



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

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

**Wednesday, August 22, 2018
 Agricultural Center Conference Room
 1428 Abbott Street
 Salinas, California
 9:00 AM**

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

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

1. QUORUM CHECK – CALL TO ORDER

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

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

PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENTS

Any person may address the Transportation Agency Board at this time. Presentations should not exceed three minutes, should be directed to an item **NOT** on today's agenda,

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

3. CONSENT AGENDA

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

4. PRESENT Transportation Agency Employee of the Quarter to Grant Leonard.

- Hale

Grant Leonard has been selected by the employees of the Transportation Agency for Monterey County as the Employee of the Quarter for April – June 2018.

5. ADOPT and PRESENT Resolution of Appreciation to departing Transportation Planner Virginia Murillo.

-Hale

After four years at the Transportation Agency, Virginia Murillo is departing the Agency to attend graduate school. She has been a tremendous asset to our agency in preparing the Active Transportation Plan, working on the Unmet Transit Needs Program, staffing the Bicycle and Pedestrian Advisory Committee and preparing numerous grant applications. Her technical skills are particularly noteworthy and she has produced collision maps for the entire county which have been very useful for grant applications and targeting where safety projects are needed.

6. Regional Project Funding Update

1. **RECEIVE** update on funding for regional projects, including Measure X and Senate Bill 1 gas tax;
2. **APPROVE** programming \$724,000 of Fiscal Year 2019/20 Senate Bill 1 Local Partnership Formula funds to the Regional Wayfinding Project; and
3. **ADOPT** an "oppose" position on Proposition 6.

- Zeller

The Measure X Transportation Safety and Investment Plan was approved by over 2/3rds of the voters in November 2016. The 3/8% increase in sales tax devoted entirely to transportation in Monterey County was levied starting in April 2017. The first payments of funding were distributed in July 2017. This report looks back at the first year of Measure X regional projects, and also includes a scenario and project delivery impacts assuming that Senate Bill 1 is repealed by Proposition 6.

7. Regional Development Impact Fee Workshop:

1. **CONDUCT** workshop on the Regional Development Impact Fee program;
2. **APPROVE** CEQA Resolution 2018-15 determining that the projects listed in the 2018 Regional Development Impact Fee Nexus Study are already within the scope of environmental review of the 2018 Monterey County Regional Transportation Plan;
3. **APPROVE** the 2018 Regional Development Impact Fee Nexus Study; and
4. **APPROVE** the 2018 Strategic Expenditure Plan Update for the Regional Development Impact Fee program.

- Zeller

The Transportation Agency is required under state law to update the Regional Development Impact Fee every five years. This process includes reviewing the land use and population assumptions in the regional travel demand model, forecasting future travel demands, updating the project list as necessary to meet those demands, revising project costs, and developing an updated fee schedule.

- 8. RECEIVE** presentation on the Monterey-Salinas Transit Feasibility Study of Bus Operations on State Route 1 Shoulders and in the Monterey Branch Line right-of-way.

- Lisa Rheinheimer, MST

Mobility between Salinas and the Monterey Peninsula is a regional transportation priority. MST staff will present an update on the Monterey-Salinas Transit Feasibility Study of Bus Operations on State Route 1 Shoulders and in the Monterey Branch Line right-of-way. Currently, there is no preferred alternative; however, the Study's analysis showed that bus operations in the Monterey-Branch Line would yield the greatest travel time savings and has an acceptable cost-benefit ratio.

- 9. RECEIVE** Update on the Measure X Safe Routes to School Program.

- Green

The Safe Routes to School Program is a Measure X-funded initiative. The Program sets a vision and identifies goals, objectives and types of projects and activities that can be funded. This report reviews the activities accomplished in the first year of the program, and the plans for fiscal year 2018/19.

- 10. RECEIVE** reports from Transportation Providers:

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

11. Reports on meetings attended by Board Members at Transportation Agency expense, as required by state law.
12. Executive Director's Report.
13. Announcements and/or comments from Transportation Agency members on matters that they wish to put on future Transportation Agency agendas.
14. **ADJOURN**

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

ADMINISTRATION and BUDGET

- 3. 1.1 APPROVE** minutes of the Transportation Agency for Monterey County (TAMC) the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for June 27, 2018.

- Rodriguez

- 3. 1.2 ACCEPT** the list of checks written for June and July 2018 and credit card statements for the months of May and June 2018.

- Delfino

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

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

- Muck

Agency staff occasionally attends conferences or training 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. 1.4 RECEIVE** the 2017/18 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.

BICYCLE, PEDESTRIAN, TRANSIT, and SOCIAL SERVICES

- 3. 2.1 Monterey-Salinas Transit Intercity Bus Grant Application:**

- 1. ADOPT** Resolution 2018-16 authorizing \$835,288 of federal funding for Monterey-Salinas Transit under the Federal Transit Administration Section 5311(f) Intercity Bus Program through the California Department of

Transprotation; and

2. **AUTHORIZE** the Executive Director to sign and submit regional agency certifications and assurances.

- Murillo

The Federal Transit Administration Section 5311(f) Intercity Bus Transportation program provides capital and operating assistance for public transit services with rural to urban connections on the state's intercity bus routes. TAMC is required to authorize Monterey-Salinas Transit's grant application, which will provide operating funding to continue service connecting Fort Hunter Liggett with Salinas, Soledad with Paso Robles, Fort Hunter Liggett to Templeton, and continued service between King City and San Jose.

3. 2.2 Fort Ord Regional Trail & Greenway Environmental Review and Engineering Design Contract:

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a contract with Alta Planning + Design for an amount not-to-exceed \$1,084,008 from budgeted funds, for the period ending December 31, 2020, pending approval from Caltrans Audits and Investigations;
2. **APPROVE** the use of Senate Bill 1 Local Partnership Program and local Transportation Development Act 2% funds as detailed in the staff report; and
3. **AUTHORIZE** the Executive Director to take other such 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.

- Murillo

The contract scope of work includes environmental review, engineering surveys and design, and an infographic report of costs and benefits for the Fort Ord Regional Trail and Greenway project. TAMC released the Request for Proposals in February, and received four proposals. The proposal review team and staff recommend Alta Planning + Design for the contract.

3. 2.3 **AUTHORIZE** the use of \$3,000 in budgeted Measure X Safe Routes to School Program funds to sponsor the Ciclovía Gonzales event taking place on September 9, 2018.

- Green

Ciclovía Gonzales is a community event modeled after Ciclovía Salinas, that promotes health and active transportation. This will be the first Ciclovía event in Gonzales, and is part of a larger effort by the Monterey County Health Department and TAMC to promote safe and healthy transportation in the Salinas Valley.

PLANNING

3. 3.1 RECEIVE state legislative update.

- Watson

This report includes an update on Senate Bill 1, Proposition 6, and other state legislative issues, including an updated bill list.

PROJECT DELIVERY and PROGRAMMING

3. 4.1 APPROVE contract Amendment #1 with Moxxy Marketing to print Go831 marketing collateral and increase the approved not-to-exceed amount from \$57,000 to \$57,859.68.

- Green

The Transportation Agency contracted with Moxxy Marketing to develop a brand and marketing strategy for the traveler information/rideshare program, now called "Go831". The additional \$859.68 will cover the cost of the printing Go831 brochures and associated taxes.

3. 4.2 APPOINT Daniel Hernandez, representing Communities for Sustainable Monterey County, to serve as the pedestrian advocate on the Transportation Safety & Investment Plan Citizens Oversight Committee.

- Wright

The Transportation Safety & Investment Plan Policies calls for the formation of a Citizens Oversight Committee representing a diverse range of community interests. Representatives of these interests must be nominated by their organizations and appointed to serve on the Citizens Oversight Committee by the Transportation Agency's Board of Directors.

RAIL PROGRAM

3. 5.1 ADOPT revised Coast Rail Coordinating Council Memorandum of Understanding.

- Watson

The Coast Rail Coordinating Council (CRCC) and the San Luis Obispo Council of Governments (SLOCOG) have adopted the attached Memorandum of Understanding (MOU). The Board adopted the MOU in February 2018. Since then, partner agencies have suggested edits. Due to the substantive nature of these edits, legal counsel advises the Board to reaffirm its previous adoption of this MOU.

3. 5.2 APPROVE contract amendment #5 with HDR Engineering, Inc., for the final design

of the Salinas Rail Extension Kick Start Project, to amend the scope of work and budget to do plat maps and legal descriptions in preparation for property acquisition for the Salinas Rail Project, Package 2, without increasing the not-to-exceed amount.

- Watson

The Salinas Rail Extension project is in the final design phase. TAMC hired HDR Engineering, Inc., in 2014, following a competitive Request for Proposals process, for the final design of the Salinas Rail Extension Kick Start project. Staff recommends approving this contract amendment to increase funds for certain tasks to assist in the property acquisition for Package 2. These costs can be offset by reducing the budget for other activities that cost less than anticipated.

3. 5.3 Salinas Rail Project Package 2: Phase II Environmental Site Assessment RFP

1. **APPROVE** Request for Proposals for a Phase II Environmental Site Assessment in preparation for property acquisition for Package 2 of the Salinas Rail Extension Kick-Start project, subject to counsel approval;
2. **AUTHORIZE** staff to publish the RFP, and return to the Board of Directors with a recommendation for approval of a consultant; and
3. **APPROVE** the use of funds from the approved project budget for this contract in an amount not-to-exceed \$50,000.

- Watson

This request for proposals will seek bids from qualified consultants to assist the Agency with the Environmental Site Assessment of the Package 2 parcels, for the proposed train layover facility and associated improvements.

REGIONAL DEVELOPMENT IMPACT FEE - No items this month

COMMITTEE MINUTES - CORRESPONDENCE for August 2018

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

- [Excellent Transportation Oversight Committee](#) - July 17, 2018
- Executive Committee - August 1, 2018
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - August 1, 2018
- Technical Advisory Committee - No meeting this month
- Rail Policy Committee - August 6, 2018

- Rodriguez

3. 7.2 RECEIVE Transportation Agency for Monterey County Correspondence for August 2018.

- Rodriguez

END OF CONSENT AGENDA

ANNOUNCEMENTS

Next Transportation Agency for Monterey County meeting will be on
Wednesday, September 26, 2018
Agricultural Center Conference Room
1428 Abbott Street
Salinas, California
9:00 A.M.

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

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

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

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

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



Memorandum

To: Board of Directors
From: Debra L. Hale, Executive Director
Meeting Date: August 22, 2018
Subject: **Employee of the Quarter**

RECOMMENDED ACTION:

PRESENT Transportation Agency Employee of the Quarter to Grant Leonard.

SUMMARY:

Grant Leonard has been selected by the employees of the Transportation Agency for Monterey County as the Employee of the Quarter for April – June 2018.

FINANCIAL IMPACT:

None.

DISCUSSION:

The Agency employees recognize Grant for his helpfulness - he always has a smile and positive attitude. They also recognize his diligence in keeping the Agency website current and preparing the weekly Cone Zone Construction Report. Most notably, they appreciate his outreach to the public during the Pajaro to Prunedale corridor study, and the Highway 1 - Rio Road construction.

ATTACHMENTS:

- Employee of the Quarter- Leonard

EMPLOYEE OF THE QUARTER

Grant Leonard

It is hereby certified that Grant Leonard has been selected by his colleagues at the Transportation Agency for Monterey County as the Employee of the Quarter for April 1 – June 30, 2018.

The Agency employees recognize Grant for his helpfulness - he always has a smile and positive attitude. They also recognize his diligence in keeping the Agency website current and preparing the weekly Cone Zone Construction Report. Most notably, they appreciate his outreach to the public during the Pajaro to Prunedale corridor study, and the Highway 1 - Rio Road construction. On behalf of the Board of Directors and staff of the Transportation Agency for Monterey County, it is our great pleasure to recognize Grant Leonard for his exemplary service.

Recognized By

Acknowledged By

*TAMC Chair
John Phillips*

*Executive Director
Debra L. Hale*

Date: August 22, 2018



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Debra L. Hale, Executive Director
Meeting Date: August 22, 2018
Subject: **Resolution of Appreciation for Virginia Murillo**

RECOMMENDED ACTION:

ADOPT and **PRESENT** Resolution of Appreciation to departing Transportation Planner Virginia Murillo.

SUMMARY:

After four years at the Transportation Agency, Virginia Murillo is departing the Agency to attend graduate school. She has been a tremendous asset to our agency in preparing the Active Transportation Plan, working on the Unmet Transit Needs Program, staffing the Bicycle and Pedestrian Advisory Committee and preparing numerous grant applications. Her technical skills are particularly noteworthy and she has produced collision maps for the entire county which have been very useful for grant applications and targeting where safety projects are needed.

FINANCIAL IMPACT:

None

ATTACHMENTS:

- Resolution of Appreciation

Resolution of Appreciation

for

Virginia Murillo

Transportation Planner

Whereas, as an employee of the Transportation Agency since October 2014, Virginia Murillo has been a valued member of the Transportation Agency for Monterey County team;

Whereas, during her four-year term at the Transportation Agency, Virginia Murillo's analytic and communication skills have contributed to the success of many of the Agency's projects and efforts;

Whereas, as the Agency's lead staff for the Bicycle & Pedestrian Committee, administering Transportation Development Act funds, and liaison with Monterey-Salinas Transit's Mobility Advisory Committee; Virginia lead several Agency efforts, such as the Active Transportation Plan update, Regional Wayfinding guidelines, and the Measure X Senior and Disabled Mobility Program; Virginia's communication skills contributed to numerous successful public events;

Whereas, after four years working as a Transportation Planner at TAMC, Virginia Murillo has chosen to attend graduate school at the University of Chicago to further her technical knowledge;

NOW THEREFORE BE IT RESOLVED that Virginia Murillo is hereby recognized for her contributions to the Transportation Agency for Monterey County by the Board of Directors on this 22nd day of August 2018.

JOHN PHILLIPS
CHAIR

DEBRA L. HALE
EXECUTIVE DIRECTOR



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Michael Zeller, Principal Transportation Planner
Meeting Date: August 22, 2018
Subject: **Regional Project Funding Update**

RECOMMENDED ACTION:

Regional Project Funding Update

1. **RECEIVE** update on funding for regional projects, including Measure X and Senate Bill 1 gas tax;
2. **APPROVE** programming \$724,000 of Fiscal Year 2019/20 Senate Bill 1 Local Partnership Formula funds to the Regional Wayfinding Project; and
3. **ADOPT** an "oppose" position on Proposition 6.

SUMMARY:

The Measure X Transportation Safety and Investment Plan was approved by over 2/3rds of the voters in November 2016. The 3/8% increase in sales tax devoted entirely to transportation in Monterey County was levied starting in April 2017. The first payments of funding were distributed in July 2017. This report looks back at the first year of Measure X regional projects, and also includes a scenario and project delivery impacts assuming that Senate Bill 1 is repealed by Proposition 6.

FINANCIAL IMPACT:

The Transportation Agency for Monterey County's target share per the 2018 State Transportation Improvement Program Fund Estimate is \$30.9 million. Including the carry-over from the 2016 State Transportation Improvement Program, which amounts to \$23.15 million, the Transportation Agency's total funding available for programming is \$54.05 million. The Agency is proposing an additional \$85 million of Measure X over this five-year period. The newly-approved SB 1 gas taxes and vehicle fees are anticipated to provide matching funds for most of the projects in the funding plan, however the planned construction schedule for the projects is at risk if a proposed repeal measure is approved by over 50% of the voters.

DISCUSSION:

The Transportation Agency Board of Director's approved strategic goals include delivering the Measure X regional program of projects by strategically utilizing debt financing to expedite delivery,

while leveraging as much matching funds as possible. With the passage of California Senate Bill 1 (Beall), several new transportation funding programs were created from which the Transportation Agency will potentially be able to leverage Measure X and other existing fund sources. To ensure coordination between the various fund sources, which all have different requirements and eligibility, the Transportation Agency initially prepared the 2017 Integrated Funding Plan to identify projects that will be strong candidates for specific matching fund programs, and to identify a funding pathway to bring projects to construction over the next five years.

The primary sources of funding included in the Integrated Funding Plan are the regional share of Measure X, Monterey County's regional share of the State Transportation Improvement Program, and the various Senate Bill 1 formula and grant funding programs. However, the potential repeal of Senate Bill 1 places these projects at risk. In February, TAMC adopted an "oppose" position on the proposed repeal of Senate Bill 1. That proposal is now Proposition 6 on the November ballot.

To prepare for the possible loss of funding that would result from the repeal of Senate Bill 1, Agency staff has prepared this regional project funding update by including information on the potential impacts to projects from the proposed repeal of the gas tax. The delivery of these regional Measure X projects could potentially be at risk of delay or down-scoping if the gas tax were to be repealed:

IMJIN PARKWAY SAFETY & TRAFFIC FLOW PROJECT has received \$19 million in SB 1 gas taxes from the competitive Local Partnership Program, in addition to \$16 million Measure X funds and \$3 million in local developer fees, allowing the City of Marina to start construction next spring, following design approval and the bidding process.

FORT ORD TRAIL AND GREENWAY (FORTAG) PROJECT received \$500,000 in SB 1 gas taxes from the formula Local Partnership Program, to be combined with the \$500,000 in state transportation development act bicycle/pedestrian funds, to execute the preliminary engineering and environmental review phase of the project. This environmental work will start within a couple of months; the consultant selection is nearly complete. The next project phase, final engineering, is fully funded with \$600,000 in Measure X funds and \$600,000 in SB 1 gas taxes from the Local Partnership Program. Future Measure X funding will be leveraged to capture grant funds from various sources to construct portions of the 26-mile trail in phases. The Transportation Agency is currently preparing an Active Transportation Program grant application (also part of the new SB 1 vehicle fees) to fund construction of a segment along Highway 218.

SCENIC STATE ROUTE (SR) 68 SAFETY & TRAFFIC FLOW PROJECT is moving into the preliminary engineering and environmental review phase with Caltrans District 5 as the lead agency. This phase is funded with \$3.4 million in State Transportation Improvement Program (STIP) funds, which are composed of state and federal gas taxes. The environmental review phase is expected to begin in August 2018 and extend through summer 2020. Twenty-five million in Measure X funds has been programmed towards construction, and a \$25 million match will be sought from the SB 1 gas tax-funded Solutions Congested Corridors program.

SR156 / CASTROVILLE BLVD INTERCHANGE PROJECT currently has \$2.15 million in

Measure X funds and \$19.8 million of State Transportation Improvement Program gas tax revenues programmed to it. The project will compete for a \$16 million SB 1 gas tax Trade Corridor grant, which, along with existing state funds, will cover the total cost of design, right-of-way, and construction, estimated at \$43 million. The environmental review for this project was already approved as part of the larger SR 156 widening/ US 101 interchange improvements project. A minor refreshing of the environmental documents and final engineering for this project has been initiated. The related extension of Blackie Road to the interchange is a separate County road project that needs its own environmental review, which will be started in fiscal year 2018/19.

HOLMAN HIGHWAY SR 68 - PACIFIC GROVE PROJECT is building on the recently-completed corridor study. The City of Pacific Grove will be submitting an Active Transportation Program application seeking SB 1 gas taxes to match a portion of the \$10 million in Measure X funding allocated to the entire Holman Highway SR 68 corridor.

HIGHWAY 1 RAPID BUS CORRIDOR PROJECT has received \$500,000 in SB 1 gas taxes from the Local Partnership Program to start preliminary engineering and environmental work in fiscal year 2018/19. This project will create a new rapid bus corridor along Highway 1 between Marina and Monterey partly using the Monterey Branch Line rail right-of-way.

REGIONAL WAYFINDING PROGRAM has received \$163,000 in SB 1 gas taxes from the Local Partnership Program to install directional wayfinding, distance and confirmation signs to promote the use of safe routes by bicyclists and pedestrians. In addition to signing existing paved paths and bicycle lanes, the project will add newly-identified Class III bike routes. The Agency is seeking to program an additional \$724,000 in fiscal year 2019/2020 SB 1 Local Partnership Program formula funds to install additional signage and add new bike routes.

In addition, local jurisdictions would see a reduction in funding for local road maintenance and rehabilitation with the repeal of Senate Bill 1. Attachment 2 includes the funding that is potentially at risk for each Monterey County jurisdiction.


