or errors or omissions made in the course of rendering professional services. If professional liability insurance is written on a "claims made" basis rather than an "occurrence" basis, Consultant shall, upon the expiration or termination of this Agreement, obtain extended reporting coverage ("tail coverage") with the same liability limits. Any such tail coverage shall continue for at least three years following the surviving term of Consultant's obligation to defend, indemnify and hold harmless TAMC as set for in Paragraph 7
 - Comprehensive automobile insurance covering all motor vehicles, including owned, leased, hired and non-owned vehicles used in providing services under this Agreement, with a combined single limit of not less than One Million Dollars (\$1,000,000) per occurrence.
- b. All insurance required under this Agreement shall be with a company acceptable to TAMC and authorized by law to transact insurance business in the State of California. Unless otherwise provided in this Agreement, all such insurance shall be written on an occurrence basis; or, if any policy cannot be written on an occurrence basis, such policy shall continue in effect for a period of two years following the date of Consultant's completion of performance hereunder.
- c. Each policy of insurance required under this Agreement shall provide that TAMC shall be given written notice at least thirty days in advance of any change, cancellation or non-renewal thereof.
- d. Commercial general liability and automobile liability policies shall provide an endorsement naming TAMC, its officers, agents, and employees, as additional insureds and shall further provide that such insurance is primary to any insurance or self-insurance maintained by TAMC, and that no insurance of any additional insured shall be called upon to contribute to a loss covered by Consultant's insurance.

- e. TAMC shall not be responsible for any premiums or assessments on the policy.
- 8. Workers' Compensation Insurance. If during the performance of this Agreement, Consultant employs one or more employees, then Consultant shall maintain a workers' compensation plan covering all of its employees as required by Labor Code Section 3700, either (a) through workers' compensation insurance issued by an insurance company, with coverage meeting the statutory limits and with a minimum of One Million Dollars (\$1,000,000) per occurrence for employer's liability, or (b) through a plan of self-insurance certified by the State Director of Industrial Relations, with equivalent coverage. If Consultant elects to be self-insured, the certificate of insurance otherwise required by this Agreement shall be replaced with consent to self-insure issued by the State Director of Industrial Relations. The provisions of this paragraph apply to any subcontractor employing one or more employees, and Consultant shall be responsible for all subcontractors' compliance herewith.
- 9. Certificate of Insurance and Taxpayer Identification. Prior to the execution of this Agreement by TAMC, Consultant shall submit a completed federal W-9 form, Request for Taxpayer Identification Number and Certification, and file certificates of insurance with TAMC's contract administrator evidencing that Consultant has in effect the insurance required by this Agreement. Consultant shall file a new or amended certificate promptly after any change is made in any insurance policy, which would alter the information on the certificate then on file. Acceptance or approval of insurance shall in no way modify any indemnification provision of this Agreement.
- 10. Retention of Records/Audit. Consultant shall maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of the Agreement, including but not limited to, the costs of administering the Agreement for a period of three years after final payment under the Agreement. TAMC shall have the right to examine, monitor and audit all records, documents, conditions, and activities of Consultant and its subcontractors related to services provided under this Agreement.
- 11. Inspection of Work. Consultant and any subconsultant shall permit TAMC to review and inspect the project activities and files at all reasonable times during the performance period of this Agreement including review and inspection on a daily basis.
- 12. Confidentiality; Return of Records. Consultant and its officers, employees, agents, and subcontractors shall comply with all federal, State and local laws providing for the confidentiality of records and other information. Consultant shall not disclose any confidential information received from TAMC or prepared in connection with the performance of this Agreement without the express permission of TAMC. Consultant shall promptly transmit to TAMC all requests for disclosure of any such confidential information. Consultant shall not use any confidential information gained through the performance of

this Agreement except for the purpose of carrying out Consultant's obligations hereunder. When this Agreement expires or terminates, Consultant shall return to TAMC all records, which Consultant utilized or received from TAMC to perform services under this Agreement.

13. Amendments and Modifications. No modification or amendment of this Agreement shall be valid unless it is set forth in writing and executed by the parties hereto.
14. Statement of Compliance/Non-Discrimination.
 - a) Consultant's signature affixed herein, and dated, shall constitute a certification under penalty of perjury under the laws of the State of California that Consultant has, unless exempt, complied with, the nondiscrimination program requirements of Government Code Section 12990 and Title 2, California Administrative Code, Section 8103.
 - b) During the performance of this Agreement, Consultant and its subconsultants shall not unlawfully discriminate, harass, or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (e.g., cancer), age (over 40), marital status, and denial of family care leave. Consultant and subconsultants shall insure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment.
15. Harassment. TAMC maintains a strict policy prohibiting unlawful harassment, including sexual harassment, in any form, including verbal, physical and visual harassment by any employee, supervisor, manager, officer or Board member, or agent of the employer. Vendors, contractors, and consultants shall not engage in conduct that has an effect of unreasonably interfering with a TAMC employee's work performance or creates an intimidating, hostile or offensive work environment.
16. ADA Access. TAMC is committed to accessibility, including California State Web Content Accessibility Guidelines and Federal law and regulations related to the Americans with Disabilities Act. Consultant shall review and follow TAMC's adopted Accessibility Best Practices for Documents and Outreach with regard to conducting public outreach, developing outreach materials, and producing public documents and content for the Agency and its website.
17. Independent Contractor. In its performance under this Agreement, Consultant is at all times acting and performing as an independent contractor and not as an employee of TAMC or any of its member jurisdictions. No offer or obligation of employment is intended in any manner, and Consultant shall not become entitled by virtue of this Agreement to receive any form of benefits accorded to employees including without limitation leave time, health insurance, workers' compensation coverage, disability benefits, and retirement contributions. Consultant shall be solely liable for and obligated to pay directly all applicable taxes, including without limitation federal and State income taxes and social

security arising out of Consultant's performance of this Agreement. In connection therewith, Consultant shall defend, indemnify, and hold harmless TAMC from any and all liability, which TAMC may incur because of Consultant's failure to make such payments.

18. Delegation of Duties; Subcontracting.

- a) Nothing contained in this Agreement or otherwise, shall create any contractual relation between TAMC and any subconsultant(s), and no subcontract shall relieve Consultant of its responsibilities and obligations hereunder. Consultant agrees to be as fully responsible to TAMC for the acts and omissions of its subconsultant(s) and of persons either directly or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by Consultant. Consultant's obligation to pay its subconsultant(s) is an independent obligation from TAMC'S obligation to make payments to the Consultant.
- b) Consultant shall perform the work contemplated with resources available within its own organization and no portion of the work pertinent to this Agreement shall be subcontracted without written authorization by TAMC's Contract Administrator, except that, which is expressly identified in the approved Budget/Cost Proposal.
- c) Consultant shall pay its subconsultants within ten (10) calendar days from receipt of each payment made to Consultant by TAMC.
- d) Any substitution of subconsultant(s) must be approved in writing by TAMC's Contract Administrator prior to the start of work by the subconsultant(s).
- e) Any work performed by a subconsultant shall be done in conformance with this Agreement, and TAMC shall pay Consultant for the work but not for any markup, including subcontract management, supervisions, administrative and other expenses, or reimbursable costs.

19. Ownership of Data. Upon completion of all work under this Agreement, ownership and title to all reports, documents, plans, specifications, and estimates produce as part of this Agreement will automatically be vested in TAMC; and no further agreement will be necessary to transfer ownership to TAMC. Consultant shall furnish TAMC all necessary copies of data needed to complete the review and approval process.

20. Confidentiality of Data.

- a) All financial, statistical, personal, technical, or other data and information relative to TAMC's operations, which are designated confidential by TAMC and made available to Consultant in order to carry out this Agreement, shall be protected by Consultant from unauthorized use and disclosure.

- b) Permission to disclose information on one occasion, or public hearing held by TAMC relating to the Agreement, shall not authorize Consultant to further disclose such information, or disseminate the same on any other occasion.
- c) Consultant shall not comment publicly to the press or any other media regarding the Agreement or TAMC's actions on the same, except to TAMC's staff, Consultant's own personnel involved in the performance of this Agreement, at public hearings or in response to questions from a Legislative committee.
- d) Consultant shall not issue any news release or public relations item of any nature, whatsoever, regarding work performed or to be performed under this Agreement without prior review of the contents thereof by TAMC, and receipt of TAMC'S written permission.
- e) Any subcontract entered into as a result of this Agreement shall contain all of the provisions of this Article.

21. Prevailing Wages. Consultant shall comply with the all prevailing wage requirements, including California Labor Code Section 1770, et seq., and any Federal or local laws or ordinances, that may be applicable to the work to be performed pursuant to this Agreement.

22. Conflict of Interest.

- (a) Consultant shall disclose any financial, business, or other relationship with TAMC that may have an impact upon the outcome of this Agreement, or any ensuing TAMC construction project. Consultant shall also list current clients who may have a financial interest in the outcome of this Agreement, or any ensuing TAMC construction project, which will follow.
- (b) Consultant hereby certifies that it does not now have, nor shall it acquire any financial or business interest that would conflict with the performance of services under this Agreement.
- (c) Any subcontract in excess of \$25,000 entered into as a result of this Agreement, shall contain all of the provisions of this Article.

23. Governing Laws. This Agreement shall be construed and enforced according to the laws of the State of California, and the parties hereby agree that the County of Monterey shall be the proper venue for any dispute arising hereunder.

24. Construction of Agreement. The parties agree that each party has fully participated in the review and revision of this Agreement and that any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not apply in the interpretation

of this Agreement or any exhibit or amendment. To that end, it is understood and agreed that this Agreement has been arrived at through negotiation, and that neither party is to be deemed the party which prepared this Agreement within the meaning of Civil Code Section 1654. Section and paragraph headings appearing herein are for convenience only and shall not be used to interpret the terms of this Agreement.

25. Waiver. Any waiver of any term or condition hereof must be in writing. No such waiver shall be construed as a waiver of any other term or condition herein.

26. Successors and Assigns. This Agreement and all rights, privileges, duties and obligations hereunder, to the extent assignable or delegable, shall be binding upon and inure to the benefit of the parties and their respective successors, permitted assigns and heirs.

27. Time is of the Essence. The parties mutually acknowledge and agree that time is of the essence with respect to every provision hereof in which time is an element. No extension of time for performance of any obligation or act shall be deemed an extension of time for performance of any other obligation or act, nor shall any such extension create a precedent for any further or future extension.

28. Contract Administrators. Consultant's designated principal responsible for administering Consultant's work under this Agreement shall be set forth in Exhibit A; TAMC's designated administrator of this Agreement shall be Debra L. Hale, Executive Director. TAMC's Project Manager under this Agreement shall be Ariana Green, Senior Transportation Planner. TAMC's Finance Officer is Dave Delfino.

29. Notices. Notices required under this Agreement shall be delivered personally or by electronic facsimile, or by first class or certified mail with postage prepaid. Notice shall be deemed effective upon personal delivery or facsimile transmission, or on the third day after deposit with the U.S. Postal Service. Consultant shall give TAMC prompt notice of any change of address. Unless otherwise changed according to these notice provisions, notices shall be addressed as follows:

To TAMC:	Debra L. Hale	To Consultant:
	Executive Director	
	55-B Plaza Circle	
	Salinas, CA 93901	
Tel:	831-775-0903	Tel:
Fax:	831-775-089	Fax:
Email:	debbie@tamcmonterey.org	Email:

30. Non-exclusive Agreement. This Agreement is non-exclusive and both parties reserve the right to contract with other entities for the same or similar services.

31. Execution of Agreement. Any individual executing this Agreement on behalf of an entity represents and warrants that he or she has the requisite authority to enter into this Agreement on behalf of such entity and to bind the entity to the terms and conditions hereof. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same agreement.
32. Exhibits. The following Exhibits are attached hereto and incorporated by reference:
- Exhibit A – Scope of Work and Work Schedule
 - Exhibit B – Budget/Approved Consultant’s Cost Proposal
 - Exhibit C – Invoice Cover Sheet Format
 - Exhibit D - Accessibility Best Practices for Documents and Outreach
33. Entire Agreement. This document, including all exhibits hereto, constitutes the entire agreement between the parties, and supersedes any and all prior written or oral negotiations and representations between the parties concerning all matters relating to the subject of this Agreement.

IN WITNESS WHEREOF, TAMC and Consultant execute this agreement as follows:

TAMC

[CONSULTANT]

By: _____ By: _____
Debra L. Hale Name:
Executive Director Title:

Dated: _____ Dated: _____

By: _____
Name:
Title:

Dated: _____

INSTRUCTIONS: If Consultant is a corporation (including limited liability and nonprofit corporations), the full legal name of the corporation shall be set forth together with the signatures of two specified officers (e.g., (1) chairperson of the board, the president or any vice president and (2) the secretary, any assistant secretary, the chief financial officer or any assistant treasurer). If Consultant is a partnership, the name of the partnership shall be set forth together with the signature of a partner with authority to execute this Agreement on behalf of the partnership. If Consultant is contracting in an individual capacity, the individual shall set forth the name of his or her business, if any, and shall personally sign the Agreement.

Approved as to form:

TAMC Counsel

Dated: _____

For TAMC internal use:

Work Element number to be used for the contract: _____

EXHIBIT A: Scope of Work and Schedule

Project Title: Sustainable City Year: Safe Routes to School Partnership

Consultant Project Manager: Daniel Fernandez

PROJECT DETAILS:

This agreement will focus the next five years of California State University Monterey Bay's Sustainable City Year Program on supporting TAMC's Safe Routes to School projects, programs and events in jurisdictions across Monterey County. The Sustainable City Year program enables students from a wide variety of disciplines to contribute to public agency projects as part of their coursework.

The first year of the contract will include student support with bicycle, pedestrian and vehicle counts, community engagement and safe routes to school planning, cognitive psychology research, Geographic Information System (GIS) mapping, education/promotional videos, and traffic garden design.

RESPONSIBLE PARTIES:

The Transportation Agency for Monterey County (TAMC) will work with the Sustainable City Year Program Administrator to find suitable engagement opportunities for students. TAMC staff will coordinate with faculty, staff and students participating in the Sustainable City Year program to successfully integrate them into Safe Routes to School and complete streets projects and share professional expertise in the areas of Transportation Planning and Engineering as needed. TAMC will work with CSUMB to showcase student contributions and support student participation in the Educational Partnerships for Innovation in Communities (EPIC) Conference and other conferences and workshops as opportunities arise.

The Sustainable City Year Program Administrator will be responsible for coordinating with CSUMB faculty and staff to develop and implement coursework that will involve students in Safe Routes to School and complete streets projects in meaningful ways. The Administrator will organize student participation in the EPIC Conference and other conferences and workshops and provide the TAMC Safe Routes to School Manager with invoices and progress reports. Participating faculty and staff will be responsible for implementing coursework and managing student interns and projects.

Both the Sustainable City Year Program Administrator and TAMC's Safe Routes to School Manager will meet before the start of each school semester to agree on the classes that will be included in the contract scope of work for the upcoming year and finalize the classes for the upcoming semester for each year of the contract.

OVERALL PARTNERSHIP OBJECTIVES:

- Enhance Safe Routes to School projects, programs and events with the goal of increasing community participation;
- Assist TAMC in identifying Safe Routes to School needs and transportation disadvantaged communities across Monterey County;

- Assist TAMC through data collection and research to measure the impacts of safe routes to school infrastructure and programming and provide data that can be used to secure grant funding;
- Assist TAMC in developing maps and visuals to better communicate with members of the public and/or for use in grant applications;
- Develop educational and promotional videos for the Safe Routes to School program;
- Provide students with real world transportation planning and engineering-related experiences; and
- Provide students opportunities to learn about transportation-related careers and connect with local professionals.

SCOPE OF WORK

1. Coordination

Task 1.1 Project Kick-Off Meeting

- TAMC Safe Routes to School Manager and Sustainable City Year Program Administrator will meet to discuss project expectations including invoicing, reporting, and all other relevant project information. Meeting summary will be documented by TAMC staff.
- Responsible Parties: TAMC and CSUMB

Task 1.2 Admin Coordination

- Monthly check-in meetings with Sustainable City Year Program Administrator and TAMC Safe Routes to School Manager to ensure good communication on upcoming tasks, project progress, schedule and budget. CSUMB staff/faculty participating in the program will be invited to participate in coordination meetings as needed.
- Responsible Parties: TAMC & CSUMB

Task	Deliverable
<i>1.1</i>	<i>Meeting Notes</i>
<i>1.2</i>	<i>Log of Meetings</i>

2. Course Development & Implementation

Task 2.1 Call for Classes

- Sustainable City Year Program Administrator will put out a call across CSUMB for those who would like to participate in the Sustainable City Year: Safe Routes to School Partnership every semester.
- Responsible Parties: TAMC and CSUMB

Task 2.2 Course Development

- CSUMB staff/faculty will work with Sustainable City Year Program Administrator and TAMC Safe Routes to School Manager to develop coursework in line with Safe Routes to School/complete streets needs. Proposals will include a scope of work, budget and schedule.
- Responsible Parties: TAMC & CSUMB

Task 2.3 Course Implementation

- CSUMB staff/faculty will guide and manage students through the agreed upon coursework. Depending on the project, coursework may involve multiple classes of students over multiple semesters.
- The program will allow for paid student internships and contribute to staff and faculty wages.
- TAMC will provide Transportation Planning and Engineering expertise and provide training for activities such as bicycle and pedestrian counts and safe streets demonstrations.
- Students will present work products, reports and findings. Some work products may be used in grant applications to fund Safe Routes to School or complete streets projects.
- TAMC will work with CSUMB to share and highlight student reports/findings.
- Responsible Parties: TAMC & CSUMB

Task	Deliverable
2.1	<i>Email</i>
2.2	<i>Proposals</i>
2.3	<i>Student reports/presentations/work products; press releases; photos</i>

3. Conferences & Workshops

Task 3.1 EPIC Conference

- Sustainable City Year
- Program Administrator and CSUMB faculty/staff will organize student annual participation in the Educational Partnerships for Innovation in Communities (EPIC) Conference. TAMC staff will provide support for conference presentations as needed.
- Responsible Parties: CSUMB and TAMC

Task 3.2 Other Conferences & Workshops

- TAMC and CSUMB will coordinate on other conference and workshop opportunities.
- Responsible Parties: TAMC & CSUMB