ATTACHMENTS:

- Regional Project Funding Update
- Senate Bill 1 Local Road Funding

Impact of Senate Bill 1 Repeal

Projects	Measure X	SB 1	Delay	Down Scope	Delete
Marina-Salinas Multimodal Corridor	\$20	\$20			
State Route 156 Widening		\$75			●
State Route 156 - A: Castroville Boulevard	\$30	\$16	●		
State Route 156 - B: Blackie Road Extension					●
Holman Highway 68 - B: Pacific Grove	\$10	\$10	●	●	
State Route 68 Safety & Traffic Flow	\$50	\$50	●	●	
US 101 Safety Improvements - South County	\$30	\$30	●	●	
Fort Ord Regional Trail and Greenway	\$20	\$20	●	●	
Highway 1 Bus Rapid Corridor	\$15	\$0			
Salinas Rail Extension	\$0	\$10		●	


All dollars in millions



Impact of Senate Bill 1 Repeal

Programs	Measure X	SB 1	Delay	Down Scope	Delete
Habitat Preservation / Advance Mitigation	\$5				
Safe Routes to Schools / Regional Wayfinding	\$20	\$5	●	●	
Senior and Disabled Transportation	\$15				
Commuter Bus, Salinas Valley Transit Centers	\$25				

All dollars in millions



Road Maintenance and Rehabilitation Account (RMRA)

Local Streets and Roads - Projected FY2018-19

Revenues Based on State Department of Finance Statewide Revenue Projections as of May 11, 2018

Jurisdiction	Highway Users Tax Account	SB 1 Loan Repayment	SB 1 Road Maintenance and Rehabilitation Account	Total
Carmel	\$ 80,312	4368	64284	\$ 148,964
Del Rey Oaks	\$ 38,402	1911	28127	\$ 68,440
Gonzales	\$ 172,601	9719	143042	\$ 325,362
Greenfield	\$ 355,296	20311	298934	\$ 674,541
King City	\$ 288,627	16461	242280	\$ 547,368
Marina	\$ 427,317	24474	360207	\$ 811,998
Monterey	\$ 569,894	32772	482350	\$ 1,085,016
Pacific Grove	\$ 309,370	17619	259313	\$ 586,302
Salinas	\$ 3,165,765	184700	2718449	\$ 6,068,914
Sand City	\$ 13,247	437	6425	\$ 20,109
Seaside	\$ 673,401	38840	571649	\$ 1,283,890
Soledad	\$ 516,308	29631	436120	\$ 982,059
County of Monterey	\$ 9,033,978	498774	7340590	\$ 16,873,342

Source: <http://www.californiacityfinance.com/LSRcico1819Summary1805.pdf>



Memorandum

To: Board of Directors
From: Michael Zeller, Principal Transportation Planner
Meeting Date: August 22, 2018
Subject: **Regional Development Impact Fee Workshop; Approval of Related Resolutions**

RECOMMENDED ACTION:

Regional Development Impact Fee Workshop:

1. **CONDUCT** workshop on the Regional Development Impact Fee program;
2. **APPROVE** CEQA Resolution 2018-15 determining that the projects listed in the 2018 Regional Development Impact Fee Nexus Study are already within the scope of environmental review of the 2018 Monterey County Regional Transportation Plan;
3. **APPROVE** the 2018 Regional Development Impact Fee Nexus Study; and
4. **APPROVE** the 2018 Strategic Expenditure Plan Update for the Regional Development Impact Fee program.

SUMMARY:

The Transportation Agency is required under state law to update the Regional Development Impact Fee every five years. This process includes reviewing the land use and population assumptions in the regional travel demand model, forecasting future travel demands, updating the project list as necessary to meet those demands, revising project costs, and developing an updated fee schedule.

FINANCIAL IMPACT:

The agency’s approved budget includes \$110,000 in fiscal year 2017/18 for the 2018 Nexus Study Update. The draft 2018 Regional Development Impact Fee program is projected to generate \$131 million through year 2035, with one-percent of these revenues reimbursing the agency’s fee program administrative expenses. These revenues depend on the type, location and pace of new development.

Since its inception, the Regional Development Impact Fee program has raised over \$7 million: approximately \$2.23 million was spent on the US 101 San Juan Road interchange, about \$792,500 was spent on the Holman Highway 68 Roundabout, and the balance has been allocated to the Highway 68 Commuter (Monterey to Salinas Scenic Corridor) and the 156 improvement projects.

DISCUSSION:

The Regional Development Impact Fee program, as adopted by the Transportation Agency Board of Directors and each of the jurisdictions, went into effect in August 2008. Prior to the adoption of the regional fee program, development proposals were evaluated on a case-by-case basis for cumulative impacts to the regional transportation network as part of the California Environmental Quality Act (CEQA) review. This process resulted in, at times, lengthy negotiations with developers, and assessments were not consistently applied throughout the County. The purpose of establishing a countwide Regional Fee program was to streamline the environmental review of new development, and establish a consistent methodology to assess in-lieu fees as a CEQA mitigation for new trips on the regional transportation system.

As part of the Joint Powers Agreement that established the program, and state law, the Agency is required to conduct a major update to the fee program once every five years. In August 2017, the TAMC Board approved the selection of Wood Rodgers to conduct the technical work necessary to update the regional fees. This update is based upon projects identified and environmentally reviewed in the 2018 Monterey County Regional Transportation Plan and its accompanying CEQA Findings.

The updated fees will reflect changes that have occurred in the past five years, such as: updates to population, employment and housing projections; the expected pace of new development; changes in land use plans including general plan updates; the need for new transportation projects based on growth; the completion of some transportation projects; and, changes to estimated project costs.

This update also evaluated how TAMC could incorporate a Fort Ord Reuse Area zone into the regional fee program. The regional fee program segments the County into four distinct zones - North County, Peninsula / South Coast, Greater Salinas, and South County. Currently, development projects located within the FORA boundary only pay the FORA Community Facilities District fee and are exempt by policy from payment of the TAMC regional transportation fee. With the legislatively-mandated sunset of FORA in 2020, the Transportation Agency has been coordinating with FORA's staff and Transition Task Force on the potential transfer of capital improvement program transportation obligations to the TAMC fee program.

The concept of an traffic fee is to assure that new development pays for its impact on regional roads. Most new development will generate new trips; for instance, a new single family home is estimated to result in 10 new trips per day; some of those trips may be linked into a single automobile journey, and some will be walking, biking or transit trips. A new retailer or warehouse is estimated to draw new customers and employees, who will create trips on the regional and local roads, based on its overall square footage. The AMBAG Regional Travel Demand Model incorporates the adopted local general plans, as well as current and projected future population, to predict which roads people will drive on to get to and from these new developments, and existing land uses.

To calculate the traffic impact fee, the consultant, Wood Rodgers, used the AMBAG travel forecast model to determine where future traffic congestion (i.e. a network "deficiency") is projected to occur in 2035 (the forecast year). The fee program then proposes future roadway improvements where this traffic congestion is projected to occur. Only a portion of the future traffic congestion is caused by

new trips; the remaining traffic is caused by trips to and from existing development, i.e. employment, housing or shopping centers.

After identifying where regional roadways are anticipated to be congested in the year 2035, the staff-consultant team proposed twelve transportation improvements to include in the fee program, to accommodate the new trips created by development. Staff reviewed this draft list of projects with the Technical Advisory Committee at the February 2018 meeting, and made updates based on members' feedback. The fee per trip was then calculated, by dividing the cost of the proposed transportation improvements by the total number of daily trips on that roadway. This fee per trip is then applied to each new development; in the example above, each new single family home pays 10 times the regional per trip fee, to account for the ten new trips added on to the transportation system. These per trip fees are calculated separately for each of the fee zones, since some zones have more transportation improvements, as well as more new development, than others.

Because project costs have increased, while projected new development has decreased, the proposed 2018 regional fee schedule shows higher fees per trip than the 2013 program for the North County and Greater Salinas and Peninsula zones. In the South County zone, however, per trip fees have decreased, because of a reduction in the projects and project costs attributable to this zone.

In June 2018, the TAMC Board approved the 2018 Monterey County Regional Transportation Plan, and adopted Resolution 2018-12, making findings under the California Environmental Quality Act related to the Transportation Plan. The TAMC Board also approved a policy to keep a possible new FORA fee zone separate from the existing Peninsula zone. This results in a FORA zone fee per trip of \$460, which is comparable to the current FORA Community Facilities District fee per trip of \$489 for overlapping projects. FORA's Transition Ad-Hoc Committee has released a Draft Transition Plan (dated June 5, 2018) that includes a model for potentially transferring FORA's functions to multiple receiving agencies, with the Transportation Agency identified as receiving responsibility for regional transportation improvements. With this update to the Regional Development Impact Fee program, TAMC would have a technical basis to assume collection of impact fees for regional transportation projects in the FORA zone.

To prioritize the expenditure of the regional fee revenues, TAMC staff prepares an annual five-year Strategic Expenditure Plan. The Plan prioritizes projects in three tiers: near-term (Tier 1), medium-term (Tier 2), and long-term (Tier 3), in relation to the 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. Currently, the Regional Development Impact Fee program has a balance of \$3.67 million. The Board has approved programming of \$312,205 of these funds to the State Route 68 Commuter Improvements. The balance of existing and Tier 1 fee revenues \$3.35 million, are proposed to be allocated to the State Route 156 Improvements project.

ATTACHMENTS:

- ▣ CEQA Resolution 2018-15
- ▣ 2018 Draft RDIF Nexus Study - Executive Summary

- ▣ 2018 RDIF - Caltrans Support Letter
- ▣ 2018 RDIF Strategic Expenditure Plan

WEB ATTACHMENTS:

- [Draft 2018 Regional Development Impact Fee Nexus Study](#)

**RESOLUTION NO. 2018-15 OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**DETERMINING THAT THE 2018 REGIONAL DEVELOPMENT IMPACT FEE
NEXUS STUDY IS WITHIN THE SCOPE OF THE
2018 MONTEREY COUNTY REGIONAL TRANSPORTATION PLAN
WHICH WAS ANALYZED BY THE ENVIRONMENTAL IMPACT REPORT
CERTIFIED BY THE ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS
AND CONSIDERED BY TAMC IN ADOPTING
RESOLUTION NO. 2018-12, AND ADOPTING THE
2018 MONTEREY COUNTY REGIONAL TRANSPORTATION PLAN**

WHEREAS, the Transportation Agency for Monterey County is the state-designated Regional Transportation Planning Agency (“RTPA”) for Monterey County; and

WHEREAS, on June 27, 2018, the Monterey County Regional Transportation Plan was approved by TAMC after review, consideration of, and adoption of findings for the program Environmental Impact Report (“EIR”) (SCH# 2015121080) for the 2040 MTP/SCS, certified by the Association of Monterey Bay Area Governments (“AMBAG”), which EIR incorporates the Monterey County RTP, in compliance with CEQA; and

WHEREAS, TAMC acknowledged in Resolution No. 2018-12 that implementation of the RTP would result in significant environmental impacts, as identified in the Final EIR; and

WHEREAS, CEQA Findings were prepared in compliance with Public Resources Code §§21081 and CEQA Guidelines Section §15091 for every significant impact of the 2018 Monterey County RTP identified in the EIR and for each alternative evaluated in the EIR, including an explanation of the rationale for each finding; and

WHEREAS, a Mitigation Monitoring and Reporting Program was prepared in compliance with Public Resources Code §21081.6 and CEQA Guidelines §15097 to ensure implementation of the mitigation measures identified in the Final EIR; and

WHEREAS, the imposition of Regional Development Impact Fees (RDIF) is an on-going program that addresses regional transportation deficiencies over time even if they are not currently programmed, and payment of the RDIF fee addresses cumulative regional traffic impacts by funding regional transportation improvements, consistent with the Financial Element of the 2018 Monterey County RTP.

NOW, THEREFORE, BE IT RESOLVED THAT: the Transportation Agency for Monterey County finds that the foregoing recitals are true and correct and incorporated by this reference; and

BE IT FURTHER RESOLVED THAT the Transportation Agency for Monterey County Board of Directors finds that the matters contained in the 2018 Regional Development Impact Fee Nexus Study are within the scope of, and have already been analyzed in, the Final EIR for the 2040 MTP/SCS, certified by AMBAG and approved by TAMC on June 27, 2018; and

BE IT FURTHER RESOLVED THAT the Transportation Agency for Monterey County Board of Directors finds that, pursuant to CEQA Guidelines § 15162, no new effects could occur and no new mitigation measures would be required by reason of the adoption of the 2018 Regional Development Impact Fee Nexus Study; and

BE IT FURTHER RESOLVED THAT no new environmental documentation is required for adoption of the 2018 Regional Development Impact Fee Nexus Study and the imposition of fees based thereon.

ACCORDINGLY, the 2018 Regional Development Impact Fee Nexus Study is hereby adopted.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this 22nd day of June 2018, by the following vote:

AYES:

NOES:

ABSENT:

JOHN PHILLIPS, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

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

**2018 REGIONAL DEVELOPMENT IMPACT FEE PROGRAM
NEXUS STUDY UPDATE**

DRAFT REPORT

**Prepared For:
Transportation Agency for Monterey County**

Prepared By



WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

**3301 C Street, Building 100-B
Sacramento, CA 95816
(916) 341-7760**

June 11, 2018

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F12 – Salinas Road Improvements
F13 – SR-1 / Monterey Road Interchange
F14 – Del Monte Boulevard Extension

EXECUTIVE SUMMARY

The Transportation Agency for Monterey County (TAMC) Regional Development Impact Fee (RDIF) program was last updated in 2013 through the *2013 RDIF Nexus Study Update* (Wood Rodgers, July 2013). TAMC is legally mandated to update the RDIF program every five years. To that end, this 2018 RDIF Nexus Study Update consists of a comprehensive reevaluation of existing and projected Monterey County (County) roadway deficiencies, regional improvement projects that may address the deficiencies and provide other benefits, and a fee allocation scheme to fund those regional improvements.

Modifications to the methodology used in the *2013 RDIF Nexus Study Update* include utilizing a new horizon-year of 2035, and adding a new, fifth benefit zone for the Fort Ord Reuse Authority (FORA) area. This study documents the technical steps that were undertaken during the creation of updated fees that new development within Monterey County will be required to pay as mitigation for cumulative impacts to the regional road network.

Based on the forecast of the latest version of the Association of Monterey Bay Area Governments' (AMBAG) Regional Travel Demand Model (RTDM), substantial future traffic volume growth is projected on regional corridors throughout Monterey County, which would result in deficiencies beyond those observed under existing conditions. In order to mitigate some of those deficiencies, the updated RDIF program proposes over \$950 million of transportation improvements, spread over twelve identified projects, as well as an additional \$10 million in transit capital improvements. The projects included in the updated 2018 RDIF program are:

1. SR-1 Corridor and Busway
2. SR-156 Widening
3. Marina-Salinas Corridor
4. Davis Road North
5. Davis Road South
6. Del Monte Corridor Improvements
7. US-101 South County Phase 1 (Frontage Roads – Salinas to Chualar)
8. US-101 South County Phase 2 (Harris Road Interchange)
9. SR-68 Commuter Improvements
10. US-101 Widening from Airport Boulevard to Boronda Road
11. County Road G12 San Miguel Canyon Improvements
12. Salinas Road Improvements

With the above proposed regional improvement projects in place, 18 County regional roadway segments are projected to go from unacceptable to acceptable Year 2035 LOS conditions. These improvements by themselves are not projected to mitigate the County's transportation issues completely; however, they will provide improved traffic flow throughout the County. All of the above improvement projects are included in the *Final Moving Forward Monterey Bay, 2040 Metropolitan Transportation Plan / Sustainable Communities Strategy (2040 MTP/SCS)* (AMBAG, June 2018) and the *2018 Monterey County Regional Transportation Plan (2040 RTP)* (TAMC, June 2018).

The RDIF program will provide approximately \$131 million (in 2018 dollars) to fund the fair-share portion of the \$950 million worth of capital improvements attributed to the planned new development in Monterey County. This funding only represents a portion of the required funding for each of the proposed projects. The share of funding corresponding to existing traffic and "External" (i.e. out-of-County) traffic is planned to come from other sources.

The nexus analysis completed as part of this 2018 RDIF Nexus Study Update proportionately allocated cost shares of each of the twelve regional transportation improvement projects to the five benefit zones based on land use growth projections for each zone. Cost allocation was achieved using select-link RTDM model runs to determine percentage of new growth occurring in each benefit zone. The allocated costs for each benefit zone were then distributed to each land use category within each zone based on projected trips generated by each use type, to derive the final fee rates by land use by zone. The final fee rates determined in this 2018 RDIF Nexus Study Update would be applied to all new development projects that cause a net increase in vehicle trips. **Table 1** presents a summary of the final 2018 RDIF Nexus Study Update rate schedule.

Table 1. 2018 RDIF Rate Schedule

Land Use Type (Unit)	Benefit Zone 1: North County	Benefit Zone 2: Greater Salinas	Benefit Zone 3: Peninsula and South Coast	Benefit Zone 4: South County	Benefit Zone 5: FORA
Residential Average (dwelling unit)	\$4,850	\$3,097	\$4,687	\$1,937	\$3,881
Single Family	\$5,473	\$3,495	\$5,290	\$2,186	\$4,381
Apartment	\$3,844	\$2,454	\$3,714	\$1,535	\$3,076
Condo/Townhome	\$3,352	\$2,140	\$3,239	\$1,339	\$2,682
Multi-Family	\$2,122	\$1,355	\$2,051	\$848	\$1,699
Retail (per 1,000 sq. ft.)	\$7,747	\$4,946	\$7,487	\$3,094	\$6,199
Office/Government (per 1,000 sq. ft.)	\$6,329	\$4,041	\$6,116	\$2,528	\$5,065
Industrial/Agriculture (per 1,000 sq. ft.)	\$2,185	\$1,396	\$2,112	\$873	\$1,748
Light Industrial	\$3,986	\$2,546	\$3,852	\$1,593	\$3,190
Heavy Industrial	\$858	\$548	\$829	\$343	\$687
Warehouse	\$2,837	\$1,812	\$2,742	\$1,133	\$2,270
Manufacturing	\$2,185	\$1,396	\$2,112	\$873	\$1,748
Lodging (per room)					
Hotel	\$4,673	\$2,984	\$4,516	\$1,866	\$3,739
Motel	\$3,220	\$2,056	\$3,112	\$1,287	\$2,577
Fee per trip	\$577	\$365	\$558	\$229	\$460

1. INTRODUCTION

The Transportation Agency for Monterey County maintains a Regional Development Impact Fee program in Monterey County, which helps to streamline the process for analyzing and mitigating transportation impacts. The RDIF program provides a mechanism through which land use growth pays for its fair share of regional roadway improvements needed to accommodate traffic growth in the County. The RDIF program was originally adopted by the County Board of Supervisors on August 27, 2008. The RDIF program was last updated in 2013 through the *2013 RDIF Nexus Study Update* (Wood Rodgers, July 2013).

TAMC is legally mandated to update the RDIF program every five years. To that end, this 2018 RDIF Nexus Study Update consists of a comprehensive reevaluation of existing and projected County roadway deficiencies, regional improvement projects that address the deficiencies, and an allocation of the fees to help fund those regional improvements. This study documents the technical steps that were undertaken during the creation of updated fees that new development within Monterey County would be required to pay as mitigation for cumulative impacts to the regional road network.

A horizon-year of 2035 was identified for use in this 2018 RDIF Nexus Study Update, consistent with the 20 year planning horizon defined in *Moving Forward Monterey Bay, 2035 Metropolitan Transportation Plan / Sustainable Communities Strategy (2035 MTP/SCS)* (AMBAG, amended January 11, 2017). The 2035 MTP/SCS was AMBAG's currently adopted Metropolitan Transportation Plan at the time of initiation of the 2018 RDIF Nexus Study Update.

The four (4) benefit zones (North County, Greater Salinas, Peninsula and South Coast, and South County) included in the 2013 RDIF Nexus Study Update were retained, while an additional benefit zone was added for the Fort Ord Reuse Authority area. The Fort Ord Reuse Authority is an area located within the Peninsula and South Coast benefit zone, which had previously been excluded from analysis in the RDIF program as the Fort Ord Reuse Authority implements a separate Community Facilities District fee for growth within the FORA boundaries. With the planned sunset of FORA in 2020, this analysis was conducted to ensure that mitigations for cumulative impacts to the regional transportation network are still captured for growth in the FORA area if FORA were to transition those responsibilities to the RDIF program.

The benefit zone methodology used in the RDIF program allows the fee amounts collected from different areas of the County to be proportionate to the benefits those areas receive from the proposed regional improvement projects. In addition to the roadway improvements identified in the program, an additional fee is attributed to transit improvements. The different components that make up the RDIF are described in more detail below.

1.1 FEE COMPONENTS

The RDIF program will include fee components for the following three types of costs:

Roadway Impact Costs by Land Use: This component refers to the transportation impact fee attributed to addressing vehicular travel impacts on the regional roadway system caused by land development throughout the County. This is the primary fee component and represents, by far, the largest portion of the RDIF program. The following sections of this report describe in detail the technical steps and processes used to derive the costs associated with this component.

Transit and Administration Costs: The *2013 RDIF Nexus Study Update* selected a transit fee amount that the program should raise based on regional transit needs, and then distributed that fee to each of the benefit zones based on their relative transit usage. This 2018 RDIF Nexus Study Update

retains that methodology. Consistent with the 2013 *RDIF Nexus Study Update*, for the total fees to be collected by the 2018 RDIF program for funding transit improvements, TAMC proposed an amount of \$10 million. Total horizon-year transit trips by benefit zone were extracted from a run of the Year 2035 RTDM. Transit share was then calculated by dividing the total transit trips forecast to occur in each benefit zone by the total transit trips forecast to occur in the County. The majority of transit trips in Monterey County were observed to occur in the Greater Salinas and the Peninsula and South Coast Benefit Zones, and therefore the transit fee was applied primarily to those two zones. The results of this computation are summarized in **Table 2**. Note that the amount to be collected by the RDIF should be designated towards transit capacity-enhancing projects, as it cannot be used to offset operating costs.

Table 2. 2035 Transit Trips by Benefit Zone

Zone #	Benefit Zone	Transit Trips	Total Motorized Vehicular Trips	Total Motorized Person Trips	% of Person Trips by Transit	Relative Share of County Transit Trips
1	North County	791	84,371	134,994	0.58%	5.3%
2	Greater Salinas	6,621	357,385	571,816	1.14%	44.3%
3	Peninsula and South Coast	6,128	337,219	539,550	1.12%	41.0%
4	South County	809	123,586	197,738	0.41%	5.4%
5	Fort Ord Reuse Authority	607	34,999	55,998	1.07%	4.1%
Total		14,956	937,560	1,500,096	0.99%	100.00%

Appendix A provides a list of long- and short-term unfunded transit capital projects identified by Monterey-Salinas Transit (MST) for development over a 20-year planning horizon, with 2011-12 as the base year. The RDIF fee component collected and earmarked for transit capital expansion would likely be applied towards projects on this list. While specific transit projects have not been selected for funding in the fee program, TAMC prefers increasing transit service related to congested corridors on the regional transportation system, particularly where Bus Rapid Transit service is being considered along Highway 1 through Sand City and Seaside and the Marina-Salinas Multimodal Corridor.

In addition to the transit fee, an administrative fee totaling one percent of the Roadway Impact and Transit Costs was added to the total amount of the program. This administrative fee includes the cost required for the Transportation Agency for Monterey County to manage the program.

External/Other Components: There are cost/fee components that are only attributable to sources that are either exempt or otherwise excluded from the RDIF program. Existing development and traffic is considered exempt from impact fees. Growth outside of Monterey County boundaries is considered “External” and therefore exempt from the TAMC RDIF program.

2. SYSTEM DEFICIENCIES ANALYSIS

Existing and projected future conditions deficiencies on regional roadway facilities throughout Monterey County have been identified to assist the Transportation Agency for Monterey County (TAMC) with the selection of transportation improvement projects to be included in the current 2018 RDIF Nexus Study Update. Deficiencies were identified using current traffic count data, the latest available version of the Association of Monterey Bay Area Governments regional travel demand model, and standard Highway Capacity Manual methodologies. This chapter discusses the characteristics of Monterey County's regional transportation system as well as the specific steps taken to analyze system deficiencies.

2.1 EXISTING TRANSPORTATION SETTING

Monterey County covers over 3,300 square miles of coastal mountains and valleys stretching along 100 miles of the California coastline. The County is bordered by Santa Cruz County to the north, San Benito County and Fresno County to the east, Kings County to the southeast, San Luis Obispo County to the south, and the Pacific Ocean to the west. Monterey County's regional roadway network is made up of various freeways, highways, and county roads, as well as various arterials and collectors. For purposes of the TAMC 2018 RDIF Nexus Study Update, the regional transportation network as defined in the prior *2013 RDIF Nexus Study Update* and the *2014 Monterey County Regional Transportation Plan* (TAMC, amended April 27, 2016) was retained with adjustments/refinements as necessary. **Figure 1** illustrates the study area (Monterey County) and the regional transportation network analyzed in this RDIF Update. Monterey County's regional transportation network is also described in detail below.

2.1.1 REGIONAL ROADWAYS

Regional roadways facilitate the movement of people and goods in and through the region. Regional roadways generally provide connections between counties, cities, communities, or activity centers. Trips on regional roadways are generally longer on average than trips on local roads. Regional roadways often consist of state highways or freeways, county roads, or travel routes that consist of multiple arterials linked together. The following roadway segments represent key regional travel corridors that were evaluated as part of this RDIF Nexus Study Update.

US Route 101 (US 101), also called El Camino Real, is a north-south freeway of national and statewide importance that traverses the west coast of the United States. US 101 serves as the principal inter-regional auto and truck travel route that connects the California Central Coast to the San Francisco Bay Area to the north and the Los Angeles urban basin to the south. Within Monterey County, US 101 serves as an important north-south route for business, recreation, tourism, commuting, freight and goods movement, and national defense transport. US 101 is also one of the primary facilities connecting southern Monterey County, including the Salinas Valley cities of Gonzales, Soledad, Greenfield, and King City, to the greater Salinas area and smaller communities such as Prunedale to the north. US 101 in Monterey County is primarily four-lane divided freeway, however some segments are still classified as conventional highway and have at-grade connections to local roadways. Per year 2015 Caltrans traffic count data, US 101 mainline currently carries Annual Average Daily Traffic (AADT) varying from approximately 40,000 to 85,000 vehicles per day through the northern portion of the County, and between 10,000 to 35,000 vehicles per day through the southern portion of the County.

State Route 1 (SR 1), also called Cabrillo Highway, is a state highway that runs along California's Pacific coastline which accommodates interregional and local trips. State Route 1 serves various tourist destinations along Monterey Bay, is commonly used for commuter travel to the San Francisco

Figure 1. Study Area Map

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



*Flex your power!
Be energy efficient!*

July 23, 2018

Debra L. Hale, Executive Director
Transportation Agency for Monterey County
55-B Plaza Circle
Salinas, CA 93901-2902

Dear Ms. Hale:

2018 REGIONAL DEVELOPMENT IMPACT FEE PROGRAM UPDATE

This letter is intended to reaffirm Caltrans' position regarding the update of the TAMC Regional Development Impact Fee Program. This Program allows Caltrans and the local agencies to apply a cumulative mitigation strategy to impacts from new development in Monterey County.

In other regions of the state which have development impact fee programs in place, Caltrans considers those fees as sufficient for addressing the cumulative impacts of development as defined in Sections 15130 and 15355 of the California Environmental Act (CEQA) Guidelines. In these circumstances, Caltrans' review and comments of development proposals focus primarily on project-specific (existing conditions + project) impacts to the state highway system.

Overall, we have confidence in the program and its' ability to address cumulative impacts. Any future changes or modifications to the fee program will need to be evaluated by Caltrans to determine if they continue to meet the burden of mitigation for CEQA. This includes mid-program updates such as ones that are described on Section 6.7 (Fee Update Procedures) intended to discount or remove fees for specially-designated zones, infill districts, political feasibility, or other reasons.

If you have any questions, please contact John Olejnik of my staff at (805) 542-4751.

Sincerely,

A handwritten signature in blue ink that reads "Aileen Loe".

for
AILEEN K. LOE,
Deputy District Director
Planning and Local Assistance

Transportation Agency for Monterey County
Regional Development Impact Fee Program
2017 Strategic Expenditure Plan

Revenue Estimates	Previous Cycle 2009-2016	Tier 1 2017-2018	Tier 2 2019 - 2024	Tier 3 2025 - 2035
		5%	54%	41%
Regional Fees Collected (Estimated)	\$ 7,001,735	\$ 2,354,212	\$ 65,033,922	\$ 49,070,209
Balance from Previous Cycle		\$ 3,667,448	\$ 2,354,212	\$ 517,513
Total Estimated Revenues	\$ 7,001,735	\$ 6,021,659	\$ 67,388,133	\$ 49,587,722

Completed Projects	Previous Cycle 2009-2015	Tier 1 2017-2018	Tier 2 2019 - 2024	Tier 3 2025 - 2030
US 101 San Juan Road Interchange	\$ 2,234,375			
SR-68 (Holman Hwy) Roundabout	\$ 792,514			
Total Regional Fee Expenditures on Completed Projects	\$ 3,026,889	\$ -	\$ -	\$ -

Expenditure Projections	Total Project Cost	Regional Fee Share of Cost	Previous Cycle 2009-2015	Tier 1 2017-2018	Tier 2 2019 - 2024	Tier 3 2025 - 2030
SR 1 Corridor & Busway	\$ 26,481,000	\$ 2,238,906				\$ 2,238,906
SR 156 Widening	\$ 388,834,000	\$ 41,567,649		\$ 3,355,243	\$ 38,212,407	
Marina-Salinas Corridor	\$ 74,556,000	\$ 17,377,544				\$ 17,377,544
Davis Road North	\$ 7,736,000	\$ 1,296,946			\$ 1,296,946	
Davis Road South	\$ 15,736,000	\$ 8,636,152			\$ 8,636,152	
Del Monte Corridor Improvements	\$ 49,616,000	\$ 8,440,669			\$ 8,440,669	
US 101 South County Phase 1 (Frontage Rds - Salinas to Chualar)	\$ 108,096,000	\$ 17,937,753			\$ 7,175,101	\$ 10,762,652
US 101 South County Phase 2 (Harris Road Interchange)	\$ 59,850,000	\$ 7,463,477				\$ 7,463,477
SR 68 Commuter Improvements	\$ 79,955,000	\$ 3,100,668	\$ 307,398	\$ 312,205	\$ 2,481,065	
US 101 Widening from Airport Blvd to Boronda Rd	\$ 57,863,000	\$ 4,773,297				\$ 4,773,297
G12 San Miguel Canyon Improvements	\$ 74,221,000	\$ 6,971,846				\$ 6,971,846
Salinas Road Improvements	\$ 7,516,000	\$ 628,280			\$ 628,280	
Total Regional Fee Projected Expenditures	\$ 950,460,000	\$ 120,433,188	\$ 307,398	\$ 3,667,448	\$ 66,870,620	\$ 49,587,722

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; FORA Capital Improvement Program Fees; Countywide Transportation Improvement Measure; Highway 156 Toll Revenues; State Transportation Improvement Program; and Regional Surface Transportation Program.



Memorandum

To: Board of Directors
From: Virginia Murillo, Transportation Planner
Meeting Date: August 22, 2018
Subject: **MST Bus on Shoulder/Monterey Branch Line Study**

RECOMMENDED ACTION:

RECEIVE presentation on the Monterey-Salinas Transit Feasibility Study of Bus Operations on State Route 1 Shoulders and in the Monterey Branch Line right-of-way.

SUMMARY:

Mobility between Salinas and the Monterey Peninsula is a regional transportation priority. MST staff will present an update on the Monterey-Salinas Transit Feasibility Study of Bus Operations on State Route 1 Shoulders and in the Monterey Branch Line right-of-way. Currently, there is no preferred alternative; however, the Study's analysis showed that bus operations in the Monterey-Branch Line would yield the greatest travel time savings and has an acceptable cost-benefit ratio.

FINANCIAL IMPACT:

MST led this regional study, which had a consultant cost of \$220,957. TAMC provided \$65,000 of funds from Monterey Branch Line lease revenues to support this regional study in January 2016, and AMBAG provided additional monies to fund the study. MST has programmed its share of SB-1 gas tax funding under the Local Partnership Program for FY 2018/19 to pay for the preliminary engineering and environmental documentation phase of this project.

Funding for the overall project is identified in TAMC's Measure X sales tax (\$15 million) and in the Fort Ord Reuse Authority's Capital Improvement Program (\$14.56 million). Additionally, this project that could compete for SB 1 gas tax funds.

DISCUSSION:

Traffic congestion on State Route 1 between Marina, Seaside and Monterey has led to the evaluation of several options for reducing travel times in the corridor. In 2002, Sand City and Seaside prepared a project study report proposing widening of the highway in this corridor, at a projected cost of \$80 million (2016 dollars).

Rail and bus transit options have also been evaluated. In 2003, the Transportation Agency purchased the Monterey Branch Line (which roughly parallels Highway 1 between Monterey and Castroville) for \$9.3 million to preserve the right-of-way for future transit usage. In 2009, the Transportation Agency adopted light rail as the preferred use for the Branch Line. The cost of Phase 1 (light rail service with 15 min headways between Monterey and Marina) was estimated to be \$165 million. Phase 2 (extended service with 15 minute headways from Marina to Castroville) was expected to cost an additional \$40-50 million; operational costs were estimated at approximately \$5 million/year. The light rail project was put on hold due to federal and local funding constraints. Per TAMC Board action, light rail remains the long-term plan for the use of the Monterey Branch Line.

Bus rapid transit was identified as another viable alternative use for the Branch Line to improve bus travel times along the Highway 1 corridor. In addition, such service could be a precursor for light rail, by building transit ridership along the corridor. Monterey-Salinas Transit district has also been interested in exploring the feasibility of running buses along the shoulders of several highways, including Highway 1, in order to improve travel times. As such, the district sponsored and secured approval of AB 946 (Stone) that authorized the operation of public transit buses on road shoulders in Monterey and Santa Cruz Counties.

In light of these considerations, in October 2016, MST hired CDM Smith to conduct a study to evaluate the feasibility of operating buses on highway shoulders in Monterey and Santa Cruz Counties, as well as the option of operating buses along the Monterey Branch Line. The Study analyzed the following alternatives:

1. Southbound Bus-On-Shoulder of Highway 1 between Del Monte Blvd in Marina and Del Monte Ave in Monterey
2. Southbound Bus-on-Shoulder in the morning between Del Monte Blvd in Marina and Fremont Blvd in Sand City, plus a single Monterey Branch Line busway from the Monterey Rd, California Ave, Fremont Blvd to Contra Costa St in Sand City. This alternative includes an underpass to avoid conflicts at Monterey Rd, California Ave, and Fremont Blvd.
3. Single lane bi-directional busway that would operate southbound in the morning, and northbound in the evening on the Monterey Branch Line right-of-way from Reservation Rd in Marina to Contra Costa St in Sand City, and then use Del Monte Blvd in Seaside and Monterey
4. Bike/Pedestrian Trail Plus Monterey Branch Line would use the current Caltrans trail between Marina and Sand City, and then underpass the Monterey Rd, California Ave, Fremont Blvd intersection.
5. Northbound Bus-on-Shoulder between Casa Verde Ave in Monterey and Fremont Blvd in Sand City
6. No-Build Alternative that represents current conditions
7. Bus/Carpool Lanes between Marina and Monterey: This is a hypothetical alternative that is not currently included in any plans.

The Study included data collection, literature review, traffic analysis, transit route performance, concept feasibility, a cost-benefit assessment of the alternative operational scenarios, and an analysis of the next steps for implementation.

Key findings of the Study include:

1. There is significant Highway 1 traffic congestion in the morning and afternoon:
 - a. Between 7:15 a.m. and 9:15 a.m. from Del Monte/Reservation in Marina to Del Monte in Monterey, and,
 - b. Between 3:30 p.m. and 6:30 p.m. from Carpenter in Carmel to Fremont/California in Seaside/Sand City.
2. Traffic congestion delays MST bus travel time and degrades reliability:
 - a. Without traffic congestion, bus travel time between Marina and Seaside/Sand City should only take 9 minutes;
 - b. Actual bus travel time ranges from 11-30 minutes in the morning and from 12-27 minutes in the evening.
3. Traffic congestion will worsen with the ongoing redevelopment of the former Fort Ord.
4. Highway 1 shoulders lack the width and structural section to support bus on-shoulder operations without significant reconstruction.
5. A busway on the Monterey Branch Line shows promise in terms of transit performance.
6. Segment I – Option I-B could be a good initial busway project – yielding the greatest time savings benefits as well as acceptable cost to-benefit evaluations.

The summary evaluation of the alternatives shows the most promising segment, in terms of travel time savings and cost effectiveness, to be Segment 1 - Option 1B, along the Monterey branch line. This segment has a cost estimate of \$33.4 million.

At the TAMC Board meeting, MST staff will present an overview of the Study, including next steps. MST has programmed its FY 2018/19 local partnership share of SB 1 gas tax funding to pay for the next phase of work: project report and environmental document.

ATTACHMENTS:

- Map and Summary of Alternatives

WEB ATTACHMENTS:

Monterey Bay Area Feasibility Study of Bus on Shoulder Operations on State Route 1 and the Monterey Branch Line:

<https://mst.org/about-mst/planning-development/>

Figure 3-2: Bus-on-Shoulder Concept Focus Area – Monterey County



Summary

A summary of the alternatives considered, and the results of the analysis and evaluation of the alternatives is presented here with additional detail provided in Chapters 4 and 5.

Monterey County Alternatives

Seven different alternatives were studied for the SR 1 Corridor in Monterey County including a No-Build Alternative and an HOV Lane Alternative.

1. **Southbound Bus-on-Shoulder** – This alternative would provide bus-on-shoulder operations on SR 1 between Del Monte Boulevard in Marina and Del Monte Avenue in Monterey. Currently, congestion on this section of SR 1 occurs southbound in the morning peak period, so the bus-on-shoulder operation would be southbound only. The current shoulders in this segment are not the minimum 10 feet width needed for bus-on-shoulder operations, they are typically in the 6-to-8-foot range. Thus, this project would require shoulder widening. There are also four bridges that would either have to be widened or the buses would need to leave the shoulder to bypass them. The estimates of costs and time savings assume that there would not be any widening of structures, as this type of construction would dramatically increase the costs of the project, with only small improvements in travel time. There is also no connection to the planned Intermodal Center at 8th Street in Fort Ord. The Intermodal Center would be the western terminus of the planned Marina-Salinas Multimodal Corridor to Salinas.

Figure 1-6 - Depiction of Bus-on-Shoulder on SR-1 Southbound



2. **Southbound Bus-on-Shoulder Plus Branch Line** – This alternative involves southbound AM peak period bus-on-shoulder operations between Del Monte Boulevard in Marina and the Monterey Road, California Avenue, Fremont Boulevard intersection in Sand City. From the Monterey Road, California Avenue, Fremont Boulevard intersection

to Contra Costa Street in Sand City, a single lane, bi-directional busway (southbound in the morning and northbound in the afternoon) would be developed in the Monterey Branch Line right-of-way. Beyond Contra Costa Street the buses would operate on Del Monte Boulevard all the way to Monterey. The busway would underpass the Monterey Road, California Avenue, Fremont Boulevard intersection to avoid conflicts with traffic at this complex set of intersections. The City of Seaside is currently studying alternative solutions to this intersection, which could be a less costly approach as compared with the cut-an-cover underpass, which would cost about \$2.1 million. There would be traffic signals or roundabouts at the three other street crossings in this area. There is also no connection to the planned Intermodal Center at Fort Ord with this alternative.

3. **Branch Line** – The Branch Line Alternative uses the rail right-of-way from Reservation Avenue in Marina all the way to Contra Costa Street in Sand City, and then uses Del Monte Boulevard to Monterey. The busway would be a single lane, bi-directional facility which would operate southbound in the morning and northbound in the afternoon, consistent with peak traffic flow directions. This alternative also provides an underpass of the Monterey Road, California Avenue, Fremont Boulevard intersection and it provides a connection to the Intermodal Center in Fort Ord via an existing underpass of SR 1 that was a rail spur. This would allow a direct connection to the future Marina-Salinas Multimodal Corridor.

Figure 1-7 – Depiction of Bus on the Monterey Branch Line



4. **Pedestrian/Bike Trail Plus Branch Line** – This alternative is very similar to Alternative 3 except that instead of using the rail right-of-way between Marina and Sand City it uses the alignment of the Monterey Peninsula Recreational Trail. This is the trail closest to SR 1 and there is another existing parallel recreational trail immediately adjacent to the west. This alternative also provides an underpass of the Monterey Road, California Avenue, Fremont Boulevard intersection and it provides a connection to the Intermodal Center in Fort Ord.

Figure 1-8 - Depiction of Bus on the Caltrans Pedestrian/Bike Trail



5. **Northbound Bus-on-Shoulder** – This alternative serves a different purpose from the others in that it is focused strictly on bus-on-shoulder operations on SR 1 in the northbound direction between Casa Verde Avenue in Monterey and Fremont Boulevard in the northern part of Sand City. The shoulder would need to be widened in several areas and there are three structures that the buses would need to bypass by leaving the shoulder and using the right traffic lanes.
6. **No-Build** – This alternative represents current conditions as a baseline for comparison with the build alternatives. It is assumed that there will be some increases in bus service in the corridor by year 2025 and that the Intermodal Center and Marina-Salinas Multimodal Corridor would be in operation.
7. **HOV Lanes** – This alternative is hypothetical, as it is not included in any regional or local plans. It was included for the purposes of providing a comparison of costs and impacts. It would involve adding a new lane to SR 1 in each direction between Marina and Monterey. The new lanes would accommodate buses, carpools, and other exempt vehicles per the California motor vehicle code. It would involve extensive new

construction in the freeway corridor including widening or lengthening of eight structures at costs averaging from \$25-\$35 million for each bridge. There would not be a connection to the Intermodal Center.

Table 1-1 presents a summary of the alternatives and their evaluation results. Some of the key findings are:

- In general, the alternatives involving bus-on-shoulder (Alternatives 1, 2, and 5) do not perform well compared to the others. Because the shoulders are not wide enough and would have to be widened in most areas to accommodate the buses, the construction costs are relatively high. The fact that buses would need to leave the shoulder to bypass structures along the route somewhat defeats the purpose of trying to use the shoulder to bypass traffic. Also, traffic conditions today are often not congested to the point where speeds drop below 35 miles per hour, so bus-on-shoulder operations would not occur every weekday. By year 2025, however, congestion is expected to be more severe and would support bus-on-shoulder operations.
- The HOV Lane alternative also does not perform well primarily due to its high cost and significant environmental impacts. A major concern would be the ability of buses to safely and efficiently make the weaving movement to and from the freeway ramps, across the general purpose traffic lanes and into the HOV lane.
- Compared to other alternatives, the Branch Line Alternative would be a strong performer. Its cost is similar to the Bus-on-Shoulder Alternative, but it provides service in both directions and has connections to the Intermodal Center and Marina-Salinas Multimodal Corridor. It would have environmental impacts which would need to be addressed, particularly in the areas of habitat preservation and biological resources. It also displaces the parking and storage facilities for some existing businesses in Sand City, although they are only leasing the use of the land on a temporary basis.
- Alternative 4, which displaces the Monterey Peninsula Recreational Trail, performs well and is very similar to Alternative 3, the Branch Line Alternative. Displacing the trail may prove to be a very difficult task even though there is an alternative parallel trail that appears to be more heavily used.

Table 1-1: Evaluation Summary – Monterey County

Alternatives		Evaluation Results											
		Constructability Issues	Average 2025 Transit Time Savings (minutes)*	Annual Transit Operating Cost Savings (percent of existing service costs)	2025 Annual Operating Costs Compared to No-Build (millions)*	Buses Required (increase over No-Build)*	2025 Annual Rider-ship*	Connection to Intermodal Center?	Vehicle Miles of Travel Reduction*	Environmental Issues**	Total Capital Costs*	Benefit/Cost Ratio	Overall Assessment
1	Southbound Bus-on-Shoulder	Medium	7.1	3.1%	\$5.8	8	112,400	No	613,100	2	\$35.0	0.18	+
2	Southbound Bus-on-Shoulder Plus Branch Line	Medium	10.1	4.3%	\$5.5	8	304,900	No	1,663,100	7	\$32.1	0.25	++
3	Branch Line	Medium	15.9	6.8%	\$5.0	8	449,400	Yes	2,451,200	9	\$33.4	0.66	+++
4	Pedestrian/Bike Trail Plus Branch Line	Medium	15.9	6.8%	\$5.0	8	449,400	Yes	2,451,200	10	\$32.6	0.67	++
5	Northbound Bus-on-Shoulder	Low	4.8	2.1%	\$5.2	8	240,800	N/A	1,313,400	3	\$10.5	0.26	+
6	No-Build	NA	0.0	0.0%	\$0.0	0	0	No	0	4	\$0.0	N/A	N/A
7	HOV Lanes	High	14.2	6.1%	\$25.7	8	465,400	No	2,538,500	11	\$449.7	0.07	+

Notes: * - Results are incremental to the No-Build Alternative, all costs are in 2017 dollars.