Task	Deliverable
3.1	<i>Meeting Notes</i>
3.2	<i>Log of Meetings</i>

4. Supplies & Equipment

Task 4.1 Purchase Supplies & Equipment

- Purchase supplies and equipment necessary to complete agreed-upon coursework. CSUMB and TAMC will agree on the needed supplies and equipment when coursework is finalized before the beginning of each semester.
- Responsible Parties: CSUMB and TAMC

Task	Deliverable
4.1	<i>Supplies and Equipment list/budget for each semester</i>

5. Fiscal Management

Task 5.1: Invoicing

- Prepare quarterly invoices according to the TAMC format, with back up documentation.
- Responsible Parties: Consultant

Task 5.2: Biannual Reports

- Monitor project progress, prepare and submit reports after the conclusion of each semester to TAMC staff providing a summary of project progress and expenditures.
- Responsible Parties: Consultant

Task	Deliverable
5.1	<i>Invoices and back up documentation</i>
5.2	<i>Biannual Reports</i>

Project Schedule (Year 1)

Instructor name	College	Dept	Class Number	Class Title	Semester	Project Ideas
Fernandez	COS	AES	ENSTU 471	Projects for Sustainable City Year Capstone	Fall 2021	Engage students in regular bike/ped/vehicle counts at selected locations; address communications to public/families; address possible routes.
Fernandez	COS	AES	ENSTU 471	Projects for Sustainable City Year Capstone	Spring 2022	Engage students in regular bike/ped/vehicle counts at selected locations; address communications to public/families; address possible routes.
Fernandez	COS	AES	ENSTU 376	Infrastructure Systems	Spring 2022	Address means to make SRS even more safe, interesting and engaging to families through multi-model analysis considerations.
De Miguel	CAHSS	PSY	PSY310	Biopsychology	Fall 2021	Assess the effect of active transportation of physical fitness and cognitive function. Students will provide wearable devices to students to collect data to determine physical fitness and run cognitive tests in a small representative sample.

De Miguel	CAHSS	PSY	PSY310	Biopsychology	Spring 2022	Assess the effect of active transportation of physical fitness and cognitive function. Students will provide wearable devices to students to collect data to determine physical fitness and run cognitive tests in a small representative sample.
Dyer-Seymour	CAHSS	PSY	PSY200	Introductory Research Methods	Fall 2021	Evaluate the effect of walking/biking to school on building a sense of community. Students will engage in data collection via surveys and/or via text. Looking into texting apps that allow for such a thing.
Dyer-Seymour	CAHSS	PSY	PSY200	Introductory Research Methods	Spring 2022	Evaluate the effect of walking/biking to school on building a sense of community. Students will engage in data collection via surveys and/or via text. Looking into texting apps that allow for such a thing.
Hoff	CAHSS	CART	CART424	Environmental Media Arts	Summer/Fall/Spring ongoing	Conceiving and executing public facing content to promote and celebrate TAMC and SRS

Olson	COS	AES	ENVS 332	Intro to GIS/GPS	Fall 2021	Use GIS to analyze transportation routes as part of the Safe Routes to School Program to evaluate their effectiveness and safety.
Galligan	COS	AES	ENVS 332	Intro to GIS/GPS	Fall 2021	Use GIS to analyze transportation routes as part of the Safe Routes to School Program to evaluate their effectiveness and safety.
Lao	CAHSS	SBS	SBS 371	Applications of GIS in Social Sciences and Business	Spring 2022	Use GIS to analyze the efficiency, effectiveness and safety of transportation routes as part of the Safe Routes to School Program.
Attia	COS	ITCD	CST 345	Visual Thinking	Summer/Fall/ Spring 2021- 2022	Assist with the design of the Traffic Garden Project as a part of SRTS at local elementary schools

EXHIBIT B: Budget

OVERALL BUDGET AUG 2021– JUN 2026		
Task #	Task Name	Task Budget
1	Coordination	\$40,000
2	Course Development & Implementation	\$183,800
3	Conferences & Workshops	\$50,000
4	Supplies & Equipment	\$105,000
5	Fiscal Management	\$11,200
	TOTAL	\$390,000

PI: Fernandez					
Sponsor: Transportation Agency of Monterey County (TAMC)					
Title: Sustainable City Year Program TAMC Partnership					
		Rates		Time	
SALARIES & WAGES - STAFF & FACULTY 601000					
Principal Investigator: Dan Fernandez (add'l emp)	\$	76	per hour	250	hours
Jennifer Dyer-Seymour (add'l emp)	\$	72	per hour	28	hours
Zurine de Miguel (add'l emp)	\$	54	per hour	37	hours
Yong Lao (add'l emp)	\$	75	per hour	13.5	hours
Monica Galligan (add'l emp)	\$	41	per hour	25	hours
John Olson (add'l emp)	\$	56	per hour	18	hours
Brent Hoff (add'l emp)	\$	43	per hour	162	hours
Amir Attia (add'l emp)	\$	54	per hour	56.00	hours
Subtotal Salaries & Wages - Staff & Faculty					
SALARIES & WAGES - STUDENTS 601303					
# Undergraduate Student		15	per hour	560	hours
# Graduate Student			per hour		hours
Subtotal Salaries & Wages - Students					
Subtotal Salaries & Wages (Staff & Faculty + Students)					
II. FRINGE BENEFITS 603001-603892					
Fringe benefits (University faculty buy out) @			varies		
Fringe benefits (UCorp full-time employees) @					
Fringe benefits (Ucorp faculty add'l empl., student assistants) @					
Dan Fernandez @ 9.1%			9.1%		
Jennifer Dyer-Seymour @ 9.1%			9.1%		
Zurine de Miguel @ 9.1%			9.1%		
Yong Lao @ 9.1%			9.1%		
Monica Galligan @ 9.1%			9.1%		
John Olson @ 9.1%			9.1%		
Brent Hoff @ 9.1%			9.1%		
Amir Attia @ 9.1%			9.1%		
Student Assistants @ 9.1%			9.1%		
Subtotal Fringe Benefits					

EXHIBIT C: Invoice Cover Page Format

**Sustainable City Year: Safe Routes to School Partnership
 University Corporation at Monterey Bay**

Invoice #

Invoice Date

Invoice Period

Task #	Task Name	Task Budget	Previously billed	Current invoice	Remaining Funds	% billed to date	% Task Complete	Work performed this period
1	Coordination							
2	Course Development & Implementation							
3	Conferences & Workshops							
4	Supplies & Equipment							
5	Fiscal Management							
	TOTAL							

Exhibit D: Accessibility Best Practices for Documents and Outreach

The following are best practices that TAMC commits to complying with, and asks that all final and public draft documents comply, as they align with best practices for web-content accessibility:

Public Outreach Guidance

- Offer alternative ways to engage in outreach for the hard-of-hearing and the blind.
 - Example: Have Talk-to-Text capacity available to engage with the hard of hearing.
- Ensure public meeting rooms are set up in a way that is wheelchair accessible.
- Ensure an alternative to a podium or stage is available in the event an individual cannot participate that way.
- Have at least one wireless microphone available to help ensure public comments are projected in the meeting.
- Develop public workshop handouts in font size 14 (minimum)
 - Handouts could include a project summary sheet, survey, comment card, etc.

Developing ADA Accessible Documents

- Use Calibri, Helvetica, or Arial Font Type.
- Ensure final document content is at least font size 12 (minimum).
- Utilize proper features in Microsoft Word, including, but not limited to:
 - Alt Text for Images and Tables.
 - “Styles” Feature to add emphasis or titles.
 - Built in “Spacing” feature.
- Indicate at the bottom of a Final Document’s Title Page, an ADA Notice stating:
 - **ADA Notice:** For individuals with sensory disabilities, this document is available in alternate formats. For information call (831) 775-0903 or email ada@tamcmonterey.org.

Web Content Accessibility Guidelines

The Web Content Accessibility Guidance (WCAG) was integrated into Section 508 of the American with Disabilities Act in January 2018 as the industry standard in accessibility. Guidance and Success Criteria from the WCAG are organized into the following four principles:

1. Perceivable
 - Provide text alternatives for non-text content.
 - Provide captions and other alternatives for multimedia.
 - Create content that can be presented in different ways, including by assistive technologies, without losing meaning.
 - Make it easier for users to see and hear content.

2. Operable
 - Make all functionality available from a keyboard.
 - Give users enough time to read and use content.
 - Do not use content that causes seizures.
 - Help users navigate and find content.
3. Understandable
 - Make text readable and understandable.
 - Make content appear and operate in predictable ways.
 - Help users avoid and correct mistakes.
4. Robust
 - Maximize compatibility with current and future user tools.

A few key aspects that relate to content to be posted onto the Agency website include:

- Integrating alternative text for images and maps.
- Using distinguishable colors and design techniques that are comprehensible for the color-blind.

For a complete list of WCAG's Guidance, see: <https://www.w3.org/TR/WCAG20/>

If Consultant or subconsultant needs clarification on an ADA best practices, please contact ada@tamcmonterey.org.



Memorandum

To: Board of Directors
From: Michael Zeller, Principal Transportation Planner
Meeting Date: August 25, 2021
Subject: **State Route 156 / Castroville Boulevard Interchange Cooperative Agreement with Caltrans**

RECOMMENDED ACTION:

AUTHORIZE the Executive Director to enter into a Cooperative Agreement with Caltrans to allow the expenditure of \$312,000 of federal DEMO funds to complete the right-of-way process for the State Route 156 / Castroville Boulevard Interchange project, subject to Agency Counsel approval.