** - Score calculated the sum for all impact categories, using for each category: 2 points for significant, 1 point for possibly significant and 0 points for not significant (see Table 5-11).



Memorandum

To: Board of Directors
From: Ariana Green, Associate Transportation Planner
Meeting Date: August 22, 2018
Subject: **Measure X Safe Routes to School Program**

RECOMMENDED ACTION:

RECEIVE Update on the Measure X Safe Routes to School Program.

SUMMARY:

The Safe Routes to School Program is a Measure X-funded initiative. The Program sets a vision and identifies goals, objectives and types of projects and activities that can be funded. This report reviews the activities accomplished in the first year of the program, and the plans for fiscal year 2018/19.

FINANCIAL IMPACT:

The Measure X Safe Routes to School program provides a consistent source of funding over the next 30 years: approximately \$667,000 annually, or \$20 million over the 30-year life of the program. To broaden the reach of the program, Measure X money will leverage state SB 1 gas tax monies and federal dollars to plan and build safe routes to school projects and fund education and encouragement programs.

DISCUSSION:

The Measure X Safe Routes to School program funds projects and programs that improve children's health by making walking and bicycling safer and easier. The program will result in projects that provide the following benefits: improved safety for children walking and biking to school; better connections between schools, residential areas and vocational training programs; enhanced air quality; and healthier transportation choices for school children and parents.

The Program is consistent with local, State and Federal goals to provide safe access to and from school and will apply the 6 E's to ensure programs and projects funded are comprehensive and inclusive: evaluation, engineering, education, encouragement, enforcement and equity. The program budget includes funding for both infrastructure and non-infrastructure projects to support each of the 6 E's.

Central to the success of the Measure X Safe Routes to School program is the ability to effectively collaborate with other agencies to reach program goals. To ensure regular opportunities for communication and collaboration, agencies and organizations have been invited to participate in a Safe Routes to School Task Force facilitated by TAMC staff. The Task Force meets quarterly to review Program progress, discuss funding opportunities and provide interagency support. Attached is a list of the participants in the Measure X Safe Routes to Schools task force.

In the first year of Measure X funding, the Safe Routes to Schools program has accomplished the following:

Adoption of Guidelines: The TAMC Board adopted the Measure X Safe Routes to School Guidelines in Spring 2018. The program relies on leveraging matching funds and envisions providing support for grant writing, conceptual design services and matching funds to agencies and organizations applying for state and federal funding.

Obtaining a Planning Grant for Seaside and Marina Schools: TAMC was successful in securing a Caltrans Sustainable Transportation Planning Grant to develop a safe routes to school plan encompassing all K-12 schools in the cities of Seaside and Marina.

The Seaside and Marina Safe Routes to School Plan will build on the goals of the Measure X Safe Routes to School Program, and a joint effort between TAMC, Monterey County Health Department, Office of Education and other stakeholders, to ensure disadvantaged populations across Monterey County have access to safe, healthy and affordable transportation options. Seaside and Marina house some of the lowest income populations in the County and have some of the highest rates of youth biking and walking injuries, and are thus high priority areas for safe routes to school planning. Other high priority areas that will receive safe routes to school outreach and education through the Measure X Safe Routes to School program are Salinas, South County, Castroville and North Monterey County.

The planning effort kicked-off in May 2018 and will continue through May 2020. The Measure X Safe Routes to School Guidelines set a goal to leverage every dollar of Measure X funds spent on this project, with seven dollars in state grant funding.

Set a Goal of Safety Education for all Second and Fifth Graders: The Measure X Safe Routes To School Program has set a lofty goal of providing pedestrian safety classes to all 2nd graders, and bicycle safety classes to all 5th graders in Monterey County. These bicycle and pedestrian safety educational programs will take place at elementary schools across the county. TAMC has contracted with Ecology Action to teach bicycle and pedestrian safety in all elementary schools in the Salinas Valley, Marina and Seaside over the next 2-5 years. As matching funds are obtained, the program will be expanded to cover the entire county.

The major Safe Routes to Schools projects scheduled for fiscal year 2018/19 are:

- Develop a comprehensive Measure X Safe Routes to School Website;
- Develop performance measures, guidelines and application forms for mini grants and engineering

support;

- Support Safe Routes to School infrastructure projects
- Apply for Grant Funding
- Coordinate with County Health Department on education and outreach in Salinas Valley;
- Begin school traffic gardens pilot; and
- Implement the Education Program serving Salinas Valley, Seaside, Marina and North County.

ATTACHMENTS:

- Measure X Safe Routes to School Taskforce

MEASURE X SAFE ROUTES TO SCHOOL TASK FORCE

Monterey County Health Department	Monterey Peninsula Unified School District
Monterey County Public Works	North Monterey County Unified School District
Monterey County Office of Education	Salinas City Elementary School District
Rancho Cielo	South Monterey County Joint Union High School District
California State University, Monterey Bay	City of Salinas Public Works
Hartnell College	City of Salinas Recreation & Community Services
Monterey Peninsula Community College	City of Salinas Police Department
Monterey Salinas Transit	City of Monterey Traffic Engineering
YMCA of the Central Coast	City of Pacific Grove Public Works
CHISPA Housing	City of Marina Public Works
City of Gonzales Public Works	City of Seaside Public Works
City of Soledad Public Works	City of Del Rey Oaks Public Works
City of Greenfield Public Works	City of Carmel-by-the-Sea
City of King Public Works	Transportation Agency for Monterey County



Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant
Meeting Date: August 22, 2018
Subject: **Reports from Transportation Providers**

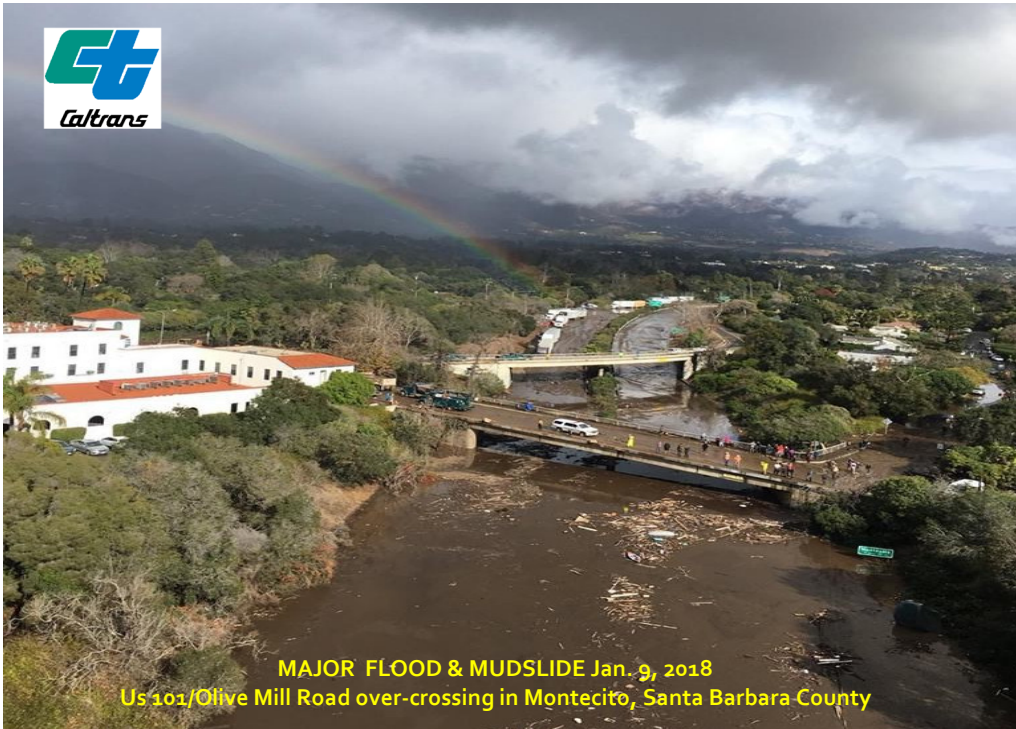
RECOMMENDED ACTION:

RECEIVE reports from Transportation Providers:

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

ATTACHMENTS:

- ▣ Caltrans Director Report
- ▣ Caltrans Project Update



MAJOR FLOOD & MUDSLIDE Jan. 9, 2018
Us 101/Olive Mill Road over-crossing in Montecito, Santa Barbara County

SPRING 2018

Caltrans District 5



Acting District Director
Richard Rosales

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

District Director's Report

A quarterly publication for our transportation partners



Storm Damage Recovery Ongoing

Catastrophic winter spurs travel options

Caltrans continues recovery work from major storm damages in January that buried portions of US 101 in Santa Barbara and Ventura counties while also rendering Highways 192, 33 and 150 impassable. Major work includes rebuilding four bridges and repairing two others, and removing heavy boulders and debris from creek beds and culverts. Completion for most bridge construction, estimated at \$30 million, is expected in spring 2019. Some highway segments remain closed. Caltrans is accelerating work where possible on all impacted highways.

During the two-week closure of US 101, various transportation options became available for the traveling public. Amtrak's Pacific Surfliner added rail cars from Northern and Southern California to meet high travel demands. Santa Barbara Airbus featured daily LAX shuttle trips (five-hours duration) via Interstate 5 and Highway 166. Condor Express also offered daily round-trip

emergency ferry services between the Santa Barbara and Ventura harbors. The deadly Montecito mudslide—which took the lives of at least 21 people—followed the December 2017 Thomas Fire that destroyed many structures and burned 300,000 nearby acres.



SB 1 Investment Supports Central Coast

The California Transportation Commission (CTC) is recommending \$183.8 million for Santa Barbara County Association of Governments' (SBCAG) US 101 Multimodal Corridor project, which will improve the highway for nearly 16 miles from Ventura County to Santa Barbara. Major work includes completing a High Occupancy Vehicle Lane, filling gaps along the California Coastal Trail, providing peak-hour rail service from Ventura County, enhancing transit services, adding Transportation Demand Management and Intelligent Transportation Systems, and installing new, 40-year highway pavement. The CTC recently adopted both the 2018 State Highway Operation and Protection Program (\$18 billion) and the State Transportation Improvement Program (\$3.28 billion) for projects covering the next five

years. This includes \$197 million for improving Highway 46 East, a major east/west trade corridor, in San Luis Obispo County. SB 1, the Road Repair and Accountability Act of 2017, invests \$54 billion over the next decade to rebuild streets, freeways and bridges in local communities statewide while funding transit and congested trade/commute corridors. More information: <http://rebuildingca.ca.gov/>

New Acting District Director

Richard Rosales is now acting District 5 Director. He has 31 years of Caltrans civil engineering experience, including two years as Deputy District Director of Program Project Management; 15 years as a project manager in four of the District's five counties; and capital delivery, including encroachment permits, construction, design and hydraulics. He holds a Bachelor's degree in civil engineering from California State University-Cal Poly, Pomona.

Rosales will serve as District Director until Timothy Gubbins returns from San Diego where he is now interim District 11 Director while recruitment is under way to fill that position—formerly held by the new Caltrans Director Laurie Berman before her appointment to Chief Deputy last fall. Rochelle Vierra, PLS, PMP is acting Deputy District 5 Director of Program Project Management. She has 31 years of Caltrans experience, including Project Management Support Unit and Project Resources Chief and Schedule Management (PRSM) Manager, project manager and land surveyor.



Freight Mobility Plan

Caltrans seeks early public input on the 2019 *California Freight Mobility Plan*. The statewide long-range plan will provide a framework for safe, sustainable, reliable and efficient movement of freight, people and services over the next 20 years. The freight system contributes about \$2.2 trillion annually to the economy and growth is expected. Major challenges include addressing congestion and making the network more environmentally and economically sustainable.

Caltrans is developing the plan in partnership with the California State Transportation Agency, California Freight Advisory Committee and multiple stakeholders. Focus group sessions are scheduled statewide April through June 2018 in the South/North Central Valleys, Sacramento, San Diego, Los Angeles, and San Bernardino and the Inland Empire. The plan's completion is scheduled in December 2019. More information:

<http://www.dot.ca.gov/hq/tpp/offices/ogm/>

Truck Parking Survey

The Caltrans is implementing the 2016 *California Sustainable Freight Action Plan*.

The plan cites truck parking shortages and related issues as top priorities. As such, Caltrans is asking local government agencies and industry representatives to provide input on a 7-question survey now being distributed statewide.

Caltrans will incorporate the survey results, compiled by each District, into its upcoming *Statewide Truck Parking Study*. The scheduled release date is not yet determined.

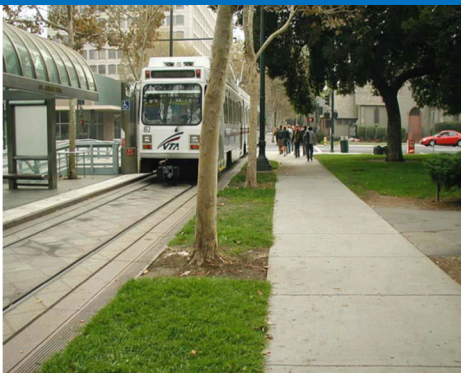
More information:

http://dot.ca.gov/hq/tpp/offices/ogm/cs_freight_action_plan/theplan.html



May is Bike Month

Caltrans will host a commuter station from 7 to 9 a.m. on Friday, May 18, at the District Office in San Luis Obispo. Refreshments will be provided on a first-come, first-serve basis and free giveaways are subject to availability. The event, one of a dozen planned throughout San Luis Obispo County, supports bicycling and greenhouse gas emission reduction for cleaner air, healthier lifestyles and more sustainable transportation. More information: <https://rideshare.org/program/btwd/>



User-Oriented Transit Travel Planning Project

Santa Cruz County Regional Transportation Commission (SCRTC) recently completed its joint transit planning grant project with Santa Cruz Metropolitan Transit District. The \$150,000 project developed an individualized marketing toolkit to increase transit ridership and decrease solo-driving. The federally funded (FTA 5304) grant project targeted high-activity employment centers and neighborhoods near major transit stops. The successful plan is applicable in Santa Cruz County and statewide. More information:

<https://scrtc.org/>



Halcyon Road Complete Streets Plan

The City of Arroyo Grande recently completed its *Halcyon Road Complete Streets Plan*. The \$150,000 Caltrans Sustainable Transportation Planning grant project developed a Complete Streets blueprint for the Halcyon Road corridor located within the city limits and San Luis Obispo County. The plan focuses on improving safety, mobility and accessibility for all users. It also included extensive public outreach to help identify and prioritize both deficiencies and needed improvements. More information:

<http://halcyoncompletestreets.com/>



Call for Projects Coming

Caltrans expects a call for projects for the 2019 Active Transportation Program (ATP) Cycle 4 in May 2018. An estimated \$440 million in federal and SB 1 funding is anticipated for this grant round. In 2013, California created the ATP to encourage more walking and bicycling throughout the state. The program supports both infrastructure and education projects to further these goals. The California Transportation Commission is scheduled to adopt the ATP Guidelines and Fund Estimate on May 16, 2018. Applications are due to Caltrans **July 31, 2018**. More information:

<http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-4.html>



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE AUGUST 22, 2018 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager/ (Resident Engineer)	Contractor	Comments
1.	Highway 1 EFA Contract #05A1959 (1H780)	South of Gorda to Lucia (PM 8.23)	Remove slide at Mud Creek and Paul’s Slide	Spring 2017- Winter 2018	\$24 million	SHOPP	Zeke DeLlamas (PM)	John Madonna Construction, San Luis Obispo, CA	Includes 2 major slide repairs at: Mud Creek (PM 8.9) and Paul’s Slide (PM 21.6). (\$12 million for each location).
2.	Highway 1 Bridges Project (1H660)	From north of Gorda to Garrapata Creek Bridge (PM 11.7/63.0)	Bridge joint/seal and overlay	Summer 2018- Winter 2018	\$3.8 million	SB1	Kelly McKinley (TL)	American Civil Constructors West Coast Inc., Benicia, CA	Construction began June 25, 2018.
3.	Highway 1 Worker Safety Improvements (1C990)	Various locations. (PM 72.2 - R81.1)	Roadside safety improvements	Summer 2018- Spring 2019	\$3.4 million	SHOPP	Carla Yu (DP)	Granite Construction Company of Watsonville, CA	Construction began in July 2018.
4.	Highway 68 Pavement Overlay (1H3804)	From SR 1/68 separation to SPCA Road (PM 3.9/10.8)	Pavement overlay with bonded wearing course	Summer 2018- Fall 2018	\$3.7 million	SB1	Kelly McClain (TL)	Mercer Fraser Co., Eureka, CA	Construction began June 26, 2018.
5.	Highway 68 Salinas River Bridge Widening (0F7004)	East of Reservation Road undercrossing to Spreckels Boulevard undercrossing (PM R17.4/R18.0)	Bridge widening	Spring 2016- Winter 2020	\$9.8 million	SHOPP	David Rasmussen (BR)	Viking Construction Company, Rancho Cordova, CA	Construction continues and major bridge work is expected to be completed by spring 2019. Plant establishment will continue until summer 2020.
6.	Highway 101 Striping in SLO and Monterey Counties (1J7404)	In SLO and Monterey Counties from SR 101/166 separation to SR 101/109 separation (PM: Various)	Replace existing striping	Spring 2018- Summer 2018	\$3.2 million	SB1	Kelly McClain (LB)	Sterndahl Enterprises, Sun Valley, CA	Construction completed; project accepted on July 20, 2018.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE AUGUST 22, 2018 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING

CONSTRUCTION PROJECTS (Continued)									
	Project	Location & Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager/ (Resident Engineer)	Contractor	Comments
7.	US 101 North Greenfield Median Barrier (1G380)	North of Walnut Avenue (PM 53.9/57.1)	Median barrier and inside shoulder rumble strip with shoulder widening	Fall 2017- Summer 2018	\$4.1 million	SHOPP	Aaron Henkel	Papich Construction, Pismo Beach, CA	Project is near completion.

PROJECTS IN DEVELOPMENT									
	Project	Location & PM	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Comments	
8.	Highway 1 Paul’s Slide Repair (0T850)	North of Limekiln Creek Bridge to south of Lucia (PM 21.6/22.1)	Install catchment, improve drainage	Fall 2019	\$16.1 million	SHOPP	Ken Dostalek	The original contract was replaced with an Emergency Storm Damage Repair contract due to storm damage and significant changes to the Scope of Work.	
9.	Highway 1 Big Sur CAPM (1F680)	From Torre Canyon Bridge to Carpenter Street (PM 39.8/74.6)	Pavement rehabilitation	Spring 2020 – Fall 2021	\$24 million	SHOPP	Carla Yu	Project is in Design.	
10.	Highway 1 Castro Canyon Bridge Rail Upgrade (1H490)	At Castro Canyon Bridge (PM 43.1)	Replace bridge rail	Spring 2022	\$1.6 million	SHOPP	Ken Dostalek	Preliminary design and environmental studies began in July 2018. Project will upgrade existing bridge rail. Shoulder widening or complete bridge replacement may also be considered.	