SUMMARY:

The 2021 Integrated Funding Plan, as approved by the Transportation Agency Board, programmed \$312,000 of federal DEMO funds to the State Route 156 / Castroville Boulevard Interchange project. In order for Caltrans to expend these funds to finish the right-of-way process, a Cooperative Agreement is required that outlines the duties of Caltrans and the Transportation Agency.

FINANCIAL IMPACT:

The total cost for the final design and right of way phase of the project is \$26.012, funded with \$25.7 million of State Transportation Improvement Program funds and \$312,000 of federal funds. The total construction cost for the project is \$29.5 million, funded with \$20 million from the Trade Corridor Enhancement Program grant, \$4.111 million from state funds, \$5 million from regional developer fees, and \$389,000 from Measure X.

DISCUSSION:

The State Route 156 Castroville Boulevard Interchange Project will replace the existing at-grade signalized intersection on State Route 156 West at Castroville Boulevard with a new grade separated interchange. The project will enhance safety for residents of Castroville, reduce traffic congestion for trucks traveling to and from the region's largest agricultural distribution center, improve access for visitors to the Monterey Peninsula and improve the quality of life for all communities along the corridor. The project includes installing 3 roundabouts at intersections with Castroville Boulevard and frontage roads to significantly improve the flow of traffic and enhance safety for commuters, tourists and truck drivers within the project area. Additionally, the project will fill a gap in the regional bicycle and pedestrian network with added bicycle lanes and sidewalks.

The project is currently in the final design and right of way phase, which is being implemented by Caltrans District 5. This phase of work is funded in the State Transportation Improvement Program. The 2021 Integrated Funding Plan approved by the Transportation Agency Board included an additional \$312,000 of federal High Priority Project (DEMO) funding to cover shortfalls in right of way and keep the project moving towards construction. These federal funds were first earmarked to the Agency in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (or SAFETEA-LU), which was a funding and authorization bill that governed United States federal surface transportation spending. It was signed into law by President George W. Bush on August 10, 2005, and

included a funding dedication to the State Route 156 Widening project in the High Priority Projects program. The Agency has previously used these funds during project development on the environmental impact report, the traffic and revenue studies and tolling analysis, legal review and staff time. This \$312,000 represents the balance of the remaining earmarked funds.

The draft Cooperative Agreement between Caltrans and TAMC, included as a web attachment, is necessary in order to transfer the federal funds from TAMC to Caltrans. The Cooperative Agreement outlines the duties of Caltrans as the implementing agency and of TAMC as the funding agency, and stipulates that Caltrans is responsible for completing all work related to this phase of the project. Successful implementation of this Cooperative Agreement will allow TAMC and Caltrans to stay on schedule with the project development process, including full design of the project and then proceed to construction.

WEB ATTACHMENTS:

[DRAFT Cooperative Agreement for the State Route 156 / Castroville Boulevard Interchange Project](#)



Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 25, 2021
Subject: **Rail Network Integration Study**

RECOMMENDED ACTION:

ADOPT the final Monterey Bay Area Rail Network Integration Study.

SUMMARY:

The study will lay the groundwork for implementing the State Rail Plan in the Monterey Bay Area. The Rail Policy Committee recommends the Board adopt the final Monterey Bay Area Rail Network Integration Study.

FINANCIAL IMPACT:

The study has a budget of \$500,000, funded out of the state Transit and Intercity Rail Capital Program: \$350,000 for consultant costs and \$150,000 for staff and in-house costs. The study will be the foundation for future applications for rail capital and operations grant funding.

DISCUSSION:

The Monterey Bay Area Rail Network Integration Study embodies the technical work necessary to implement future rail service in the region consistent with the goals outlined in the California State Rail Plan.

Specifically, the Study outlines the optimal options for: rail connectivity and operations, equipment needs, governance, and community benefits for future service in the region. The service scenarios developed in the Study relate to three corridors:

- Salinas to Santa Clara County,
- Monterey Peninsula to Santa Cruz, and
- Salinas to San Luis Obispo via southern Monterey County.

Implementation of service is organized in three time horizons: Initial Service (short-term), Phased Service (mid-term), and Vision Service (long-term). For each time horizon, the Study outlines service characteristics; defines infrastructure and train equipment requirements; provides cost and ridership estimates; assesses potential benefits; and provides recommendations regarding governance and funding and financing strategies.

This Study will assist TAMC by providing the data needed to prepare grant applications for funding new stations at Pajaro/Watsonville, Castroville, Soledad and King City. The study is also intended to provide information to guide the TAMC Board of Directors in the next steps towards implementing rail projects in Monterey County connecting to the Central Coast and the Northern California megaregion.

The Rail Policy Committee and a stakeholder technical advisory committee provided input throughout the development of

the Study. The Committees recommend TAMC Board approval of the Monterey Bay Area Rail Network Integration Study.

The final Network integration Study is available on the project website (**web attachment 1**). **Web attachment 2** is the Executive Summary from the final Study.

WEB ATTACHMENTS:

- [Monterey Bay Area Rail Network Integration Study website](#)
- [Network Integration Study Executive Summary](#)



Memorandum

To: Board of Directors
From: Michael Zeller, Principal Transportation Planner
Meeting Date: August 25, 2021
Subject: **2021 Regional Fee Strategic Expenditure Plan**

RECOMMENDED ACTION:

APPROVE the 2021 Strategic Expenditure Plan Update for the Regional Development Impact Fee program.

SUMMARY:

In 2008, the 12 cities and the County of Monterey adopted a Joint Powers Agreement establishing a countywide Regional Development Impact fee to mitigate the impact of new development on, and fund improvements to, the regional transportation system. TAMC administers the fee program and prepares an annual Strategic Expenditure Plan that includes updated project cost estimates, revenue forecasts, other matching funds, and a draft timeline for project delivery.

FINANCIAL IMPACT:

The amount of fees generated is directly related to the level of development in the region. Over 20 years, the draft Regional Development Impact Fee program is projected to generate \$109.2 million for projects with an additional \$10 million for transit capital and 1% for administration, for a total amount of \$120.4 million. Since its adoption in 2008, the program has raised \$9,796,466 and has incurred \$3,919,471 in expenditures, leaving a fund balance of \$5,876,995.

DISCUSSION:

The Joint Powers Agreement for the fee program requires that the Transportation Agency, serving as the Joint Powers Agency Board, annually update the Regional Development Impact Fee Strategic Expenditure each August. The initial Strategic Expenditure Plan was approved by the Board in August 2009 and has been updated annually since that time. In 2013 and 2018, the nexus study for the program was also updated, per the state's Mitigation Fee Act. The next such update will occur in 2023.

The current plan includes updated project cost estimates (adjusted based on the average of the previous year's construction cost index of +5.88%), revenue estimates for the Regional Development Impact Fee and other matching funds, and a draft timeline for project delivery. This update also incorporates the newly created fifth zone encompassing the area of the former Fort Ord. Prior Transportation Agency Board policy has been that once the Fort Ord Reuse Authority sunsets and the Communities Facilities District fee is no longer in effect, then the "Zone 5 - FORA" would become active. The Fort Ord Reuse Authority sunset on June 30, 2020 and Transportation Agency staff notified the affected jurisdictions that collection of regional fees in Zone 5 should commence as of July 1, 2020.

The Strategic Expenditure Plan prioritizes projects in three tiers, to identify which projects are considered near-term (Tier 1), medium-term (Tier 2), and long-term (Tier 3), in relation to the fee program's 2035 time horizon. Projects

that are likely to go to construction sooner and/or have secured funding are scheduled for earlier delivery in the plan. Since the fee program only funds new development's share of a project cost, which is less than 100%, the scheduled delivery of projects in the program depends on the availability of other revenues. Those other funding sources, such as the State Transportation Improvement Program, are variable. The Agency forecasts the federal, state and local monies that the region expects to receive in the long-range Regional Transportation Plan financial analysis, and the fee program Strategic Expenditure Plan has been updated to be consistent with the revenue forecast in that plan. The regional fee expenditure plan also maintains consistency with the programming actions included in the Board-approved 2021 Integrated Funding Plan, which covers the near-term Tier 1 horizon. Each fee program project is projected to be funded according to the revenue assumptions in the Regional Transportation Plan, but not all those matching funds have been secured.

The financial forecast in the fee program Strategic Expenditure Plan has also been updated to account for the actual revenues and expenditures from 2009 through 2020. During the Previous Cycle, \$2.2 million in regional fee revenues paid for a portion of the construction of the \$91.2 million US 101 San Juan Road Interchange project, per TAMC Board direction (the remaining project costs were funded with a variety of other state and federal funds). Utilizing Regional Development Impact Fee funds on the US 101 San Juan Road Interchange project freed up \$2.2 million of Regional Surface Transportation Program funds for local projects. In addition, the Transportation Agency advanced \$307,398 in Regional Development Impact Fee funds to the State Route 68 Commuter Improvements project. The advance funding allowed the intersection improvements at Highway 68 and San Benancio, a subset of the full State Route 68 Commuter Improvements project, to be completed in October 2012. In return for allocating the regional development fees, the County of Monterey directed the Fort Ord Reuse Authority to reimburse the Transportation Agency with \$312,205 in FORA fees for the project. This reimbursement from FORA was received in June 2014. In 2016, construction began on the Holman Highway 68 roundabout, which utilized \$1,104,719 of regional fee revenues. Additionally, regional fee revenues have been used on project development for the State Route 156 widening project in an amount of \$188,337.

Currently, the Regional Development Impact Fee program has a balance of \$5.9 million. The Board has previously approved programming these funds to State Route 156 Improvements (the Castroville Boulevard Interchange and the Blackie Road Extension projects). For the Castroville Boulevard Interchange project, regional fee funds in the amount of \$5 million along with Measure X funds in the amount of \$389,000 are being used as a match to a \$20 million Senate Bill 1 Trade Corridors Enhancement Program grant that the Agency and Caltrans received. For the Blackie Road Extension project, \$250,000 of regional fee funds are being matched with \$250,000 of Senate Bill 1 Local Partnership Program formula funds.

ATTACHMENTS:

- ▣ 2021 Regional Fee Strategic Expenditure Plan
- ▣ Regional Fee - FY21/22 Construction Cost Update

Transportation Agency for Monterey County
Regional Development Impact Fee Program
2021 Strategic Expenditure Plan

Total Regional Development Impact Fees Collected	\$	9,796,466
Expenditures:		
<i>US 101 San Juan Road Interchange - completed</i>	\$	2,234,375
<i>SR-68 (Holman Hwy) Roundabout - completed</i>	\$	1,104,719
<i>SR 68 Commuter Improvements</i>	\$	307,398
<i>SR 156 Widening</i>	\$	188,337
<i>Vehicle Miles Traveled Study</i>	\$	1,103
<i>Administration</i>	\$	83,540
	\$	3,919,471
Current Regional Development Impact Fee Fund Balance	\$	5,876,995

Revenue Estimates	Tier 1 2017-2024	Tier 2 2025-2030	Tier 3 2030-2035
Total Regional Fees Collected	\$ 5,876,995	\$ 46,555,738	\$ 56,788,709
Carryover of Unexpended Revenues from Previous Cycle		\$ 626,995	\$ -
Total Estimated Revenues	\$ 5,876,995	\$ 47,182,733	\$ 56,788,709

Expenditure Projections	Total Project Cost	Regional Fee Share of Cost	Tier 1 2017-2024	Tier 2 2025-2030	Tier 3 2030-2035
SR 1 Corridor & Busway	\$ 27,910,974	\$ 2,498,564		\$ 2,498,564	
SR 156 Widening	\$ 157,230,450	\$ 21,209,457	\$ 5,250,000		\$ 15,959,457
Marina-Salinas Corridor	\$ 78,582,024	\$ 19,392,909			\$ 19,392,909
Davis Road North	\$ 8,153,744	\$ 1,447,360		\$ 1,447,360	
Davis Road South	\$ 16,585,744	\$ 9,637,732		\$ 9,637,732	
Del Monte Corridor Improvements	\$ 52,295,264	\$ 9,419,577		\$ 9,419,577	
US 101 South County Phase 1 (Frontage Rds - Salinas to Chualar)	\$ 113,933,184	\$ 20,018,087		\$ 20,018,087	
US 101 South County Phase 2 (Harris Road Interchange)	\$ 63,081,900	\$ 8,329,055			\$ 8,329,055
SR 68 Commuter Improvements	\$ 84,272,570	\$ 3,460,269		\$ 3,460,269	
US 101 Widening from Airport Blvd to Boronda Rd	\$ 60,987,602	\$ 5,326,881			\$ 5,326,881
G12 San Miguel Canyon Improvements	\$ 78,228,934	\$ 7,780,408			\$ 7,780,408
Salinas Road Improvements	\$ 7,921,864	\$ 701,145		\$ 701,145	
Total Regional Fee Projected Expenditures	\$ 749,184,254	\$ 109,221,443	\$ 5,250,000	\$ 47,182,733	\$ 56,788,709

Additional Projected Revenue Sources from 2018 Regional Transportation Plan

The Regional Development Impact Fee provides one source of funding to cover the costs of the fee program projects. Each of these projects are listed on the constrained list for the 2018 Regional Transportation Plan. The financial element of the 2018 Regional Transportation Plan has identified a sufficient pool of forecasted funding from various sources to fully fund these projects. Those funding sources include: City / County Developer Fees; Countywide Transportation Improvement Measure; Highway 156 Toll Revenues; State Transportation Improvement Program; Senate Bill 1 funding programs; and Regional Surface Transportation Program.

Transportation Agency for Monterey County
Regional Development Impact Fee Program
Fee per Trip - FY21/22 Construction Cost Update

#	2018 Regional Development Impact Fee Project List	Project Cost	Project Cost (FY21/22 CCI) 5.88%	New Development Percent Share	New Development Cost Share	Benefit Zone 1 - North County	
						%	Cost
1	SR-1 Corridor & Busway	\$ 27,910,974	\$ 29,552,139	8.5%	\$ 2,498,564	0.0%	\$ -
2	SR-156 Widening	\$ 157,230,450	\$ 166,475,600	12.7%	\$ 21,209,457	2.4%	\$ 3,914,934
3	Marina-Salinas Corridor	\$ 78,582,024	\$ 83,202,647	23.3%	\$ 19,392,909	0.3%	\$ 209,757
4	Davis Road North	\$ 8,153,744	\$ 8,633,184	16.8%	\$ 1,447,360	0.4%	\$ 33,182
5	Davis Road South	\$ 16,585,744	\$ 17,560,986	54.9%	\$ 9,637,732	0.7%	\$ 120,061
6	Del Monte Corridor Improvements	\$ 52,295,264	\$ 55,370,226	17.0%	\$ 9,419,577	0.1%	\$ 38,610
7	US-101 South County Phase 1 (Frontage Roads - Salinas to Chualar)	\$ 113,933,184	\$ 120,632,455	16.6%	\$ 20,018,087	0.0%	\$ -
8	US-101 South County Phase 2 (Harris Road Interchange)	\$ 63,081,900	\$ 66,791,116	12.5%	\$ 8,329,055	0.0%	\$ -
9	SR-68 Commuter Improvements	\$ 84,272,570	\$ 89,227,797	3.9%	\$ 3,460,269	0.0%	\$ -
10	US-101 Widening from Airport Boulevard to Boronda Road	\$ 60,987,602	\$ 64,573,673	8.2%	\$ 5,326,881	0.0%	\$ -
11	County Route G12 San Miguel Canyon Improvements	\$ 78,228,934	\$ 82,828,795	9.4%	\$ 7,780,408	6.6%	\$ 5,457,571
12	Salinas Road Improvements	\$ 7,921,864	\$ 8,387,670	8.4%	\$ 701,145	5.2%	\$ 438,742
Total		\$ 749,184,254	\$ 793,236,288		\$ 109,221,443		\$ 10,212,858

Transit Component	\$ 10,000,000	\$ 528,885
Administration (1%)	\$ 1,192,214	\$ 107,417
Total	\$ 120,413,657	\$ 10,849,160

Zone Trips 24,310

Fee per Trips	\$ 446.28
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Transportation Agency for Monterey County
Regional Development Impact Fee Program
Fee per Trip - FY21/22 Construction Cost Update

#	2018 Regional Development Impact Fee Project List	Project Cost	Project Cost (FY21/22 CCI) 5.88%	New Development Percent Share	New Development Cost Share	Benefit Zone 2 - Greater Salinas	
						%	Cost
1	SR-1 Corridor & Busway	\$ 27,910,974	\$ 29,552,139	8.5%	\$ 2,498,564	0.0%	\$ 9,779
2	SR-156 Widening	\$ 157,230,450	\$ 166,475,600	12.7%	\$ 21,209,457	0.2%	\$ 309,074
3	Marina-Salinas Corridor	\$ 78,582,024	\$ 83,202,647	23.3%	\$ 19,392,909	8.7%	\$ 7,248,429
4	Davis Road North	\$ 8,153,744	\$ 8,633,184	16.8%	\$ 1,447,360	8.1%	\$ 695,156
5	Davis Road South	\$ 16,585,744	\$ 17,560,986	54.9%	\$ 9,637,732	23.7%	\$ 4,166,132
6	Del Monte Corridor Improvements	\$ 52,295,264	\$ 55,370,226	17.0%	\$ 9,419,577	0.4%	\$ 212,357
7	US-101 South County Phase 1 (Frontage Roads - Salinas to Chualar)	\$ 113,933,184	\$ 120,632,455	16.6%	\$ 20,018,087	6.3%	\$ 7,622,062
8	US-101 South County Phase 2 (Harris Road Interchange)	\$ 63,081,900	\$ 66,791,116	12.5%	\$ 8,329,055	3.0%	\$ 1,981,374
9	SR-68 Commuter Improvements	\$ 84,272,570	\$ 89,227,797	3.9%	\$ 3,460,269	0.7%	\$ 596,094
10	US-101 Widening from Airport Boulevard to Boronda Road	\$ 60,987,602	\$ 64,573,673	8.2%	\$ 5,326,881	5.8%	\$ 3,759,072
11	County Route G12 San Miguel Canyon Improvements	\$ 78,228,934	\$ 82,828,795	9.4%	\$ 7,780,408	0.3%	\$ 223,972
12	Salinas Road Improvements	\$ 7,921,864	\$ 8,387,670	8.4%	\$ 701,145	0.0%	\$ -
Total		\$ 749,184,254	\$ 793,236,288		\$ 109,221,443		\$ 26,823,501