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE AUGUST 22, 2018 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING

PROJECTS IN DEVELOPMENT (Continued)

	Project	Location & PM	Description	Construction Timeline	Estimated Construction Costs	Funding Source	Project Manager	Comments
11.	Highway 1 Safety Upgrades: Hurricane Point to Rocky Creek Viaduct (1A000)	South of Bixby Creek Bridge to south of Rocky Creek Bridge (PM 58.3/59.8)	Shoulder widening, guardrail upgrades, potential retaining wall	Summer 2020	\$5.3 million	SHOPP	Ken Dostalek	Design is complete. Project is expected to advertise for construction in August 2018.
12.	Highway 1 Garrapata Creek Bridge Rail Replacement (1H800)	At Garrapata Creek Bridge (PM 62.97)	Bridge rail rehabilitation	Fall 2023	\$12 million	SHOPP	Carla Yu	Environmental studies are underway. Project is a “long lead” with a longer than normal environmental study period due to need to develop a context sensitive bridge rail with historic structures.
13.	Highway 1 Garrapata Creek Bridge Rehab (1H460)	At Garrapata Creek Bridge (PM 63.0)	Electrochemical Chloride Extraction (ECE) of Bridge structure	Spring 2023	\$18 million	SB1	Carla Yu	Project was accelerated into the 2016 SHOPP. Environmental studies are under way.
14.	Highway 68 Pacific Grove CAPM (1H220)	From the 17-mile drive to Congress Avenue (PM 0.5/0.8)	Provide accessible pathways	Winter 2022	\$755,000	SHOPP	Mike Lew	Project in PA&ED.
15.	Highway 68 Pacific Grove Shoulder Widening (1H000)	From Forest Avenue to the SR 1/68 Junction (PM 1.1/L4.3)	Pavement preservation	Winter 2022	\$7.9 million	SB1	Carla Yu	Project was accelerated into the 2016 SHOPP. Environmental studies are under way.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE AUGUST 22, 2018 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING

PROJECTS IN DEVELOPMENT (Continued)								
	Project	Location & PM	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Comments
16.	Highway 68 Pacific Grove Shoulder Widening (1C250)	Pacific Grove to Scenic Drive (PM 1.6/L4.1)	Shoulder widening, rumble strips, guardrail	Summer 2019	\$3.6 million	SHOPP	Carla Yu	Design is complete. Project is expected to advertise for construction in November 2018. Construction is scheduled to begin February 2019.
17.	Highway 68 Pacific Grove Centerline Rumble Strip (1G450)	East of Piedmont Avenue to slightly west of the SR 1/68 Junction (PM 1.6/L4.1)	Centerline rumble strip & open grade asphalt concrete	Summer 2018	\$3.6 million	SHOPP	Carla Yu	Construction began in June 2018.
18.	US 101 Camp Roberts SRRA Infrastructure Upgrade (1H020)	Northbound and southbound at the Camp Roberts Rest Area (PM R2.9/R5.3)	Safety roadside rest area infrastructure upgrade	Winter 2020	\$5 million	SHOPP	Carla Yu	Project is in Design.
19.	US 101 San Antonio River Bridge-Seismic Retrofit (1F820)	Near King City at the San Antonio River Bridge (PM R6.7)	Seismic retrofit of 2 bridges	Winter 2021	\$9.8 million	SHOPP	Carla Yu	Environmental studies continue.
20.	US 101 Paris Valley 2R Rehab (1F740)	South of Paris Valley Road overcrossing to Rancho undercrossing (PM R28.0/R30.6)	Pavement rehabilitation	Summer 2019	\$26.9 million	SHOPP	Aaron Henkel	Project is in Design.
21.	US 101 King City Rehabilitation (1F750)	From just south of Wild Horse Road to just north of Jolon Road (PM R36.9/43.2)	Pavement rehabilitation	Fall 2018	\$57.6 million	SHOPP	Aaron Henkel	Project is on CTC agenda for August 2018; project has been combined with 1C960 and 1H620 for construction purposes—tentatively scheduled to begin construction by Spring 2019.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE AUGUST 22, 2018 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING

PROJECTS IN DEVELOPMENT (Continued)

	Project	Location & PM	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Comments
22.	US 101 Salinas River Bridge Seismic Retrofit (1C960)	At the Salinas River Bridge (PM R41/R41.8)	Seismic retrofit	Winter 2021	\$1.4 million	SHOPP	Aaron Henkel	Project is on CTC agenda for August 2018; project has been combined with 1F750 and 1H620 for construction purposes—tentatively scheduled to begin construction by Spring 2019.
23.	US 101 North King City Median Barrier (1H620)	At the Salinas River Bridge to cross-over at Teague Avenue (PM R41.6/R47.7)	Median barrier	Winter 2019	\$6.5 million	SHOPP	Aaron Henkel	Project is on CTC agenda for August 2018; project has been combined with 1C960 and 1F750 for construction purposes—tentatively scheduled to begin construction by Spring 2019.
24.	US 101 North Soledad OH Deck Replacement (0F970)	North Soledad Bridge (PM 62.1/63.2)	Bridge replacement	Summer 2021	\$6.6 million	SHOPP	Ken Dostalek	Design is about 60% complete. Project requires multiple agreements with Union Pacific Railroad. Expected to advertise for construction in March 2020.
25.	US 101 Salinas CAPM (1F700)	North of Gonzales to East Market Street (PM 73.8/87.3)	Pavement preservation	Summer 2019	\$19 million	SHOPP	David Silberberger	Project is in Design.
26.	US 101 Salinas Rehabilitation (1C890)	East Market Street overcrossing to just south of Russell/Espinosa Road (PM 87.31/R91.5)	Roadway rehabilitation	Winter 2018	\$34 million	SHOPP	Aaron Henkel	Project is on CTC agenda for August 2018. Tentatively scheduled to begin construction Spring 2019.
27.	US 101 Prunedale Rehab (1H690)	North of Boronda Road overcrossing to Monterey/San Benito County line (PM R91.5/101.3)	Roadway rehabilitation	Fall 2022	\$49 million	SB1	David Silberberger	Work has begun on the environmental document, which is expected to be completed in September 2019.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE AUGUST 22, 2018 TRANSPORTATION AGENCY FOR MONTEREY COUNTY’S MEETING

PROJECTS IN DEVELOPMENT (Continued)

	Project	Location & PM	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Comments
29.	Highway 156 Castroville Overhead (0A090)	On SR 156 in Monterey County between the SR 183/156 separation and Castroville Boulevard (PM R1.1/R2.1)	Replace bridge railing	Spring 2020	\$3 million	SHOPP	David Silberberger	Design work continues. Target date for starting construction is Summer 2020.
	Highway 156 West Corridor (31600)	Between Castroville and Prunedale (PM R1.6/T5.2)	Construct new 4-lane divided freeway and new interchanges	Fall 2019- Fall 2023	\$264 million	STIP/ Federal Demo	David Silberberger	The overall project cost is \$389 million. The project is now divided into 3 segments. Segment 1 (Castroville Boulevard Interchange) is programmed in the 2018 STIP through construction. Design work is slated to begin in July 2018. The project team will also continue efforts on delivering a Supplemental EIR for Segments 2 and 3 relating to roadway tolling.
30.	Highway 218 Seaside ADA (1H230)	From Del Monte Road to Fremont Boulevard (PM R0.2/L0.9)	ADA compliant pedestrian access	Spring 2022	\$1 million	SHOPP	Mike Lew	In PA&ED.

ACRONYMS USED IN THIS REPORT:

ADA	Americans with Disability Act
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CMIA	Corridor Mobility Improvement Account
CTC	California Transportation Commission
ED	Environmental Document
EIR	Environmental Impact Report
PA&ED	Project Approval and Environmental Document
PM	Post Mile
PS&E	Plans, Specifications and Estimates
RW	Right of Way
SHOPP	State Highway Operation and Protection Program
STIP	State Transportation Improvement Program



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant
Meeting Date: August 22, 2018
Subject: **TAMC Draft Minutes of June 27, 2018**

RECOMMENDED ACTION:

APPROVE minutes of the Transportation Agency for Monterey County (TAMC) the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for June 27, 2018.

ATTACHMENTS:

- ▢ TAMC Draft Minutes of June 27, 2018

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 27, 2018 TAMC BOARD MEETING
HELD AT THE
Agricultural Center Conference Room
1428 ABBOTT STREET, SALINAS

TAMC BOARD MEMBERS	AUG 17	SEP 17	OCT 17	DEC 17	JAN 18	FEB 18	MAR 18	APR 18	MAY 18	JUN 18
L. Alejo, Supr. Dist. 1 – 2nd Vice Chair (L. Gonzales; J. Gomez)	P	P	P	P	P	P(A)	P(A)	P	P(A)	P(A)
J. Phillips, Supr. Dist. 2, Chair (J. Stratton)	P	P	P	P	P	P	P	P	P	P
S. Salinas, Supr. Dist. 3 (C. Lopez, P. Barba)	P	P	P(A)	P	P	P	P	P	P	P
J. Parker, Supr. Dist. 4 (W. Askew)	P(A)	P(A)	P	P	P(A)	P(A)	P	P(A)	P	P
M. Adams, Supr. Dist 5 - (Y. Anderson)	P	P	P	P	P	P(A)	P	P	P	P
C. Hardy, Carmel-by-the-Sea (S. Dallas)	P	P	P	P	P	P	P	P	P	E
J. Edelen, Del Rey Oaks (L. Buckley, K. Clark)	P	P	P	P	P	P	P	P(A)	P	P
M. Orozco, Gonzales (J. Lopez , R. Bonincontri)	P(A)	P	P	P	P	P	P	P	P(A)	P
L. Santibanez, Greenfield	P	P	P	E	E	P	P	-	P	P
M. LeBarre, King City (C. Victoria)	P	P	P	P	P	P	P	P	E	P
B. Delgado, Marina (F. O'Connell)	P	P	P(A)	P	P	P(A)	P(A)	P	P(A)	P
E. Smith, Monterey (A. Renny)	P	P(A)	P	P	P	P	P	P	P	P(A)
R. Huitt, Pacific Grove – 1st Vice Chair (C. Garfield , D. Gho)	P	P(A)	P	P	P	P	P	P	P(A)	P
K. Craig, Salinas (J. Gunter)	P	P	P(A)	P	P	P	P	P	P	P
T. Bodem, Sand City (L. Gomez)	P	P	P	P	P	E	P	E	P	E
R. Rubio, Seaside (D. Pacheco)	P	-	P	P	P	P	P	P	P	P
A. Chavez, Soledad - Past Chair (F. Ledesma)	P	P	P	P	P	P	-	-	-	P
M. Twomey, AMBAG (H. Adamson , B. Patel , S. Vienna)	P(A)	P	-	P(A)	P	P	P(A)	P(A)	P	P(A)
T. Gubbins, Caltrans, Dist. 5 (A. Loe; O. Monroy Ochoa , J. Olejnik)	P	P(A)	P	P(A)	P(A)	P(A)	P(A)	P(A)	P(A)	P(A)
R. Stedman, Monterey Bay Air Resources District (A. Romero , D. Frisbey)	P	-	-	P	-	-	P	P	P(A)	P(A)
B. Sabo, Monterey Peninsula Airport District	P	-	P	P	P	P	P	P	P	-
C. Sedoryk, MST (M. Hernandez , H. Harvath , L. Rheinheimer)	P	P(A)	P(A)	P	P	P(A)	P	P	P(A)	P
E. Montesino, Watsonville (L. Hurst)	-	P	P	P	-	-	-	-	P	P
E. Ochoa, CSUMB* (A. Lewis, L. Samuels)						P	P	P(A)	-	-

*New member/alternate

TAMC STAFF	AUG 17	SEP 17	OCT 17	DEC 17	JA N 18	FEB 18	MAR 18	APR 18	MAY 18	JUN 18
D. Delfino, Finance Officer/Analyst	P	P	P	P	E	P	P	P	P	P
R. Deal, Principal Engineer			P	P	E	P	E	P	P	E
R. Goel, Dir. Finance & Administration	P	P	E	P	P	P	P	P	P	P
A. Green, Transportation Planner	P	P	P	P	P	P	P	P	P	E
D. Hale, Executive Director	P	P	P	P	E	P	P	P	P	P
G. Leonard, Transportation Planner	P	P	P	P	P	E	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	E
V. Murillo, Assistant Trans. Planner	P	P	P	P	P	P	P	P	P	P
S. Blitch, C. McKee , R. Shaw Legal Counsel	P	P	P*	P*	P	P(A)	P	P	P(A)	P(A)
E. Rodriguez, Senior Admin. Assistant	P	P	P	P	P	P	P	P	P	P
L. Terry, Accountant Assistant	E	E	E	P	E	E	E	E	E	E
C. Watson, Principal Trans. Planner	P	P	P	P	P	P	P	P	E	P
T. Wright, Community Outreach	P	E	P	P	P	P	E	P	P	P
M. Zeller, Senior Trans. Planner	P	P	P	P	P	P	P	P	P	P

OTHERS PRESENT

Mario Romo	Access Monterey Peninsula	Gary Cursio	Monterey Peninsula Hospitality Association
Justin Riedmiller	Access Monterey Peninsula	Art McLaughlin	Oak Hills resident
David Cardoza	Access Monterey Peninsula	Cynthia Suverkrop	Oak Hills resident
Michael Paparello	Gonzales resident	Spencer Latham	Monterey County resident
Paula Getzelman	Southern Monterey County Rural Coalition	Kevin Dayton	Salinas City Center Improvement Association
Greg Molinari	Molinari Family Business		

1. CALL TO ORDER

Chair Phillips called the meeting to order at 9:01 a.m., and Mary Adams, Supervisor District 5, led the pledge of allegiance.

2. PUBLIC COMMENTS

Paula Getzelman, Southern Monterey County Rural Coalition, commented that the Board needs to Reconsider how TAMC perceives South County and remember that it includes San Ardo, San Lucas, Bradley and Lockwood. For example, the Jolon Road Corridor is poorly maintained and needs improvements; it is a 47-mile-long corridor that is utilized by cyclists for events and provides access to the mission.

Kevin Dayton – representing the Salinas City Center Improvement Association expressed he is excited to see the demolition moving forward for the Salinas Rail Station. (Item 3.5.1)

Greg Molinari representing the Molinari family business read his statement into the record (for items 4 and 5) regarding a condemnation lawsuit filed by the Agency. He noted that the condemnation detrimentally affects their property and warehouse operations that have long served the community by providing janitorial and restaurant supplies to businesses in Monterey County and adjacent areas.

3. CONSENT AGENDA

M/S/C Delgado/LeBarre/unanimous
The Board approved the consent agenda.

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 23, 2018.
- 3.1.2** Accepted the list of checks written in May 2018 and credit card statements for the month of April 2018.
- 3.1.3** Received report on conferences or trainings attended by agency staff.
- 3.1.4** Approved attached updated Agency weighted vote table.
- 3.1.5** Approved closure of Transportation Agency for Monterey County offices on December 26, 27, 28, and 31, 2018.
- 3.1.6** Approved delaying the annual evaluation for the Agency Executive Director and Counsel to December 2019 from December 2018, as recommended by the Executive Committee.
- 3.1.7** Regarding On-Call Graphic Design Consultant:
1. Authorized the Executive Director to execute a contract with AMF Media Group, in an amount not to exceed \$60,000, to provide on-call consultant services for graphic design of public outreach/marketing documents for two years, June 2018 through June 2020;
 2. Approved the use of reserve funds budgeted to this purpose; and
 3. Authorized the Executive Director to make administrative changes to the contracts if such changes do not increase the Agency's net cost, subject to approval by Agency counsel.
- 3.1.8** Regarding Khouri Consulting contract for legislative advisory services:
1. Approved contract amendment with Khouri Consulting to provide an increase in compensation from \$30,000 per year to \$36,000 per year based on performance hours worked; and
 2. Authorized the Executive Director to execute the contract amendment and changes to the contract if such changes do not increase the Agency's net cost, subject to approval by Agency Counsel.
- 3.1.9** Adopted Resolution 2018-10 adopting the Agency's updated Title VI Limited English Proficiency Program and Language Assistance Plan.
- 3.1.10** Approved Resolution 2018-09 providing authority for the Executive Director to execute amendment No. 1 to the fiscal year 2018/19 Overall Work Program and Budget to develop the Monterey County Regional Conservation Investment Strategy.
- 3.1.11** Received and accepted a financial report of the Measure X Transportation Safety and Investment Plan receipts and disbursements for the first twelve months from April 2017 through March 2018.

BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES

- 3.2.1** Regarding State Active Transportation Program Grant Applications:
1. Authorized staff to submit two State Active Transportation grant applications.
 2. Approved the local grant match of \$2,727,000 from Measure X; and
 3. Authorized the Executive Director to accept grant funds, if awarded.
- 3.2.2** Adopted Resolution 2018-14 which determines the Monterey County Active Transportation Plan and its proposed improvements were identified and analyzed in the program-level EIR for the 2040 Metropolitan Transportation Plan/Regional Transportation Plan and adopts the Monterey County Active Transportation Plan.
- 3.2.3** Regarding Transportation Development Act Allocation & Unmet Transit Needs:
1. Received list of Monterey County's unmet transit needs;
 2. Approved Monterey-Salinas Transit's application for State Transportation Development Act funds; and
 3. Adopted Resolution 2018-11 allocating \$19,354,476 in Transportation Development Act funds to Monterey-Salinas Transit for Fiscal Year 2018-19.
- 3.2.4** Approved the appointment of Jack Smith representing District 2, to serve on the TAMC Bicycle and Pedestrian Facilities Advisory Committee.

PLANNING

- 3.3.1** Adopted opposed position on Assembly Bill (AB)2806 (Olberholte): Vehicles; disabled parking and adopted support position on Senate Bill (SB) 848 (Committee on Budget): Transportation.

PROJECT DELIVERY and PROGRAMMING

- 3.4.1** Authorized the Executive Director to execute a Senate Bill 1 Local Partnership Program Baseline Agreement to receive grant funding for the Marina-Salinas Multimodal Corridor – Imjin Road Widening Project.
- 3.4.2** Regarding Monterey County Service Authority for Freeways and Expressways Agreement with the California Highway Patrol:
1. Approved the use of \$3,000 in Service Authority for Freeways and Expressways funds for call box program administration by the California Highway Patrol over three-year contract period; and,
 2. Authorized Executive Director to execute an agreement with the CHP for call box program administration and to make administrative changes if such changes do not increase the Agency's net cost, subject to approval by Agency Counsel.

RAIL PROGRAM

3.5.1 Regarding Salinas Rail Project – Contract for structure demolition:

1. Approved and Authorized the Executive Director to execute a contract with Bowen Engineering and Environmental for building demolition for the Salinas Rail Station, Package 1, subject to Agency Counsel and Caltrans approval, in an amount not-to-exceed \$672,000 for the period ending December 31, 2018;
2. Approved the use of funds from the approved project budget for this work amount not to exceed \$672,000, and \$80,000 as a contingency fund for change orders; and
3. Authorized the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract terms or amount.

Kevin Dayton expressed he and the Salinas City Center Improvement Association are excited to see the demolition moving forward for the Salinas Rail Station improvements.

3.5.2 Regarding Water Pipeline Easement Appraisal Services Contract:

1. Approved and authorized the Executive Director to execute a contract with Overland, Pacific & Cutler, LLC for an amount not-to-exceed \$59,393.25, for the period ending June 30, 2020, pending approval by Agency Counsel;
2. Approved the use of California American Water funds per executed reimbursement agreement executed August 11, 2017; and
3. Authorized the Executive Director to take other such 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 None this month.

COMMITTEE MINUTES

3.7.1 Accepted draft minutes from Transportation Agency committees:

- Executive Committee – June 6, 2018
- Bicycle and Pedestrian Committee – June 6, 2018 (available on line at tamcmonterey.org)
- Rail Policy Committee – No meeting this month
- Technical Advisory Committee – June 7, 2018 (available on line at tamcmonterey.org)
- eXcellent Transportation Oversight Committee (xTOC) – No meeting this month

3.7.2 Received selected correspondence sent and received by the Transportation Agency for June 2018.

4. CLOSED SESSION

The Board held a closed session pursuant to Government Code section 54956(d)(1) The Board of Directors conferred with counsel on the following existing litigation:

- 1. TAMC v. Olga Chisum, et al., Court Number 17CV001194
- 2. TAMC v. Joseph Viera, Court Number 17CV001228
- 3. TAMC v. MWM Investments, Court Number 17CV001231

The Board reconvened in open session. Agency Counsel Shaw reported there is no reportable action.

5. 21 HAPP PLACE ESCROW DEPOSIT INCREASE

M/S/C LeBarre/Salinas/unanimous

The Board authorized the Executive Director to deposit an additional \$1,277,560 into the State Condemnation Fund in response to a Superior Court Order directing the Agency to increase the amount of probable compensation on deposit for the Agency’s partial acquisition of 21 Happ Place for the Salinas Rail Extension project.

Mike Zeller, Principal Transportation Planner, reported the Salinas Rail Extension Kick Start project budget includes secured funding for property acquisition. The total project is estimated at \$81 million. The Board established just compensation for the partial acquisition of 21 Happ Place at \$722,000 based on appraisal. The court ordered an increase in the amount on deposit, which raises the probable compensation by \$1,277,560 for a total deposit and potential cost of \$1,999,560.

Public comments:

Greg Molinari read the following statement to the Board:

“We owned the land, No one else had any interest in it. We built the warehouse addition to create much needed space to accommodate our growing business, and to meet current market warehouse standards for bulk storage with shipping and receiving. The City of Salinas approved the building permit for the construction. The addition has been a vital and integral part pf our warehouse operation since the day it was built in 2005. It continues to operate to this day and you are invited to visit. While we do not expect an apology, you need to know that these types of incendiary allegations are unfair to property and business owners facing condemnation and are certainly not conducive to the settlement of litigation. We are not at fault; or will my family be worn down by TAMC’s litigation tactics.”

6. **2018 REGIONAL FEE NEXUS STUDY UPDATE**

The Board received an update on the 2018 Regional Development Impact Fee Nexus Study; and provided policy direction on the collection of regional fees in the Fort Ord Reuse Area zone in the event Fort Ord Reuse Authority sunsets.

Mike Zeller, Principal Transportation Planner, reported the Regional Impact Fee program was adopted by the Transportation Agency Board of Directors and each of the jurisdictions and went into effect in August 2008. As part of the Joint Powers Agreement that established the program, and state law, the Agency is required to conduct a major update to the fee program once every five years. He noted that this update also evaluated incorporating the Fort Ord Reuse Authority zone into the regional fee program. Using the Association of Monterey Bay Area Governments' Regional Travel Demand Model, the consultant, Wood Rodgers identified the existing and future traffic congestion on the regional transportation network in order to determine where roadway improvements will be needed by the 2035 horizon-year. Then transportation improvement projects were identified to address future congestion. These projects were reviewed with the Technical Advisory Committee and comments were incorporated. Finally, the consultant developed the revised regional fee schedule.

Board member LeBarre expressed his concern that Harris Road I/C is not really in South County; the project is located north of Chualar. Staff noted that the "South County" zone extends from south of Salinas to the San Luis Obispo county line.

Board member Rubio commented that he prefers to keep the FORA zone separate. He requested that there be a more in-depth review of the supporting documents for the regional fee.

Board member Edelen concurred with Rubio noting he also prefers to keep the FORA zone separate.

Board member Chavez asked that staff take another look at the usage of Salinas Road by those coming to and from the South County/Greater Salinas zones.

Board member Delgado asked if the Peninsula zone fee will be higher or lower if it is combined with the FORA zone; staff noted that the Peninsula zone fee will decline if it includes the FORA zone.

Board member Huitt commented that it would simplify the program if the Peninsula zone were incorporated into the FORA zone; then there would be fewer zones.

Board member Salinas requested more information on the validity of the trip information explaining the trips from each zone and how they use each regional roadway.

M/S/C Motion: Rubio/Parker
Noes: Huitt

Board member Rubio motioned to keep FORA separate zone from Peninsula when FORA sunsets.

Board member Parker commented that she likes the idea of keeping FORAs separate, if you combine with the Peninsula the fees decrease. Huitt expressed concerns about the fee increase that would result in the Peninsula zone if there were a separate FORA zone.

7. **REGIONAL SURFACE TRANSPORTATION FUNDING FOR PEDESTRIAN IMPROVEMENTS**

M/S/C Salinas/LeBarre/unanimous

The Board approved allocating \$154,500 in Regional Surface Transportation Program funds for Metz Road Traffic Calming project in the City of Soledad.

The project modifies three blocks of Metz Road (State Route 146) with new asphalt, curb, gutter, sidewalk and median features to reduce the speeds of motor vehicles near the project and improve safety for students crossing Metz Road to Gabilan Elementary School and San Vicente Elementary School. The project's location provides a safer route to school, and access to a park, little league baseball fields, the Soledad Community Center and South County YMCA facility.

Mike Zeller, Principal Transportation Planner reported the project's safety features include lighting the mid-block crosswalk next to San Vincente elementary school, extending pedestrian refuge islands, and moving a pedestrian crossing to reduce driveway conflicts.

The TAMC Board previously approved \$516,800 in Regional Surface Transportation Program funds for the project and the City committed \$266,000 in SB 1 gas tax funds to the project. This additional money will fund pedestrian safety enhancements for crossing Metz Road.

Board member Huitt commented that this is a huge improvement, noting it is gratifying to improve pedestrian safety for children. Board members LeBarre and Santibanez concurred. Board member Santibanez noted that it is a wonderful project; she asked if there was a similar project on Bryant Canyon Road.

8. 2018 REGIONAL TRANSPORTATION PLAN**M/S/C** LeBarre/Salinas/unanimous

The Board adopted Resolution 2018-12 to adopt CEQA findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program related to the Environmental Impact Report Certified by the Association of Monterey Bay Area Governments for the 2018 Monterey County Regional Transportation Plan; and adopted Resolution 2018-13 to adopt the 2018 Monterey County Regional Transportation Plan.

Grant Leonard, Associate Transportation Planner, reported the Transportation Agency adopts a Regional Transportation Plan every four years to provide a basis for allocating state and federal funding to transportation projects in Monterey County. The 2018 Plan is intended to be a technical update to the 2014 Plan, reflecting changes in revenue forecasts and updated project lists from the local jurisdictions. The Agency prepares the plan in coordination with the Association of Monterey Bay Area Governments (AMBAG) to be consistent with the regional Sustainable Communities Strategy. There is no direct fiscal impact to the Agency. The 2018 Regional Transportation Plan's financial estimate identified a total of approximately \$4.9 billion in projected funding for transportation projects in Monterey County through the 2040 horizon year of the plan.

The Regional Transportation Plan (RTP) includes three main components: 1) A Policy Element communicating goals and measurable objectives for improving the transportation system, 2) a Financial Element that includes a forecast of revenues over the life of the plan, and 3) an Action Element that includes a list of projects to be funded within the capacity of the funding forecast, which meet the goals and objectives identified in the document. The RTP does not approve any particular project but does review the environmental impacts of all proposed projects on a "program level."

9. REPORTS FROM TRANSPORTATION PROVIDERS

Caltrans – Aileen Loe, Caltrans District 5, highlighted the work being done due to the Senate Bill 1 revenue. She noted that SB 1 provides \$5.4 billion annually, half of which is for state-owned infrastructure and half for local agency infrastructure. Caltrans projects now under construction include bridge maintenance on Highway 1, pavement overlay on Highway 68 and new striping on US 101. She noted that the SB 1 revenues are now protected for use only for transportation by the constitution amendment passed by voters in June. In conclusion, Ms. Loe announced Caltrans is hiring, and it is a great place to work. The Caltrans Mile Marker, is a quarterly publication that provides a transparent, plain language accounting of Caltrans' performance, is now available at: <http://www.dot.ca.gov/milemarker/>.

Monterey Regional Airport District – No report this month.

Monterey-Salinas Transit District – Carl Sedoryk, announced MST held a ribbon-cutting ceremony on Monday, June 11th, 12 noon at One Ryan Ranch for the new operations and maintenance facility, now operating 80 busses safely out of the facility. He reported voters seeking to repeal SB1 funding have qualified to be on the November ballot, noting this will greatly hurt MST's funding source. More information is available at www.mst.org.

Monterey Bay Air Resources District – David Frisbey announced new Electric Vehicle Incentive Program (rebate), which includes outreach to low income individuals for a purchase of used electric vehicle program, up to a \$7,500 tax credit. The next cycle of AB 2766 funding is available for roundabouts, adaptive signal control, electric vehicle incentives, etc.

California State University Monterey Bay – No report

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

Board member Edelen reported that he attended the CalCOG meeting in Sacramento on May 30, 2018. The main topic was Senate Bill 1.

11. EXECUTIVE DIRECTOR'S REPORT

Executive Director Hale reported the following:

- She will be sending out her Goals, Objectives, Accomplishments; educational efforts on how TAMC is using and expects to use SB 1 gas taxes will be emphasized in the coming months.
- Upcoming events:
 - Thursday, June 28 - SR 218 corridor workshop, Oldemeyer Center in Seaside
 - Friday, August 10 - Rail Tour – attendees will take a 7:15 am bus from Salinas to San Jose and return to Salinas on the Coast Starlight train; tickets are available from the Salinas Chamber of Commerce
 - Groundbreaking for Salinas Rail station - targeting August, sometime before TAMC meeting
- No TAMC Board meeting or other committee meetings will be held in July, except for: Tuesday, July 17, Measure X Oversight Committee, at the Agricultural Commission Conference room.

12. ANNOUNCEMENTS AND/OR COMMENTS

Board member Rubio expressed his appreciation for TAMC's support for the work on West Broadway and the Director's attendance at the ribbon-cutting.

Board member LeBarre thanked Director Hale, Virginia Murillo and Ariana Green for attending the Amgen Tour of California event in King City. He also thanked Caltrans and the County for cleaning up the routes before the race.

Chair Phillips thanked Director Hale for TAMC's funding and assistance with the ribbon-cutting for the new Castroville Crossing pedestrian bridge.

13. ADJOURNMENT

Chair Phillips adjourned the meeting at 10:57 a.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Dave Delfino, Finance Officer / Analyst
Meeting Date: August 22, 2018
Subject: TAMC payments for the months of June and July 2018

RECOMMENDED ACTION:

ACCEPT the list of checks written for June and July 2018 and credit card statements for the months of May and June 2018.

SUMMARY:

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

FINANCIAL IMPACT:

The checks processed this period total \$5,573,907.93, which included checks written for June and July 2018 and payments of the May and June 2018 Platinum Plus Credit Card statements.

DISCUSSION:

During the months of June and July 2018 normal operating checks were written, as well as:

- A check for \$4,815,966.00 to the Transportation Agency's Regional Surface Transportation Program (RSTP) County account 694, of RSTP Funds electronically transferred by the State of California to the Transportation Agency's checking account;
- Two checks totaling \$43,952.22 to HDR Engineering Inc. for engineering services for Salinas Rail Extension Kick-Start Project;
- Three checks totaling \$77,411.47 to Meyers, Nave, Riback, Silver & Wilson for Right of Way work for the Salinas Rail Extension Kick-Start Project;
- A check for \$1,645.00 to Quality Traffic Data LLC for bike counts;
- Two checks totaling \$30,054.00 to MNS Engineers, Inc. for construction management services for the Salinas Rail Extension Kick-Start Project;
- A check for \$1,893.00 to Property Restoration Services, Inc., a check for \$3,816.00 to California

Premier Restoration and two checks totaling \$4,190.75 to Morning Sun Ranch, Inc. for rail property maintenance;

- Two checks totaling \$19,736.99 to Alta Planning + Design for GIS and Mapping services for the Complete Streets program;
- A check for \$1,222.52 to Geocon Consultants for hazardous materials testing and oversight of the Salinas Rail Property demolition;
- Three checks totaling \$35,832.09 to Kimley-Horn & Associates, Inc. for services for the study of Canyon Del Rey (SR218) Corridor;
- A check for \$5,000.00 to Moss, Levy and Hartzheim for the 2017/2018 Financial Audit;
- A check for \$10,752 to Moxxy Marketing Corporation for marketing services for the new rideshare program;
- Two checks totaling \$58,640.33 to Omni-Means, LTD for services for the study of the Pajaro to Prunedale corridor;
- A check for \$7,000.00 to FORA for annual membership dues;
- A check for \$23,921.65 to MST for the Bus Route Feasibility Study; and
- Two checks totaling \$10,512.90 to Wood Rodgers, Inc. for services to update the Regional Development Impact Fee program.

ATTACHMENTS:

- ▢ Checks June 2018
- ▢ Checks July 2018
- ▢ Credit Card Statements May and June 2018

Transportation Agency for Monterey County (TAMC)
 Union Bank Operating Account
 June 30, 2018

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
06/01/2018 18183	United Way of Monterey County	115.00		Employee Deduction - Charitable
06/04/2018 EFT	CalPers Health Benefits	10,805.83		Employee Benefit
06/04/2018 EFT	Debbie Hale	590.87		Reimbursement of Expense for CTC and Rural Task Force
06/04/2018 EFT	Christina Watson	390.18		Reimbursement of 125 Plan and Rail working Group
06/04/2018 EFT	Mike Zeller	381.12		Reimbursement of Expenses for CTC and RTPA Meetings
06/04/2018 EFT	Maria Montiel	119.46		Mileage Reimbursement
06/04/2018 EFT	Virginia Murillo	45.53		Reimbursement for Fuel and FORTAG Meeting Food
06/07/2018 DEP	Eight California APWA Chapters		568.00	Reimbursed Expenses for APWA Advocacy Workshop
06/07/2018 DEP	City of Pacific Grove		5,068.00	Local Agency Contribution
06/07/2018 DEP	State of California		32,157.40	SAFE - Revenue April 2018
06/07/2018 DEP	Lithia, Marina Concrete, Haedrich, Cardinale, P & S Real Estate and VDS Ramirez		9,897.09	Railroad Right of Way Rent
06/07/2018 DEP	P. G. & E.		67.54	Refund
06/07/2018 EFT	State of California		184,571.18	Active Transportation Grant
06/08/2018 18184	Alvarez Technology Group, Inc.	432.01		Computer Support
06/08/2018 18185	AT & T (Carol Stream, Il.)	401.98		Telecommunications, Call Box and Rideshare - Phone Service
06/08/2018 18186	CDS Net, LLC	102.00		Safe Call Boxes
06/08/2018 18187	Enterprise Rent-a-Car	127.07		Auto Rental
06/08/2018 18188	Khoury Consulting	2,500.00		Legislative Consultant
06/08/2018 18189	Monterey County Weekly	157.50		Advertising RFP for Appraiser
06/08/2018 18190	Void	0.00		Void
06/08/2018 18191	Verizon Wireless	92.76		Call Box-Phone Service
06/08/2018 18192	WTS	95.00		Membership Dues
06/08/2018 18193	Petty Cash	192.25		Miscellaneous Office Expenses
06/15/2018 18194	United Way of Monterey County	115.00		Employee Deduction - Charitable
06/15/2018 18195	Void	0.00		Void
06/15/2018 18196	Void	0.00		Void
06/15/2018 18197	Business Card	4,523.07		Office and Meeting Supplies, Staff Travel & Professional Development
06/15/2018 18198	Case Systems Inc.	6,798.45		SAFE Call Box - Maintenance
06/15/2018 18199	CDW-G	30.56		Computer Equipment
06/15/2018 18200	Comcast	141.23		Telecommunications
06/15/2018 18201	Void	0.00		Void
06/15/2018 18202	HDR Engineering Inc.	12,296.84		Engineering Services Salinas Rail Extension Kick-Start Project
06/15/2018 18203	Kimley-Horn & Associates, Inc.	20,256.62		Services for the Traffic Study of Canyon Del Rey (SR 218) Corridor
06/15/2018 18204	Meyers, Nave, Riback, Silver & Wilson	4,550.00		Right of Way Legal Services for Salinas Rail Extension Kick-Start Project
06/15/2018 18205	MNS Engineers, INC.	8,530.00		Construction Management Services for Salinas Rail Extension Kick-Start Project
06/15/2018 18206	Peninsula Messenger LLC	250.00		Courier Service
06/15/2018 18207	Pure Water	56.70		Water
06/15/2018 18208	Morning Sun Ranch, Inc.	3,510.00		Monterey Branch Line Maintenance
06/15/2018 18209	Moxxy Marketing Corporation	10,752.00		Marketing Services for New Rideshare Program
06/15/2018 EFT	Payroll	39,628.70		Payroll
06/15/2018 EFT	United States Treasury	8,916.94		Payroll Taxes & Withholding
06/15/2018 EFT	EDD	3,490.14		Payroll Taxes & Withholding
06/15/2018 EFT	EDD	39.23		Payroll Taxes & Withholding
06/15/2018 EFT	Pers Retirement	7,087.90		Employee Benefits
06/15/2018 EFT	Pers Retirement PEPRA	1,338.47		Employee Benefits
06/15/2018 EFT	CalPERS	7,129.97		Employee Benefits
06/21/2018 EFT	State of California		4,815,966.00	RSTP Exchange Funds 17/18
06/22/2018 18210	AAMCOM LLC	112.20		Safe Call Boxes
06/22/2018 18211	Alta Planning + Design	12,573.47		GIS and Mapping Services for Complete Streets
06/22/2018 18212	American Public Transportation Association	1,084.00		Membership Dues
06/22/2018 18213	FedEx (Printing)	449.57		Agenda Printing
06/22/2018 18214	Monterey County Resource Management Agency	3,789.08		Courier and Postage Costs
06/22/2018 18215	Morning Sun Ranch, Inc.	669.75		Branch Line Maintenance
06/22/2018 18216	Office Depot	653.47		Office Supplies
06/22/2018 18217	Office of the County Counsel	13,311.21		Legal Services

Transportation Agency for Monterey County (TAMC)
 Union Bank Operating Account
 June 30, 2018

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
06/22/2018 18218	Omni-Means, LTD.	35,670.61		Service for the Traffic Study of the Pajaro to Prunedale G12 Corridor
06/22/2018 18219	Oppidea, LLC	2,335.00		Accounting Services
06/22/2018 18220	Petty Cash	190.00		Miscellaneous Office Expenses
06/22/2018 18221	Plaza Circle, Ltd	428.79		Electric Charging
06/22/2018 18222	Monterey County Treasurer	4,815,966.00		Funds Transfer to County RSTP Acct. 694
06/25/2018 DEP	State of California		77,757.89	Grant Funds for HWY 128 and Pajaro to Prunedale Traffic Studies
06/25/2018 DEP	Hyland, Jaguar, Haedrich, Saroyan and Eagle Creek		17,601.64	Railroad Right of Way Rent
06/25/2018 DEP	My Kia / Nissan		399.00	Reimbursed License Fee
06/26/2018 EFT	State of California		4,919.02	SR HWY 156 Funds
06/27/2018 EFT	Hyland	1,453.43		Returned Check
06/27/2018 EFT	Union Bank	55.24		Bank Service Charges
06/27/2018 EFT	Union Bank	9.00		Bank Service Charges
06/27/2018 EFT	State of California		242,082.54	Traffic Congestion Relief Funds for Salinas Rail
06/29/2018 18223	Drawing Board Printing	35.75		Office Supplies
06/29/2018 18224	Geocon Consultants, Inc.	1,222.52		Hazardous Materials Testing and oversight of the Salinas Rail Property Demolition
06/29/2018 18225	Kimley-Horn & Associates, Inc.	3,798.19		Services for the Traffic Study of Canyon Del Rey (SR 218) Corridor
06/29/2018 18226	Shell	39.09		Auto Expense - Gasoline
06/29/2018 18227	United Way of Monterey County	115.00		Employee Deduction - Charitable
06/29/2018 18228	San Luis Obispo Council of Governments	1,500.00		Membership Dues
06/28/2018 18229	Alejandro V Chavez	137.02		Board Member Stipend
06/28/2018 18230	Bruce C Delgado	91.35		Board Member Stipend
06/28/2018 18231	Carolyn D Hardy	91.35		Board Member Stipend
06/28/2018 18232	Edwin D Smith	182.70		Board Member Stipend
06/28/2018 18233	Jerry B Edelen	91.35		Board Member Stipend
06/28/2018 18234	Kimbley J Craig	228.37		Board Member Stipend
06/28/2018 18235	Maria x Orozco	91.35		Board Member Stipend
06/28/2018 18236	Michael R LeBarre	182.70		Board Member Stipend
06/28/2018 18237	Ralph S Rubio	228.38		Board Member Stipend
06/28/2018 18238	Robert E Huitt	182.70		Board Member Stipend
06/28/2018 18239	Carolyn Hardy	50.14		Board Member Mileage
06/28/2018 18240	Ed Smith	46.24		Board Member Mileage
06/28/2018 18241	Jerry B. Edelen	254.36		Board Member Mileage & Travel
06/28/2018 18242	Maria Orozco	33.79		Board Member Mileage
06/28/2018 18243	Mike LeBarre	98.10		Board Member Mileage
06/28/2018 18244	Ralph Rubio	29.43		Board Member Mileage
06/28/2018 18245	Robert Huitt	54.06		Board Member Mileage
06/29/2018 EFT	Payroll	39,658.53		Payroll
06/29/2018 EFT	United States Treasury	8,868.24		Payroll Taxes & Withholding
06/29/2018 EFT	EDD	3,506.00		Payroll Taxes & Withholding
06/29/2018 EFT	Pers Retirement	7,087.90		Employee Benefits
06/29/2018 EFT	Pers Retirement PEPRRA	1,338.47		Employee Benefits
06/29/2018 EFT	CalPERS	7,129.97		Employee Benefits
06/29/2018 EFT	Graniterock		7,577.05	Railroad Right of Way Rent
		5,121,114.25	5,398,632.35	

Transportation Agency for Monterey County (TAMC)
 Union Bank Operating Account
 July 31, 2018

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
07/02/2018 EFT	United States Treasury	252.46		Payroll Taxes & Withholding
07/02/2018 EFT	EDD	28.05		Payroll Taxes & Withholding
07/02/2018 EFT	EDD	16.50		Payroll Taxes & Withholding
07/02/2018 EFT	Christina Watson	2,419.68		Section 125 Reimbursement and Travel Reimbursement for WTA and APTA Meetings
07/02/2018 EFT	Rich Deal	784.64		Section 125 Reimbursement
07/02/2018 EFT	Elouise Rodriguez	158.65		Reimbursement for Meeting Supplies
07/03/2018 EFT	CalPers Health Benefits	10,108.68		Employee Benefit
07/06/2018 18246	Access Monterey Peninsula, Inc. (AMP)	3,360.00		TV Video Services
07/06/2018 18247	Alliant Insurance	5,269.25		Property Insurance
07/06/2018 18248	Alvarez Technology Group, Inc.	1,524.60		Computer Support
07/06/2018 18249	AT & T (Carol Stream, Il.)	402.62		Telecommunications, Call Box and Rideshare - Phone Service
07/06/2018 18250	De Lage Landen Financial Services	278.26		Office Copier Lease
07/06/2018 18251	Delta Dental	848.00		Employee Benefits
07/06/2018 18252	Enterprise Rent-a-Car	62.65		Auto Rental
07/06/2018 18253	Lincoln National Life Insurance Co.	844.37		Employee Benefits
07/06/2018 18254	Meyers, Nave, Riback, Silver & Wilson	28,820.94		Right of Way Legal Services for Salinas Rail Extension Kick-Start Project
07/06/2018 18255	Plaza Circle, Ltd	7,793.80		Office Rent
07/06/2018 18256	Property Restoration Services, Inc.	1,893.00		Commuter Rail Property Maintenance
07/06/2018 18257	Silkscreen Express	261.74		TAMC Shirts
07/06/2018 18258	Smile Business Products	125.26		Office Copier Expenses
07/06/2018 18259	United States Postal Service	200.00		FSP Postage
07/06/2018 18260	Verizon Wireless	100.16		Call Box - Phone Service
07/06/2018 18261	VSP	172.92		Employee Benefits
07/06/2018 18262	Wood Rodgers, Inc.	3,275.40		Services to Update the RDIF Program
07/09/2018 DEP	Lithia, Haedrich, Cardinale, P & S Real Estate and Hyland		8,395.32	Railroad Right of Way Rent
07/09/2018 DEP	APWA Monterey Chapter		71.00	Reimbursed Expenses for APWA Advocacy Workshop
07/09/2018 DEP	State of California		33,309.61	SAFE - Revenue May 2018
07/09/2018 DEP	City of Greenfield		5,758.00	Local Agency Contribution
07/09/2018 DEP	City of Del Rey Oaks, Sand City and Gonzales		4,604.00	Local Agency Contribution
07/09/2018 DEP	Marina Concrete, Inc.		450.00	Railroad Right of Way Rent
07/11/2018 EFT	Pers Retirement	10,576.00		Employee Benefits - Unfunded Liability
07/11/2018 EFT	Pers Retirement	655.00		Employee Benefits - Unfunded Liability
07/13/2018 18263	Delta Dental	742.00		Employee Benefits
07/13/2018 18264	Khouri Consulting	2,500.00		Legislative Consultant
07/13/2018 18265	Meyers, Nave, Riback, Silver & Wilson	44,040.53		Right of Way Legal Services for Salinas Rail Extension Kick-Start Project
07/13/2018 18266	Office of the County Counsel	4,690.83		Legal Services
07/13/2018 18267	United Way of Monterey County	115.00		Employee Deduction - Charitable
07/13/2018 EFT	Payroll	40,821.27		Payroll
07/13/2018 EFT	United States Treasury	9,409.38		Payroll Taxes & Withholding
07/13/2018 EFT	EDD	3,691.50		Payroll Taxes & Withholding
07/13/2018 EFT	Pers Retirement	7,460.55		Employee Benefits
07/13/2018 EFT	Pers Retirement PEPRA	1,391.23		Employee Benefits
07/13/2018 EFT	CalPERS	6,774.70		Employee Benefits
07/13/2018 EFT	Rita Goel	912.96		Section 125 Reimbursement
07/13/2018 EFT	Grant Leonard	52.50		Reimbursement for CEQA Fee
07/20/2018 18268	AAMCOM LLC	248.20		Call Box - Service
07/20/2018 18269	Alta Planning + Design	7,163.52		GIS and Mapping Services for Complete Streets
07/20/2018 18270	Alvarez Technology Group, Inc.	432.01		Computer Support
07/20/2018 18271	Business Card	7,134.86		Office and Meeting Supplies, Staff Travel & Professional Development
07/20/2018 18272	California Premier Restoration	3,816.00		Fort Ord Graffiti Clean Up
07/20/2018 18273	Case Systems Inc.	6,798.45		SAFE Call Box - Maintenance
07/20/2018 18274	Comcast	141.23		Telecommunications
07/20/2018 18275	Kimley-Horn & Associates, Inc.	11,777.28		Services for the Traffic Study of Canyon Del Rey (SR 218) Corridor
07/20/2018 18276	MNS Engineers, INC.	21,524.00		Construction Management Services for Salinas Rail Extension Kick-Start Project
07/20/2018 18277	Monterey-Salinas Transit	23,921.65		Reimbursement for Bus Service Study on Monterey Branch Line
07/20/2018 18278	Monterey One Water	74.22		Rail Property Utilities
07/20/2018 18279	Moss, Levy & Hartzheim	5,000.00		Financial Audit