Transit Component	\$ 10,000,000	\$ 4,426,986
Administration (1%)	\$ 1,192,214	\$ 312,505
Total	\$ 120,413,657	\$ 31,562,991

Zone Trips 83,289

Fee per Trips \$ 378.96

Transportation Agency for Monterey County
Regional Development Impact Fee Program
Fee per Trip - FY21/22 Construction Cost Update

#	2018 Regional Development Impact Fee Project List	Project Cost	Project Cost (FY21/22 CCI) 5.88%	New Development Percent Share	New Development Cost Share	Benefit Zone 3 - Peninsula and South Coast	
						%	Cost
1	SR-1 Corridor & Busway	\$ 27,910,974	\$ 29,552,139	8.5%	\$ 2,498,564	6.5%	\$ 1,921,868
2	SR-156 Widening	\$ 157,230,450	\$ 166,475,600	12.7%	\$ 21,209,457	9.1%	\$ 15,123,231
3	Marina-Salinas Corridor	\$ 78,582,024	\$ 83,202,647	23.3%	\$ 19,392,909	5.1%	\$ 4,264,564
4	Davis Road North	\$ 8,153,744	\$ 8,633,184	16.8%	\$ 1,447,360	3.5%	\$ 301,188
5	Davis Road South	\$ 16,585,744	\$ 17,560,986	54.9%	\$ 9,637,732	5.5%	\$ 961,292
6	Del Monte Corridor Improvements	\$ 52,295,264	\$ 55,370,226	17.0%	\$ 9,419,577	14.9%	\$ 8,263,266
7	US-101 South County Phase 1 (Frontage Roads - Salinas to Chualar)	\$ 113,933,184	\$ 120,632,455	16.6%	\$ 20,018,087	1.8%	\$ 2,126,765
8	US-101 South County Phase 2 (Harris Road Interchange)	\$ 63,081,900	\$ 66,791,116	12.5%	\$ 8,329,055	3.7%	\$ 2,456,321
9	SR-68 Commuter Improvements	\$ 84,272,570	\$ 89,227,797	3.9%	\$ 3,460,269	2.2%	\$ 1,982,328
10	US-101 Widening from Airport Boulevard to Boronda Road	\$ 60,987,602	\$ 64,573,673	8.2%	\$ 5,326,881	0.1%	\$ 39,405
11	County Route G12 San Miguel Canyon Improvements	\$ 78,228,934	\$ 82,828,795	9.4%	\$ 7,780,408	0.5%	\$ 417,323
12	Salinas Road Improvements	\$ 7,921,864	\$ 8,387,670	8.4%	\$ 701,145	0.1%	\$ 5,567
Total		\$ 749,184,254	\$ 793,236,288		\$ 109,221,443		\$ 37,863,117

Transit Component	\$ 10,000,000	\$ 4,097,352
Administration (1%)	\$ 1,192,214	\$ 419,605
Total	\$ 120,413,657	\$ 42,380,074

Zone Trips 92,378

Fee per Trips	\$ 458.77
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Transportation Agency for Monterey County
Regional Development Impact Fee Program
Fee per Trip - FY21/22 Construction Cost Update

#	2018 Regional Development Impact Fee Project List	Project Cost	Project Cost (FY21/22 CCI) 5.88%	New Development Percent Share	New Development Cost Share	Benefit Zone 4 - South County	
						%	Cost
1	SR-1 Corridor & Busway	\$ 27,910,974	\$ 29,552,139	8.5%	\$ 2,498,564	0.0%	\$ 14,397
2	SR-156 Widening	\$ 157,230,450	\$ 166,475,600	12.7%	\$ 21,209,457	0.0%	\$ -
3	Marina-Salinas Corridor	\$ 78,582,024	\$ 83,202,647	23.3%	\$ 19,392,909	0.5%	\$ 445,364
4	Davis Road North	\$ 8,153,744	\$ 8,633,184	16.8%	\$ 1,447,360	0.0%	\$ -
5	Davis Road South	\$ 16,585,744	\$ 17,560,986	54.9%	\$ 9,637,732	0.9%	\$ 162,483
6	Del Monte Corridor Improvements	\$ 52,295,264	\$ 55,370,226	17.0%	\$ 9,419,577	0.1%	\$ 33,950
7	US-101 South County Phase 1 (Frontage Roads - Salinas to Chualar)	\$ 113,933,184	\$ 120,632,455	16.6%	\$ 20,018,087	8.1%	\$ 9,820,700
8	US-101 South County Phase 2 (Harris Road Interchange)	\$ 63,081,900	\$ 66,791,116	12.5%	\$ 8,329,055	4.9%	\$ 3,279,465
9	SR-68 Commuter Improvements	\$ 84,272,570	\$ 89,227,797	3.9%	\$ 3,460,269	0.5%	\$ 411,351
10	US-101 Widening from Airport Boulevard to Boronda Road	\$ 60,987,602	\$ 64,573,673	8.2%	\$ 5,326,881	2.1%	\$ 1,349,498
11	County Route G12 San Miguel Canyon Improvements	\$ 78,228,934	\$ 82,828,795	9.4%	\$ 7,780,408	1.9%	\$ 1,591,427
12	Salinas Road Improvements	\$ 7,921,864	\$ 8,387,670	8.4%	\$ 701,145	3.0%	\$ 255,632
Total		\$ 749,184,254	\$ 793,236,288		\$ 109,221,443		\$ 17,364,268

Transit Component	\$ 10,000,000	\$ 540,920
Administration (1%)	\$ 1,192,214	\$ 179,052
Total	\$ 120,413,657	\$ 18,084,240

Zone Trips 82,870

Fee per Trips	\$ 218.22
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Transportation Agency for Monterey County
Regional Development Impact Fee Program
Fee per Trip - FY21/22 Construction Cost Update

#	2018 Regional Development Impact Fee Project List	Project Cost	Project Cost (FY21/22 CCI) 5.88%	New Development Percent Share	New Development Cost Share	Benefit Zone 5 - FORA	
						%	Cost
1	SR-1 Corridor & Busway	\$ 27,910,974	\$ 29,552,139	8.5%	\$ 2,498,564	1.9%	\$ 552,520
2	SR-156 Widening	\$ 157,230,450	\$ 166,475,600	12.7%	\$ 21,209,457	1.1%	\$ 1,862,218
3	Marina-Salinas Corridor	\$ 78,582,024	\$ 83,202,647	23.3%	\$ 19,392,909	8.7%	\$ 7,224,795
4	Davis Road North	\$ 8,153,744	\$ 8,633,184	16.8%	\$ 1,447,360	4.8%	\$ 417,834
5	Davis Road South	\$ 16,585,744	\$ 17,560,986	54.9%	\$ 9,637,732	24.1%	\$ 4,227,763
6	Del Monte Corridor Improvements	\$ 52,295,264	\$ 55,370,226	17.0%	\$ 9,419,577	1.6%	\$ 871,394
7	US-101 South County Phase 1 (Frontage Roads - Salinas to Chualar)	\$ 113,933,184	\$ 120,632,455	16.6%	\$ 20,018,087	0.4%	\$ 448,560
8	US-101 South County Phase 2 (Harris Road Interchange)	\$ 63,081,900	\$ 66,791,116	12.5%	\$ 8,329,055	0.9%	\$ 611,895
9	SR-68 Commuter Improvements	\$ 84,272,570	\$ 89,227,797	3.9%	\$ 3,460,269	0.5%	\$ 470,496
10	US-101 Widening from Airport Boulevard to Boronda Road	\$ 60,987,602	\$ 64,573,673	8.2%	\$ 5,326,881	0.3%	\$ 178,906
11	County Route G12 San Miguel Canyon Improvements	\$ 78,228,934	\$ 82,828,795	9.4%	\$ 7,780,408	0.1%	\$ 90,114
12	Salinas Road Improvements	\$ 7,921,864	\$ 8,387,670	8.4%	\$ 701,145	0.0%	\$ 1,204
Total		\$ 749,184,254	\$ 793,236,288		\$ 109,221,443		\$ 16,957,699

Transit Component	\$ 10,000,000	\$ 405,857
Administration (1%)	\$ 1,192,214	\$ 173,636
Total	\$ 120,413,657	\$ 17,537,191

Zone Trips 38,113

Fee per Trips	\$ 460.14
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Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board
Meeting Date: August 25, 2021
Subject: **Committee Minutes**

RECOMMENDED ACTION:

ACCEPT draft minutes of the Transportation Agency Committees:

- Executive Committee - draft minutes of August 4, 2021
- Rail Policy Committee - draft minutes of August 2, 2021
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of August 4, 2021
- [Technical Advisory Committee](#) - draft minutes of August 5, 2021
- [Excellent Transportation Oversight Committee](#) - No meeting

ATTACHMENTS:

- ▢ Draft August 2, 2021 Rail Policy Committee minutes
- ▢ Draft August 4, 2021 Executive Committee minutes

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

RAIL POLICY COMMITTEE MEETING

DRAFT Minutes of August 2, 2021

Transportation Agency for Monterey County

ZOOM REMOTE VIDEO/PHONE CONFERENCE ONLY

	AUG 20	SEP 20	OCT 20	NOV 20	JAN 21	FEB 21	MAR 21	APR 21	MAY 21	JUN 21	JUL 21	AUG 21
L. Alejo, Dist. 1 (L. Gonzalez, J. Gomez)	P(A)	C	P(A)	P(A)	P(A)	P(A)	C	P(A)	P(A)	P(A)	N	P(A)
J. Phillips, Dist. 2 (J. Stratton, C. Link)	P(A)	A	P(A)	P(A)	P(A)	P(A)	A	P(A)	P(A)	P(A)	O	P(A)
W. Askew, Dist. 4 (Y. Anderson)	P(A)	N	P(A)	-	P(A)	E	N	P(A)	P(A)	P(A)		E
M. Adams, Dist. 5, (S. Hardgrave , C. Courtney)	P(A)	C	P(A)	E	E	P(A)	C	P(A)	P(A)	P(A)	M	P(A)
M. LeBarre, King City, Chair (C. DeLeon)	P	E	P	P	P	P	E	P	P	P	E	P
C. Medina Dirksen, Marina (B. Delgado)	-	L	-	-	-	P	L	-	-	P(A)	E	P
E. Smith, Monterey (D. Albert, A. Renny)	E	L	P	P	P	P	L	P	P	E	T	E
K. Craig, Salinas, (C. Cromeenes)	P	E	P	P	P	E	E	P	P	P	I	P
G. Hawthorne, Sand City (J. Blackwelder , K. Cruz)	P(A)	D	-	P(A)	P(A)	P(A)	D	P(A)	P(A)	P(A)	N	P(A)
I. Oglesby, Seaside (D. Pacheco)	P		-	-	P	P		P	P	P	G	P
A. Chavez, Soledad (F. Ledesma)	P		-	P	-	P		-	P	P		P
D. Potter, At Large Member, Vice Chair	P		P	P	-	E		P	P	P		P
M. Twomey, AMBAG (H. Adamson , P. Hierling)	P(A)		P(A)	P(A)	-	P(A)		P(A)	P(A)	P(A)		P(A)
O. Monroy-Ochoa, Caltrans District 5	-		-	-		P		-	-	-		-
C. Sedoryk, MST (L. Rheinheimer)	P(A)		P(A)	P(A)	P(A)	P(A)		P(A)	P(A)	P(A)		P(A)
STAFF												
D. Hale, Exec. Director	P		P	P	P	P		P	P	P		E
T. Muck, Deputy Exec. Director	P		P	P	P	P		P	P	P		P
C. Watson, Principal Transp. Planner	P		P	P	P	P		P	P	P		P
M. Zeller, Principal Transp. Planner	P		P	P	P	P		P	P	E		P
T. Wright, Outreach Coordinator	P		-	P	P	P		P	-	P		-
M. Montiel Admin Assistant	P		P	P	P	P		P	P	P		P
L. Williamson, Senior Engineer	P		P	-	P	P		P	P	P		P
M. Jacobsen, Transportation Planner	P		P	P	P	P		P	P	P		P
D. Bilse, Principal Engineer								P	-	-		-

1. QUORUM CHECK AND CALL TO ORDER

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

OTHERS PRESENT

Oscar Antillon	City of Soledad	Octavio Hurtado	City of King City
Barry Scott	Friends of the Rail and Trail	Andrew Easterling	City of Salinas
Camille Tsao	CCJPA – Link21	Nicole Franklin	BART – Link21
Alex Evans	HNTB – Link21	Aaron Hernandez	TAMC staff
Benson Kwong	Caltrans	Shannon Simonds	Caltrans
Ryan Park	AECOM	Chris Bjornstad	Caltrans D5
Lukas Yanni	AECOM	Brad Tarp	Public
Michael Pisano	Public		

2. PUBLIC COMMENTS

Barry Scott announced that a Greenway petition ballot measure is circulating to oppose the rail in Santa Cruz County. He noted that battery operated streetcar demonstration is scheduled for Watsonville at the end of September.

3. CONSENT AGENDA

M/S/C Potter/Stratton /unanimous

3.1 Approved minutes of the June 7, 2021, Rail Policy Committee meeting.

3.2 Received update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles.

END OF CONSENT AGENDA

4. LINK21 PROJECT PRESENTATION

The Committee received a presentation on the Link21 project.

Christina Watson, Principal Transportation Planner, introduced the Link21 Team: Alex Evans, HNTB, Camille Tsao, Capitol Corridor Joint Powers Authority (CCJPA), and Nicole Franklin, Bay Area Rapid Transit District (BART). Camille presented on the Link21 project, formerly called the New Transbay Rail Crossing, a project spearhead by BART and CCJPA to improve rail connections in the San Francisco Bay Area and the Northern California Megaregion. She noted that the featured project in Link21 is a new tunnel providing an electrified rail connection between San Francisco and Oakland.

Committee Chair LeBarre thanked the presenters and noted that long operating hours on nights and weekends would be helpful to encourage vacations by rail.

5. RAIL NETWORK INTEGRATION STUDY

M/S/C Potter/Oglesby/unanimous

The Committee received an update on the Monterey Bay Area Rail Network Integration Study and recommended the Board of Directors adopt the final study.

Ryan Park, AECOM, presented on the Network Integration Study update on schedule and deliverables, virtual open house, and next steps. He noted that the final study will be presented to the TAMC Board on August 25 for adoption. Next steps are to coordinate with 2022 California State Rail Plan and apply for grants.

6. SALINAS RAIL KICK START PROOJECT UPDATE

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

Laurie Williamson, Senior Engineer, reported that the construction team continues to work towards project completion.

Christina Watson, Principal Transportation Planner, noted that staff continues to coordinate with the City of Salinas on the land transfer.

Mike Zeller, Principal Transportation Planner, reported that staff and consultants continue to further negotiations on the five parcels for the Salinas layover facility.

Ms. Watson reviewed design progress, including the development of a Memorandum of Understanding with the City of Gilroy and the Santa Clara Valley Transportation Authority (VTA).

7. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS

Committee Alternate Cruz announced the hand cars are now running and bringing in a crowd. Committee Member Medina-Dirksen noted to make online reservations and that it's sold out on weekends. She mentioned that the cost is \$130 for four people; she noted the City of Marina has a fund to help anyone who wants to ride but can't afford it.

Christina Watson announced the next Committee meeting is on September 13, 2021, at 3 pm.

Committee Chair LeBarre asked how we coordinate with Santa Cruz County. Ms. Watson replied that we have several ways of coordination. Chair LeBarre suggested asking if they want to have a spot on the TAMC Rail Policy Committee.

8. ADJOURN

Chair LeBarre adjourned the meeting at 3:51 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: Ed Smith (Chair),
 Mary Adams (1st Vice Chair), Michael LeBarre (2nd Vice Chair),
 Luis Alejo (Past Chair),
 Chris Lopez (County representative), Kimbley Craig (City representative)*

Wednesday, August 4, 2021

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

REMOTE VIDEO/PHONE CONFERENCE ONLY

EXECUTIVE COMMITTEE	SEP 20	OCT 20	NOV 20	JAN 21	FEB 21	MAR 21	APR 21	MAY 21	JUN 21	AUG 21
Ed Smith, Chair Monterey (D. Albert, A. Renny)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Mary Adams, 1st Vice Chair Supr. Dist. 5 (S. Hardgrave, C. Courtney)	P (VC)	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)
Michael LeBarre, 2nd Vice Chair King City (C. DeLeon)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Luis Alejo, Past Chair Supr. Dist. 1 (L. Gonzales/ J. Gomez)	P (VC)	P (VC)	P (VC)	A (VC)	P (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Chris Lopez, County Representative Supr. Dist. 2 (P. Barba)	P (VC)	P (VC)	P (VC)	A (VC)	P (VC)	P (VC)	P (VC)	P (VC)	E	P (VC)
Kimbley Craig, City Representative (C. Cromeenes)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)

TC: via teleconference; VC: via video conference

P = Present

A = Absent

P(A) = alternate present

1. CALL TO ORDER:

Chair Smith called the meeting to order at 8:30 a.m. Roll call was taken, and a quorum was confirmed. Committee Member Craig arrived after the consent agenda.

Staff present: Goel, Hale, Hernandez, Muck, Rodriguez, Watson, and Zeller.

Others present: Agency Counsel Katherine Hansen, Paul Schlesinger and Perrin Badini of Alcalde & Fay, and Gus Khouri of Khouri Consulting.

PUBLIC COMMENTS:

Executive Director Debbie Hale welcomed TAMC new staff Aaron Hernandez, Assistant Transportation Planner.

3. CONSENT AGENDA:

M/S/C

Lopez/Alejo/unanimous

On a motion by Committee Member Lopez seconded by Committee Member Alejo, the committee voted 5-0 to approve the minutes from the Executive Committee meeting of June 2, 2021.

4. LEGISLATIVE UPDATE

M/S/C

LeBarre/Craig/unanimous

On a motion by Committee Member LeBarre seconded by Committee Member Craig, the committee voted 6-0 to: receive an update on state and federal legislative activities, recommend the Board of Directors adopt positions on proposed state legislation, and endorse the California coalition letter to California's federal delegation.