Transportation Agency for Monterey County (TAMC)
 Union Bank Operating Account
 July 31, 2018

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
07/20/2018 18280	Oppidea, LLC	2,335.00		Accounting Services
07/20/2018 18281	Peninsula Messenger LLC	125.00		Courier Service
07/20/2018 18282	Pure Water	64.20		Water
07/20/2018 18283	United States Postal Service	225.00		Postage Permit for Freeway Service Patrol
07/20/2018 18284	Wood Rodgers, Inc.	7,237.50		Services to Update the RDIF Program
07/20/2018 18285	Quality Traffic Data LLC	1,645.00		Bike Counts - Del Rey Oaks / King City
07/25/2018 EFT	Union Bank	42.36		Bank Service Charges
07/25/2018 EFT	Graniterock		7,577.05	Railroad Right of Way Rent
07/26/2018 DEP	City of Soledad, King City, Monterey, Seaside and Carmel-by-the-Sea		35,145.00	Local Agency Contribution
07/26/2018 DEP	Cardinale and Jaguar		5,982.72	Railroad Right of Way Rent
07/26/2018 DEP	AT & T		9,855.40	Refund of Relocation Costs
07/27/2018 18286	AMBAG	2,000.00		Rural Counties Task Force Dues
07/27/2018 18287	Calcog	3,494.00		Membership Dues
07/27/2018 18288	Dave Potter	951.84		Travel for Rail Summit Conference
07/27/2018 18289	De Lage Landen Financial Services	278.26		Office Copier Lease
07/27/2018 18290	Fedex (Postage)	28.68		Delivery Service
07/27/2018 18291	FedEx (Printing)	486.04		Agenda Printing
07/27/2018 18292	FOR A	7,000.00		Membership Dues
07/27/2018 18293	HDR Engineering Inc.	31,655.38		Engineering Services Salinas Rail Extension Kick-Start Project
07/27/2018 18294	Lincoln National Life Insurance Co.	476.19		Employee Benefits
07/27/2018 18295	Office of the County Counsel	5,710.31		Legal Services
07/27/2018 18296	Omni-Means, LTD.	22,969.72		Service for the Traffic Study of the Pajaro to Prunedale G12 Corridor
07/27/2018 18297	Smile Business Products	83.61		Office Copier Expenses
07/27/2018 18298	Valero Marketing and Supply	46.34		Auto Expense - Gasoline
07/27/2018 18299	Plaza Circle, Ltd	7,793.80		Office Rent
07/27/2018 EFT	Payroll	41,699.62		Payroll
07/27/2018 EFT	United States Treasury	9,481.44		Payroll Taxes & Withholding
07/27/2018 EFT	EDD	3,720.58		Payroll Taxes & Withholding
07/27/2018 EFT	EDD	8.80		Payroll Taxes & Withholding
07/27/2018 EFT	Pers Retirement	7,616.19		Employee Benefits
07/27/2018 EFT	Pers Retirement PEPRA	1,411.68		Employee Benefits
07/27/2018 EFT	CalPERS	6,863.77		Employee Benefits
07/27/2018 EFT	Christina Watson.	136.85		Section 125 Reimbursement
07/31/2018 EFT	United States Treasury	137.58		Payroll Taxes & Withholding
		452,793.68	111,148.10	



DEBRA L HALE

Platinum Plus® for Business

May 05, 2018 - June 04, 2018

Cardholder Statement

Account Information:
www.bankofamerica.com

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

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

Customer Service:
1.800.673.1044, 24 Hours

TTY Hearing Impaired:
1.888.500.6267, 24 Hours

Outside the U.S.:
1.509.353.6656, 24 Hours

For Lost or Stolen Card:
1.800.673.1044, 24 Hours

Business Offers:
www.bankofamerica.com/mybusinesscenter

Payment Information	
New Balance Total	\$3,304.32
Minimum Payment Due	\$33.04
Payment Due Date	07/01/18
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	\$192.77
Payments and Other Credits	-\$192.77
Balance Transfer Activity	\$0.00
Cash Advance Activity	\$0.00
Purchases and Other Charges	\$3,304.32
Fees Charged	\$0.00
Finance Charge	\$0.00
New Balance Total	\$3,304.32
Credit Limit	\$5,000
Credit Available	\$1,695.68
Statement Closing Date	06/04/18
Days in Billing Cycle	31

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
Payments and Other Credits				
05/21	05/19	PAYMENT - THANK YOU		- 192.77
TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD				-\$192.77
Purchases and Other Charges				
05/07	05/04	FASTRAK CSC 4154868655 CA		25.00
05/08	05/07	LEAGUE OF AMERICAN WHE 2028221333 DC		976.00
05/14	05/11	4IMPRINT 877-4467746 WI		2,207.34
05/16	05/15	CHEVRON 0206386 SALINAS CA		22.99

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, 2018 - June 04, 2018

New Balance Total \$3,304.32
Minimum Payment Due **\$33.04**
Payment Due Date **07/01/18**

Enter payment amount

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May 05, 2018 - June 04, 2018

Page 3 of 4

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
05/16	05/15	CHEVRON 0206386 SALINAS CA	55432868135200042709481	22.99
05/28	05/27	MAILCHIMP *MONTHLY MAILCHIMP.COMGA	55432868147200207501034	50.00
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$3,304.32

Finance Charge Calculation

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

	Annual Percentage Rate	Balance Subject to Interest Rate	Finance Charges by Transaction Type
PURCHASES	17.99%	\$0.00	\$0.00
CASH	25.74% V	\$0.00	\$0.00

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

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New Balance Total \$1,218.75
Minimum Payment Due \$12.19
Payment Due Date 07/01/18

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 \$2,233.46
 Payments and Other Credits -\$2,233.46
 Balance Transfer Activity \$0.00
 Cash Advance Activity \$0.00
 Purchases and Other Charges \$1,218.75
Fees Charged \$0.00
Finance Charge \$0.00
 New Balance Total \$1,218.75
 Credit Limit \$7,600
 Credit Available \$6,381.25
 Statement Closing Date 06/04/18
 Days in Billing Cycle 31

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
Payments and Other Credits				
05/21	05/19	PAYMENT - THANK YOU		- 2,233.46
TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD				- \$2,233.46
Purchases and Other Charges				
05/07	05/03	ASSOC COMMUTER TRANSP	202-7925801 MA	575.00
05/08	05/06	DEVICE MAGIC INC	RALEIGH NC	51.00
05/21	05/17	GOLDEN OPENINGS	515-9862154 IA	513.84
05/21	05/20	DREAMHOST DH-FEE.COM	877-8294070 CA	6.00

Account Number:
May 05, 2018 - June 04, 2018

New Balance Total \$1,218.75
Minimum Payment Due \$12.19
Payment Due Date 07/01/18

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ELOUISE RODRIGUEZ

May 05, 2018 - June 04, 2018

Page 3 of 4

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
05/24	05/22	STARBUCKS STORE 06629 SALINAS CA		33.90
05/30	05/30	EB APA 2018 AWARDS GA 8014137200 CA		39.01
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$1,218.75

Finance Charge Calculation

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

	Annual Percentage Rate	Balance Subject to Interest Rate	Finance Charges by Transaction Type
PURCHASES	17.99%	\$0.00	\$0.00
CASH	25.74% V	\$0.00	\$0.00

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

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For Lost or Stolen Card:
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Payment Information

New Balance Total \$3,816.88
Minimum Payment Due **\$38.17**
Payment Due Date **07/31/18**

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 \$3,304.32
Payments and Other Credits -\$3,304.32
Balance Transfer Activity \$0.00
Cash Advance Activity \$0.00
Purchases and Other Charges \$3,816.88
Fees Charged **\$0.00**
Finance Charge **\$0.00**

New Balance Total \$3,816.88
Credit Limit \$5,000
Credit Available \$1,183.12
Statement Closing Date 07/04/18
Days in Billing Cycle 30

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
06/18	06/16	Payments and Other Credits PAYMENT - THANK YOU		
		TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD		- 3,304.32
		Purchases and Other Charges		-\$3,304.32
06/05	06/04	AMERICAN PUBLIC WORKS 8164726100 MO		325.00
06/05	06/04	CALPERS CVENT 9167957757 CA		349.00
06/06	06/04	BOXWOOD TECHNOLOGY CHANSTEAD@NAYMD		295.00
06/06	06/04	BOXWOOD TECHNOLOGY CHANSTEAD@NAYMD		495.00

Account Number
June 05, 2018 - July 04, 2018

New Balance Total \$3,816.88
Minimum Payment Due **\$38.17**
Payment Due Date **07/31/18**

Enter payment amount

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DEBRA L HAI F

June 05, 2018 - July 04, 2018

Page 3 of 4

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
06/06	06/05	AMERICAN PUBLIC WORKS	8164726100 MO	829.00
06/27	06/25	COPYMAT SALINAS CA		581.21
06/28	06/26	COPYMAT SALINAS CA		293.77
06/28	06/27	MAILCHIMP *MONTHLY MAILCHIMP.COMGA		50.00
07/02	06/30	ZOOM.US 8887999666 CA		598.90
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$3,816.88

Finance Charge Calculation

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

	Annual Percentage Rate	Balance Subject to Interest Rate	Finance Charges by Transaction Type
PURCHASES	17.99%	\$0.00	\$0.00
CASH	25.99% V	\$0.00	\$0.00

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

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1.509.353.6656, 24 Hours

For Lost or Stolen Card:
1.800.673.1044, 24 Hours

Business Offers:
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Payment Information	
New Balance Total	\$3,317.98
Minimum Payment Due	\$33.18
Payment Due Date	07/31/18
Late Payment Warning: If we do not receive your minimum payment by the date listed above. You may have to pay a fee based on the outstanding balance on the fee assessment date: \$19.00 for balance less than \$100.01 \$29.00 for balance less than \$1,000.01 \$39.00 for balance less than \$5,000.01 \$49.00 for balance equal to or greater than \$5,000.01	
Minimum Payment Warning: If you make only the minimum payment each period, you will pay more in interest and it will take you longer to pay off your balance.	

Account Summary	
Previous Balance	\$1,218.75
Payments and Other Credits	-\$1,218.75
Balance Transfer Activity	\$0.00
Cash Advance Activity	\$0.00
Purchases and Other Charges	\$3,317.98
Fees Charged	\$0.00
Finance Charge	\$0.00
New Balance Total	\$3,317.98
Credit Limit	\$7,600
Credit Available	\$4,282.02
Statement Closing Date	07/04/18
Days in Billing Cycle	30

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
06/18	06/16	Payments and Other Credits PAYMENT - THANK YOU		
		TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD		- 1,218.75
		Purchases and Other Charges		-\$1,218.75
06/07	06/06	NOB HILL #607 SALINAS CA		
06/08	06/06	DEVICE MAGIC INC RALEIGH NC		134.50
06/08	06/06	THE BAGEL CORNER SALINAS CA		51.00
06/11	06/07	THE BAGEL CORNER SALINAS CA		20.05
				20.05

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Account Number
June 05, 2018 - July 04, 2018

New Balance Total \$3,317.98
Minimum Payment Due **\$33.18**
Payment Due Date **07/31/18**

Enter payment amount

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June 05, 2018 - July 04, 2018

Page 3 of 4

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
06/12	06/11	BNP MEDIA	248-362-3700 MI	600.00
06/13	06/12	DISCOVERY CHARTERS	8316332877 CA	966.94
06/14	06/13	A & C ENGRAVING	SALINAS CA	16.93
06/15	06/13	CITY OF SEASIDE RECREA	SEASIDE CA	30.75
06/19	06/18	CSMFO	8772829183 CA	40.00
06/19	06/18	CSMFO	8772829183 CA	40.00
06/22	06/21	NAYLOR CAREER SOLUTION	8884918833 MD	295.00
06/25	06/23	MICHAEL'S STORES 5052	SALINAS CA	17.48
06/29	06/27	STARBUCKS STORE 06629	SALINAS CA	33.90
06/29	06/28	AMAZON.COM AMZN.COM/BI	AMZN.COM/BILLWA	225.00
06/29	06/28	BEST BUY 00010199	SALINAS CA	332.73
06/29	06/28	BEST BUY 00010199	SALINAS CA	485.67
07/02	06/29	DEVICE MAGIC INC	RALEIGH NC	7.98
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$3,317.98

Finance Charge Calculation

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



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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Todd Muck, Deputy Executive Director
Meeting Date: August 22, 2018
Subject: Educational Training Attended by Agency Staff

RECOMMENDED ACTION:

RECEIVE report on conferences or training attended by agency staff.

SUMMARY:

Agency staff occasionally attends conferences or training 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 10-13, 2018, Christina Watson attended the American Public Transportation Association (APTA) Rail Conference in Denver, CO. Christina attended conference sessions on a range of topics, including Federal Rail Administration's current priorities, station area access, sustainability and resiliency, and leveraging big data. A memorandum summarizing the sessions Christina attended at the APTA event is attached.

ATTACHMENTS:

- American Public Transit Association Rail Conference memo



Memorandum

To: Todd Muck, Deputy Executive Director
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 22, 2018
Subject: 2018 APTA Rail Conference

On June 10-13, 2018, I attended the American Public Transportation Association (APTA) Rail Conference in Denver, CO. This was an excellent networking opportunity with rail professionals around the country. Sessions that have TCRP reports: <http://www.apta.com/resources/tcrp/Pages/Rail-Conference-TCRP-Reports.aspx>. The program of the conference is available here: <http://www.apta.com/mc/rail/program/>. Highlights of some of the sessions I attended:

APTA Rail Welcome session

- APTA President and CEO Paul P. Skoutelas talked about the growing number of communities that have invested in and reaped the benefits from passenger rail during the past 20 years. He underscored the need for more federal funding for expansion and modernization, including state of good repair. He noted the need to find a way to fill the Highway Trust Fund via the next authorization bill in 2020.
- Greg Williams, editor-in-chief of WIRED magazine, demonstrated how artificial intelligence and automation are already bringing dramatic changes to every sector around the world including transportation and logistics. He said that thanks to the power of the smart phones in our pockets, we are all cyborgs. The future of urban mobility is ACES: Autonomous, Connected, Electric, and Shared. Car makers are shifting away from selling cars to providing mobility services. Voice recognition is replacing touch screens which replaced keyboards. The next step is facial recognition. Big barriers to widespread adoption are interoperability and digital security. Today, 50% of all crime is digital/cybercrime. 3D printing coming into mainstream and embraced by industry, leading to decentralized manufacturing with implications for goods movement.

Federal Rail Perspectives

- FRA Administrator Ronald Batory and FTA Executive Director Matthew Welbes spoke about their agencies' priorities, including safety and security, Positive Train Control (PTC), infrastructure investments, regulatory reforms, and technology/innovation. Ron Batory, FRA Administrator, focused on safety, stating it is non-negotiable, uncompromising, and unforgiving. He noted that grade crossing protections are still a top safety concern. He said the FRA is working to raise public awareness and sensitivity on trespassing issues. He remarked that PTC interoperability is mandated by 12/31/18 with separate deadlines for different lines (commuter, freight, short-line). Matthew Welbes, FTA Executive Director, talked about the FTA's State safety oversight on rail transit lines deadline of 4/15/19. He mentioned a recent rulemaking about private investment in transit (<https://www.transit.dot.gov/regulations-guidance/rulemaking/2017-15985>).

Prioritizing Rail in the Region

- Kyle Grading, Caltrans Division of Rail, presented the CA Rail Plan, noting that modal integration, fare and schedule coordination with the high-speed rail (HSR) project is expected to lead to exponential ridership growth. He mentioned the current focus of the Rail Division on a multi-state rolling stock

acquisition agreement, connected corridors, implementation planning, centers of excellence, integrated ticketing, and network integration.

Station Area Access Planning

- Cathy LaFata, HDR, presented “Environmental Justice Issues in Passenger Rail: The Bad with the Good”, noting that transit and transit-oriented development (TOD), if it includes affordable housing, are crucial for environmental justice (EJ) populations (defined as minority and low-income populations). She said EJ populations tend to be more transit dependent and spend a higher percentage of income on transportation costs. TOD reduces dependency on driving and has lots of positive benefits to the community. TOD leads to increased property values - good for owners, but not for renters. EJ populations tend to rent, so this can be considered an adverse effect, especially if low-income residents or businesses are displaced. Avoidance/mitigation strategies: provide mix of housing types with affordable goals, tax credits; provide multiple methods of access to the station; and provide meaningful opportunities for public involvement.
- Liz Scanlon, Caltrain and Nate Conable, Fehr and Peers presented the Caltrain Station Planning Toolbox which Caltrain has developed to assess tradeoffs and benefits of TOD and station access options, in preparation for the Business Plan. The toolbox includes questions about assumptions related to ridership, revenue, equity, environmental considerations, and parking.
- Natasha Velickovic, VHB Boston: “From Collaboration to Consensus- Navigating Stakeholder Challenges”, stated that consensus is an impossible goal - negotiations are a balancing act, understanding perspectives, and early, comprehensive coordination. Key to set realistic expectations. Municipality wants the station yesterday, agency/state wants good purpose and need for investment, railroad wants to protect rail capacity.

Sustainability and Resiliency

- Speakers presented methods for preparing for sea level rise, increasing storm events and flooding, and qualifying transit facilities via the programs known as LEED, Envision, Greenroads, INVEST, and Green Globes. These programs are scalable from international to national to state to agency or company to project level, covers all aspects from construction to materials to operations. One speaker talked about how stormwater runoff can be exacerbated by impervious surfaces in the built environment, making flood events much more damaging than if the waters could have soaked through permeable surfaces.

Leveraging Big Data

- Speakers presented Big Data as large data sets that reveal patterns, trends, associations related to human behavior and interactions. Issues with Big Data include source, storage, organization, security, privacy, analytics, visualization, reporting, and application. A real-life example is how some applications use customer data on trains to estimate the train arrival at the next station via the traveler info system. Another is the opportunity to use for event planning to predict congestion and impacts to transit.

OTP on National Rail Network

- Jason Maga, Amtrak, argued that on time performance (OTP) is an antiquated metric and doesn't accurately measure customer experience. Train end-point OTP does not capture most riders at the high ridership stations. Intermediate station performance is important because most passengers are not going end to end. Suggested change to measure customer OTP instead of train OTP.
- John Brennan, Union Pacific Railroad (UPRR), noted that passenger railroads wanting to use the UPRR network need to add capacity to ensure an efficient system; stated that Rail Traffic Controller (RTC) models (quantify the impacts that proposed changes in operating rules or conditions have on capacity and expected train performance) are a “sunny day on the RR”, i.e. not real world; and said that UPRR can't give out confidential business assumptions to public agencies so need to do the RTC modeling in-house.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Rita Goel, Director of Finance & Administration
Meeting Date: August 22, 2018
Subject: **Equal Employment Opportunity Plan Analysis**

RECOMMENDED ACTION:

RECEIVE the 2017/18 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 2018. 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 2017/18, 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 lowering 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:

- EEOC Workforce Analysis Tables

TAMC Voluntary EEOC Workforce Data Analysis - June 30, 2018

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	9	4						4	2	1	2			5	
Admin. Support	3							0	1		2			3	
TOTALS	15	5	0	0	0	0	0	5	4	1	4	1	0	0	10

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	44.4%	0.0%	0.0%	0.0%	0.0%	0.0%	44.4%	22.2%	11.1%	22.2%	0.0%	0.0%	0.0%	55.6%
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	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	26.7%	6.7%	26.7%	6.7%	0.0%	0.0%	66.7%

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+	
11	7	1		1		1	10			1				1

NOTE: 4 applicants 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	5			1		1	7			1				1

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	2	1						1			1					1
Admin. Support								0								0
TOTALS	2	1	0	0	0	0	0	1	0	0	1	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	1						1	1								0
Admin. Support								0								0
TOTALS	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0

Termination Reasons

1	Retirement
2	
3	



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Virginia Murillo, Transportation Planner
Meeting Date: August 22, 2018
Subject: **Monterey-Salinas Transit Intercity Bus Grant Application**

RECOMMENDED ACTION:

Monterey-Salinas Transit Intercity Bus Grant Application:

1. **ADOPT** Resolution 2018-16 authorizing \$835,288 of federal funding for Monterey-Salinas Transit under the Federal Transit Administration Section 5311(f) Intercity Bus Program through the California Department of Transportation; and
2. **AUTHORIZE** the Executive Director to sign and submit regional agency certifications and assurances.

SUMMARY:

The Federal Transit Administration Section 5311(f) Intercity Bus Transportation program provides capital and operating assistance for public transit services with rural to urban connections on the state's intercity bus routes. TAMC is required to authorize Monterey-Salinas Transit's grant application, which will provide operating funding to continue service connecting Fort Hunter Liggett with Salinas, Soledad with Paso Robles, Fort Hunter Liggett to Templeton, and continued service between King City and San Jose.