Gus Khouri, Agency State Legislative Consultant, provided a state legislative update and highlighted the bills of interest. He reported that the legislature adjourned for summer recess between July 16 and August 16 and will conclude regular session on September 10. He highlighted the budget bills authorizing revenue for transportation infrastructure and noted that funding to augment the Active Transportation Program (ATP), Transit and Intercity Rail Capital Program (TIRCP), and State and Local Climate Adaption, would not be available unless additional legislation is enacted by October 10 related to the remaining \$4.2 billion Proposition 1A appropriation for high-speed rail. Two bills with new support recommendations included AB 122, about bike safety stops, and SB 69, enabling the Sonoma Marin Area Rail Transit to be considered an intercity rail carrier. He also noted a change in recommended position from oppose to watch for SB 771, as it no longer applies to local sales taxes.

Paul Schlesinger, Agency Federal Legislative Consultant, reported on transportation authorization and infrastructure efforts now being negotiated, and the potential for the \$2 million earmark for the US 101 South of Salinas project that Congressman Panetta set aside in the House authorization bill being transferred instead to an appropriations bill yet to be discussed by the House or Senate.

Committee Alternate Courtney asked if AB 122 was discussed at the Bicycle and Pedestrian Facilities Advisory Committee (BPC). Christina Watson, Principal Transportation Planner, noted that the BPC has not weighed in, although the recommended position came from a BPC member. Committee Member LeBarre suggested that staff bring the bill to the BPC. Agency Counsel Hansen will evaluate if it can be discussed at tonight's Bike meeting as an urgency item on short notice.

5. COVID 19 DISCUSSION

The Committee received an update on COVID-19 status and discussed plans for upcoming Board and Committee meetings.

Executive Director Debbie Hale reported that, pursuant to state law, and to protect TAMC staff, Board members and Committee members, she proposed continuing to hold virtual meetings through September.

Committee Member Craig expressed support for virtual meetings but suggested that closed sessions should be in-person. The Committee agreed that in a virtual meeting, a live video feed showing faces should be required for closed sessions.

6. TAMC BOARD DRAFT AGENDA

Deputy Executive Director Todd Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of August 25, 2021.

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

- Employee of the Quarter
- State and Federal Legislative Update
- Regional Telework Survey
- Closed and Open Session regarding Public Employment Appointment

7. ANNOUNCEMENTS

Director Hale congratulated Todd Muck on his new position as Executive Director. Committee Member Craig introduced her intern, Sophia Cho.

8. ADJOURNMENT

Chair Smith adjourned the meeting at 9:38 a.m.



Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board
Meeting Date: August 25, 2021
Subject: Correspondence

RECOMMENDED ACTION:

RECEIVE correspondence to and from TAMC for the month of August 2021.

ATTACHMENTS:

- Aaron Hernandez Resume

WEB ATTACHMENTS:

- [June 14, 2021 letter from TAMC to Carmel Unified School District Director of Facilities and Transportation Dan Paul, re: Comments on Notice of Preparation of a Draft Environmental Impact Report for the Carmel High School Stadium Lights](#)
- [June 15, 2021 letter from MST General Manager/CEO Carl Sedoryk to TAMC, re: Request to Terminate Loan Agreement between TAMC and MST](#)
- [June 16, 2021 letter from the TAMC Bicycle and Pedestrian Facilities Advisory Committee, to Monterey Mayor Clyde Roberson, re: Support for North Fremont Improvements](#)
- [June 17, 2021 letter from TAMC to California Ocean Protection Council, re: Support for Central Coast Wetlands Group's Application to the Proposition One Program \(Coastal Environmental Justice Solicitation\)](#)
- [June 17, 2021 letter from TAMC to Fred Aegerter, Community Development Director, City of Marina, re: Comments on Initial Study – Mitigated Negative Declaration for City of Marina's Downtown Vitalization Specific Plan](#)
- [June 21, 2021 letter from TAMC to Matthew Allen, Senior Environmental Scientist Supervisor, California Department of Parks and Recreation, re: Comments on Mitigated Negative Declaration for Pfeiffer Big Sur State Park Campground Cabin Project](#)
- [June 22, 2021 letter from TAMC to MST General Manager/CEO Carl Sedoryk, re: Agreement to Terminate Loan Agreement between TAMC and MST](#)
- [June 24, 2021 letter from TAMC to US DOT Secretary Pete Buttigieg, re: Support for RAISE Grant Funding for Monterey-Salinas Transit's SURF! Busway and Bus Rapid Transit Project](#)
- [June 25, 2021 letter from SPCA Monterey County President & CEO Scott Delucchi to Congressman Jimmy Panetta, re: State Route 68 Safety and Traffic Flow: Salinas to Monterey - SUPPORT](#)
- [June 28, 2021 letter from TAMC to Thomas Wiles, Senior Planner, City of Salinas, Community Development Department, re: Comments on Mitigated Negative Declaration for 618 Sherwood Drive](#)
- [June 30, 2021 letter from TAMC to Senator Alex Padilla, re: Request for Funding in the Transportation Reauthorization Bill: State Route 68 Safety and Traffic Flow: Salinas to Monterey](#)
- [July 1, 2021 letter from Monterey County Director of Public Works, Facilities and Parks Randell Ishii to TAMC,](#)

[requesting a support letter for Jolon Road federal funding request](#)

- [July 2, 2021 letter from TAMC to Patrick O'Brien, Director, United States Department of Defense, re: Support for County of Monterey's Grant Request for the Jolon Road Safety Improvements Project, Phase 1](#)
- [July 13, 2021 letter from TAMC to Smart Growth America, re: Chaps Poduri's application to participate in the Active People, Healthy Nation Champions Institute](#)
- [July 23, 2021 letter from TAMC to Assembly Member Robert Rivas, re: AB 361\(Robert Rivas\): Open meetings: local agencies: teleconferences – SUPPORT](#)
- [July 23, 2021 letter from TAMC to Senate Appropriations Committee Chair Anthony Portantino, re: AB 117 \(Boerner Horvath\): Air Quality Improvement Program: electric bicycles – SUPPORT](#)
- [August 5, 2021 letter from TAMC to Marcel Forte, CSUMB Associate Vice President for Facilities Management, re: Comments on Mitigated Negative Declaration for Freeman Stadium Facilities Renovation Project at California State University Monterey Bay](#)
- [August 6, 2021 letter from TAMC to US Congressman Jimmy Panetta, re: US 101 Safety Improvements –South of Salinas, Monterey County](#)
- [August 6, 2021 letter from TAMC to US Senator Alex Padilla, re: US 101 Safety Improvements –South of Salinas, Monterey County](#)
- [August 6, 2021 letter from TAMC to US Senator Dianne Feinstein, re: US 101 Safety Improvements –South of Salinas, Monterey County](#)

Aaron Hernandez

aaron@tamcmonterey.org

EDUCATION

California State Polytechnic University, Pomona, CA

May 2021

Bachelors of Science: Urban and Regional Planning,

Minor: Geographic Information Systems

GPA: 3.65, Magna Cum Laude

PLANNING EXPERIENCE

Identifying Areas for Mixed Use Development in the Salinas Valley, Senior Project,

Aug 2020 – May 2021

- Identified parcels in the Gonzales, Soledad, Greenfield, and King City, that attribute for mixed use development through a two-step approach: GIS suitability analysis, followed by a land use assessment.
- Concluded recommendations for cities to prioritize future development in downtown areas and to implement intensification policies such as up-zoning and accessory-dwelling unit ordinance.

Community Planning Studio, Web Design & Committee Organizer

Aug 2020 – May 2021

- Researched case studies to structure an NGO with Art and Sustainability Committees that aims to oversee the implementation of an arts district in the City of Covina.
- Tasked with compiling and summarizing work of classmates into a website format to submit to Covina planning staff to apply to the Covina Town Center Specific Plan.

GIS Python Scripting Project, Independent Project,

Aug 2020 – Dec 2020

- Developed a time-series map of California COVID-19 data on county case rates per 100k people to analyze a geospatial spread of infection during the March-November 2020 period.

WORK EXPERIENCE

Dr. Do Kim, Pomona, CA

Spring 2021

Research Assistant

- Reviewed and made recommendations to professor's research survey in understanding undergraduate students' motivations to major in planning.
- Coordinated an outreach effort that succeeded the goal of at least 100 responses from current students.

Research Assistant

Spring 2018

- Operated drone to record active transportation behavior.
- Organized video frames onto ArcMap by pinpointing traffic behavior for professor's further research.

McIntyre Labor Services Inc./Monterey Pacific Inc., King City, CA

July 2017 - Present

Seasonal General Labor

- Developed people-person skills and role model reputation by working with crew members having backgrounds of disabilities, ex-convicts, and emerging from rehab.
- Compiled irrigation usage data for an annual irrigation report under supervision of the Vineyard Manager.

SPECIAL SKILLS

- ArcGIS: spatial statistics, network analyst and other advanced tools
- California planning knowledge (Permit Streamlining, CEQA, Entitlements)
- Design: SketchUp, Twinmotion, Adobe Illustrator
- Microsoft Office (Word, Excel, PowerPoint, Outlook)
- Spanish literate

EXTRACURRICULAR ACTIVITIES American Planning Student Association, President

May 2020 - Present

- Manage a 13-member board and represent approximately 200 undergraduate planning students.
- Collaborate with faculty, APA Chapters, alumni, and other networks to bring events that enhance student involvement in the planning profession.
- Designed a website for students to refer for news and resources.
- Participated in a panel discussion on diversity issues at the American Collegiate Schools of Planning Conference.