FINANCIAL IMPACT:

There is no financial impact to the TAMC budget associated with this action.

This action will allow Monterey-Salinas Transit to secure up to \$835,288 in federal intercity bus grant funding to continue service to South Monterey County in federal fiscal year 2019. The Association of Monterey Bay Area Governments will be including this project in the Metropolitan Transportation Improvement Program for the Monterey Bay Area, which will make the project eligible to receive federal funding.

DISCUSSION:

Caltrans administers the Federal Transit Administration Section 5311(f) Intercity Bus Transportation program, which provides capital and operating assistance for public transit services with rural to urban

connections on the state's intercity bus routes. Monterey-Salinas Transit is proposing to match the federal grant funding with \$845,912 of state Local Transportation Funds. Monterey-Salinas Transit is applying for \$835,288 Federal Transit Administration Section 5311(f) program funding to continue operation of these Monterey-Salinas Transit intercity bus routes:

- Line 82 (Fort Hunter Liggett to Salinas)
- Line 84 (Soledad to Paso Robles)
- Line 85 (Fort Hunter Liggett to Templeton)
- Line 86 (King City to San Jose Airport)

TAMC is required to authorize the grant applications. TAMC must also sign certifications that state Monterey-Salinas Transit is able to fund and implement the service. The authorizing resolution and certifications for the grant application are included as attachments.

ATTACHMENTS:

- Resolution 2018-16 FTA 5311(f) Intercity Bus Funding

**RESOLUTION NO. 2018-16
OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

**AUTHORIZING FEDERAL FUNDING UNDER THE FEDERAL TRANSIT
ADMINISTRATION SECTION 5311 (f) PROGRAM (49 U.S.C. SECTION 5311 (f))
WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION**

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital and operating assistance projects for non-urbanized public transportation systems under Section 5311 (f) Intercity Bus Program of the Federal Transit Act; and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 (f) Intercity Bus Program grants for public transportation projects; and

WHEREAS, Monterey-Salinas Transit (MST) desires to apply for said financial assistance, including operating and capital funding support for service between Fort Hunter Liggett and Salinas, Soledad and Paso Robles, King City and San Jose with stops in Gonzales, Soledad, Greenfield, King City and connections to the intercity bus network; and

WHEREAS, MST is the Consolidated Transportation Services Agency for Monterey County and has, to the maximum extent feasible, coordinated with other transportation providers and users in the region including social service agencies capable of purchasing service, and

WHEREAS, the Transportation Improvement Program has been amended to include continued funding for operation of MST Line 82, 84, 85 and 86 service to South Monterey County; and

WHEREAS, MST has committed to provide some combination of state, local, or private funding sources for the required local share.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Transportation Agency for Monterey County does hereby authorize the programming of \$835,288 Federal Transit Administration Section 5311(f) Intercity Bus Program funds to Monterey-Salinas Transit for the following purpose:

Continued Operating Assistance Funding	
1.	MST Line 82: Salinas – Fort Hunter Liggett
2.	MST Line 84: Soledad – Paso Robles
3.	MST Line 85: Fort Hunter Liggett to Templeton
4.	MST Line 86: King City – San Jose Airport

2. That Debra L. Hale, Executive Director is authorized to execute and file Certifications and Assurances of the Regional Agency, and
3. That Debra L. Hale, Executive Director is authorized to provide additional information as the Department may require in connection with the Program of Projects for the Section 5311 (f) projects.

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

AYES:

NOES:

ABSENT:

JOHN PHILLIPS, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Virginia Murillo, Transportation Planner
Meeting Date: August 22, 2018
Subject: **Fort Ord Regional Trail and Greenway - Environmental Review & Engineering Contract**

RECOMMENDED ACTION:

Fort Ord Regional Trail & Greenway Environmental Review and Engineering Design Contract:

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a contract with Alta Planning + Design for an amount not-to-exceed \$1,084,008 from budgeted funds, for the period ending December 31, 2020, pending approval from Caltrans Audits and Investigations;
2. **APPROVE** the use of Senate Bill 1 Local Partnership Program and local Transportation Development Act 2% funds as detailed in the staff report; and
3. **AUTHORIZE** the Executive Director to take other such 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.

SUMMARY:

The contract scope of work includes environmental review, engineering surveys and design, and an infographic report of costs and benefits for the Fort Ord Regional Trail and Greenway project. TAMC released the Request for Proposals in February, and received four proposals. The proposal review team and staff recommend Alta Planning + Design for the contract.

FINANCIAL IMPACT:

This contract is paid for with \$500,000 in SB 1 gas tax Local Partnership Program funds matched with \$584,000 of State Transportation Development Act 2% bicycle and pedestrian funds.

FORTAG is included in the Measure X list of regional projects, with \$20 million allocated to the project.

DISCUSSION:

The Fort Ord Regional Trail & Greenway (FORTAG) is proposed as a 24.2-mile continuous 12-ft

wide paved bicycle and pedestrian trail with an open-space buffer on both sides. FORTAG will connect to 7.5 miles of existing Monterey Bay Sanctuary Scenic Trail, for a total 31.7 mile long regional trail in the Monterey Peninsula. The trail will connect with the existing and planned active transportation network, and will provide connections to unpaved trails in the Fort Ord National Monument. FORTAG is designed to accommodate people of all ages and abilities, and will have an open space buffer for the majority of the route.

In the fall of 2017, the cities of Marina, Seaside, Del Rey Oaks, and Monterey and the County of Monterey approved a memorandum of understanding to designate TAMC as the lead agency for environmental review. TAMC is leading the environmental review of FORTAG to make the project ready to compete for state, federal and private matching funds.

The Consultant will perform engineering design and surveys, gather data, engage community and stakeholder groups, and conduct the analysis for project-level environmental review to meet the requirements of the California Environmental Quality Act and the National Environmental Policy Act. Included as optional tasks are the preparation of an infographic report summarizing the impacts and benefits of FORTAG, visual simulations of the trail segments, grant writing and technical analysis assistance for grant applications are also included as optional tasks in this scope of work. This work will be done under the oversight of TAMC staff and in coordination with the cities of Marina, Seaside, Del Rey Oaks, and Monterey and the County of Monterey. Based on the technical expertise required for this work, consultant assistance is needed.

The request for proposals for this work was released February 28, with proposals due April 12. TAMC received responsive proposals from the following firms, listed in alphabetical order:

- Alta Planning + Design with sub-consultants: Rincon Consulting, Harris & Associates, and Cal Engineering & Geology
- Fall Creek Engineering with sub-consultants: Placeworks, CE&G, Parisi, EcoSystems West and Far Western Anthropological
- HDR with sub-consultants: Armanasco, GPA, Paleo, Polaris
- Kimley-Horn with sub-consultants: Denise Duffy & Associates, Whitson Engineers, CE&G, TrailPeople, Strategic Economics, Regional Government Services, CSG, Basin Research Associates

Firms were ranked based on the published criteria listed in the request for proposals, and those invited for interviews were evaluated based on the same criteria:

1. Staff knowledge and experience with State and Federal environmental review of similar trail and greenway projects, including demonstrated experience in developing concise and succinct technical reports (30 points)
2. Staff experience with innovative engineering design of trail and greenway projects and survey (30 points)
3. Staff knowledge and experience with developing reports and graphics that explain technical information to a non-technical audience (10 points)
4. Proposed work plan approach (20 points)
5. Demonstrated knowledge of environmental issues on the former Fort Ord (10 points)

A review panel comprised of staff from the following project stakeholders reviewed written proposals, and interviewed the top firms: City of Seaside, City of Monterey, County of Monterey, CSU Monterey Bay, FORTAG proponents and TAMC. Following review of the written proposals on April 27, the review committee recommended the following firms for oral interviews that were held on May 16:

- Alta Planning + Design
- HDR
- Kimley-Horn

After consideration of the proposal scores, interview scores, and reference checks the review committee recommended staff begin negotiations with the top-ranked firm. On May 31, staff began negotiations with the top-ranked firm. The top-ranked firm's cost proposal was higher than the budget published in the request for proposals. Staff negotiated with the work plan and personnel hours with the top-ranked firm. However, on June 21 staff ceased negotiations with the top-ranked firm due to a high cost and loss of scope during the negotiations to bring the work closer to the project budget.

Staff initiated negotiations with Alta Planning + Design, the next highest-ranked firm, on June 21. Reference checks for Alta and their team were positive. Alta Planning + Design is a national leader in large trail and greenway projects like FORTAG. Alta's staff has expertise in innovative trail design. Alta's sub-consultants Rincon Consulting and Harris & Associates have environmental review experience for similar projects, and have demonstrated knowledge of environmental issues on the former Fort Ord. Alta Planning + Design's summary fee and schedule are attached for the Board's review. The full scope of work is available as a web attachment to this report.

Caltrans Audits and Investigations is currently reviewing this contract, as required for architectural and engineering contracts over \$1 million. Staff anticipates that the audit process will be complete shortly after the TAMC Board action. The consultant team is anticipated to begin in September, and last approximately one year and half.

ATTACHMENTS:

- ▢ Alta Planning + Design Fee Summary
- ▢ Alta Planning + Design Schedule

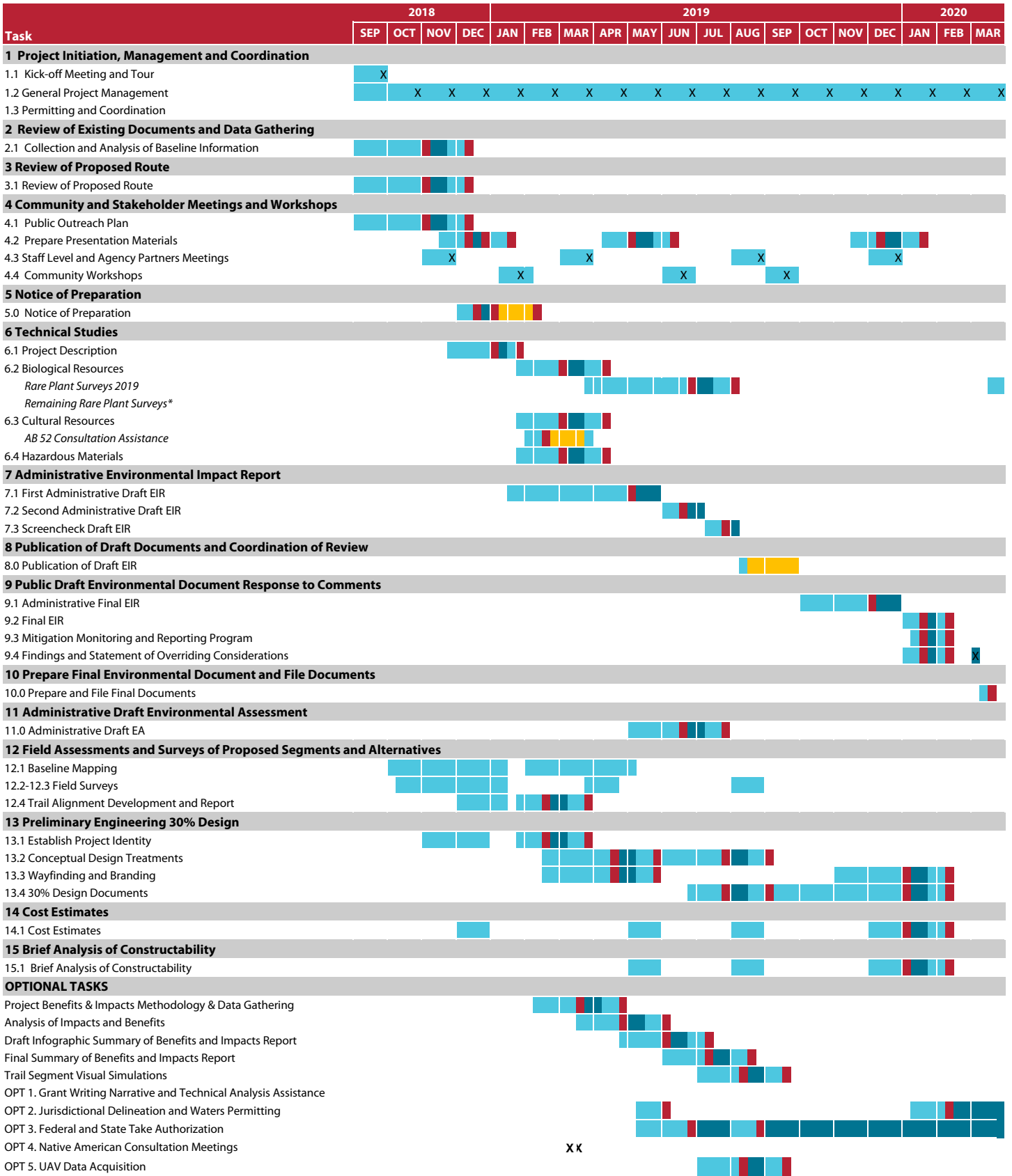
WEB ATTACHMENTS:

[Alta Planning + Design Scope of Work](#)

Cost Proposal Summary

Below is a summary of the Alta Team's cost proposal. See the next page for a detailed hourly breakdown by task and named individual, followed by Caltrans Exhibit 10-H forms.

Task	Hours	Fee
1 Project Initiation, Management and Coordination	727	\$124,880
2 Review of Existing Documents and Data Gathering	357	\$43,463
3 Review of Proposed Route	395	\$49,703
4 Community and Stakeholder Meetings and Workshops	780	\$108,344
5 Initial Study and Notice of Preparation	31	\$2,676
6 Technical Studies	905	\$85,002
7 Administrative Environmental Draft Document	1035	\$133,140
8 Publication of Draft EIR/EA	90	\$10,428
9 Public Draft Environmental Document Response to Comments	371	\$52,066
10 Prepare Final Environmental Document and File Documents	26	\$2,310
11 Administrative Draft Environmental Assessment	272	\$32,797
12 Field Assessments and Surveys of Proposed Segments and Alternatives	855	\$107,243
13 Preliminary Engineering 30% Design	1178	\$158,015
14 Cost Estimates	166	\$25,093
15 Brief Analysis of Constructability	104	\$18,394
16-20 Project Benefits and Impacts Study and Visualizations	419	\$43,528
21 UAV Data Acquisition	104	\$10,938
ODCs and Salary Escalation		\$75,534
Total	7815	\$1,083,555

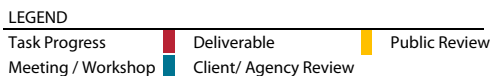


* Remaining rare plant surveys timing dependent on pending construction schedule.

† Second rare plant surveys conducted in 2020 or after depending on construction schedule.

** Waters Permitting tied to approval of CEQA and completed 1-3 months thereafter.

†† USFWS Take Authorization tied to NEPA final authorizations could be issued vK





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Ariana Green, Associate Transportation Planner
Meeting Date: August 22, 2018
Subject: **Ciclovía Gonzales Sponsorship**

RECOMMENDED ACTION:

AUTHORIZE the use of \$3,000 in budgeted Measure X Safe Routes to School Program funds to sponsor the Ciclovía Gonzales event taking place on September 9, 2018.

SUMMARY:

Ciclovía Gonzales is a community event modeled after Ciclovía Salinas, that promotes health and active transportation. This will be the first Ciclovía event in Gonzales, and is part of a larger effort by the Monterey County Health Department and TAMC to promote safe and healthy transportation in the Salinas Valley.

FINANCIAL IMPACT:

Staff recommends allocating \$3,000 of the \$53,495 designated for "Equity Programs" in the Measure X Safe Routes to School Program Budget for FY 18/19.

DISCUSSION:

Ciclovía Gonzales is a community organized event focused on promoting health and active living. During the event parts of 4th Street, Elko Street and Center Street will be closed to motorized vehicle traffic so that the roadway can be used for activities such as bicycling, walking, jogging, skate boarding, roller blading/skating, dancing, Zumba and educational/community resource booths. The event is expected to draw a crowd of 1,500 people. The date of the event is Sunday September 9, 2018, the streets will be closed for set-up at 11:00 am and the event will take place from 1:00pm - 6:00pm.

Staff recommends providing a \$3,000 Ciclovía Gonzales sponsorship and hosting a resource booth at the event. Ciclovía Gonzales is an opportunity for Transportation Agency staff to connect with and educate young people and families about transportation resources available to them and provide walking and biking safety equipment.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 22, 2018
Subject: State Legislative Update

RECOMMENDED ACTION:

RECEIVE state legislative update.

SUMMARY:

This report includes an update on Senate Bill 1, Proposition 6, and other state legislative issues, including an updated bill list.

FINANCIAL IMPACT:

2017's Senate Bill (SB) 1 created a valuable opportunity to deliver Measure X and other priority transportation projects in Monterey County by providing matching funds for local safety, road repair and congestion relief projects over the next 30 years. Proposition 6 on the November ballot would result in a delay, downscoping or deletion of priority transportation projects by repealing SB 1. Proposition 6 also requires majority voter approval (via ballot propositions) for any future imposition, increase, or extension of fuel taxes or vehicle fees.

DISCUSSION:

Proposition 6 is the most important issue on the November ballot facing California transportation users. Its passage would repeal SB 1, defunding local and regional transportation projects that were to receive fuel taxes and vehicle fees approved by the legislature and Governor Brown in 2017. Since November 2017, SB 1 monies have been flowing to TAMC for highway, active transportation, regional road, transit and rail projects, via competitive awards, matching funds and the State Transportation Improvement Program. Monies are being used by the cities, counties and transit agencies for local road repairs and lifeline bus service. If Proposition 6 is approved by a majority of voters, over \$50 million of annual investments in Monterey County's transportation infrastructure could be lost.

To date, the cities and county have used this new money to repair storm-damaged county roads, repave local city streets and rebuild sidewalks. SB 1 has also provided funding for Monterey-Salinas Transit (MST) lifeline transit services to residents throughout the County.

Passage of Proposition 6 in November would require transportation agencies statewide to delay, downscope or delete projects currently anticipated to be constructed. Measure X's integrated delivery plan anticipates utilizing SB 1 funding for projects such as:

- Highway 68 safety and congestion relief project;
- State Route 156 widening and 156/101 Interchange improvements;
- Castroville Boulevard interchange project;
- US 101 South of Salinas - interchange and frontage roads;
- Rail Extension to Salinas; and
- Imjin Parkway widening and multimodal corridor.

In fact, the last two projects have already received a total of almost \$30 million in SB 1 competitive funding, which is at risk if SB 1 is repealed.

Attached are a report on SB 1 and other key state legislative activities (**attachment 1**) and an updated bill list (**attachment 2**). Most of the bills that TAMC opposed are not moving forward. SB 848, which reduced the indirect rate that Caltrans charges self-help counties to work on sales tax-funded projects, was signed into law, with TAMC's support.

With regard to the state budget, the current year's revenues have provided an additional \$850 million for rail infrastructure improvements; staff will work with the California State Transportation Agency to determine if some of this money can be made available to support rail projects in Monterey County.

ATTACHMENTS:

- State legislative report - Khouri
- Updated Bill List



July 10, 2018

TO: Members, Transportation Agency for Monterey County

FROM: Gus Khouri, Principal
Khoury Consulting

RE: STATE LEGISLATIVE UPDATE – JULY

2018-19 State Budget Signed

On June 27, Governor Brown signed SB 840 (Mitchell), Chapter 29, 2018, the Budget Act of 2018, which covers FY 2018-19. This bill authorizes General Fund expenditures of \$138.6 billion. A total reserve of \$15.9 billion is also provided by fully funding the Budget Stabilization Account to its constitutional limit per Proposition 2 (\$13.8 billion), and by setting aside money in the Special Fund for Economic Uncertainties and the newly created Net Reserve (\$2.1 billion). The Proposition 2 funds will predominantly be used to ensure that education is fully funded under Proposition 98, as well as retire outstanding loans and unfunded pension obligations. Since the Rainy Day Fund is at capacity, excess revenues that were deposited into the Special Fund for Economic Uncertainties and Net Reserve may be used to fund infrastructure projects.

As part of the 2018 Budget package, the Governor also signed AB 1831 (Committee on Budget), Chapter 43, Statutes of 2018, a budget trailer bill, which creates a structure for the expenditure of Proposition 2 revenues that are dedicated for infrastructure. The plan stipulates that until FY 2021-22, the first \$415 million of infrastructure funding would be deposited in the State Infrastructure Maintenance Fund for improvements to the State Capitol. Beyond that amount, half of the funding would be dedicated to the rail corridor improvements identified by the California State Transportation Agency (CalSTA) and the other half would be used for Multifamily Housing Programs.

Given the current \$2.1 Billion additional reserve, this could result in approximately \$850 million being made available for rail corridor improvements from which TAMC may be able to receive an award. We will work with CalSTA on potential opportunities for funding.

SB 1 Repeal Discussion

On June 18, the legislature held a Joint Hearing of the Senate Transportation & Housing, Assembly Transportation, and Assembly Revenue and Taxation Committees, to discuss what was then a pending November ballot measure to repeal SB 1.

The Legislative Analyst's Office provided a very brief overview of SB 1 before quickly moving to public comment. Most speakers read a list of projects that are in jeopardy if SB 1 were repealed. In my testimony of behalf of TAMC, I attempted to demonstrate that SB 1 does not place an onerous burden on taxpayers, because the gas tax increase amounts to only about 13 cents per day per motorist. Yet, the benefits the gas tax will bring are many – it will help to fill potholes, improve safety, ease congestion on state highways, maintain and expand public transportation and rail services, manage goods movement, and provide opportunities for bicycle and pedestrian programs.

It is key to remember that people drive across town just to save 10 cents a gallon. The 12 cents per gallon gas tax, unlike the Vehicle Registration Fee (VRF), is a regular reminder that they are paying a higher gas tax. With respect to the VRF, 85% of all cars registered will pay less than \$50 annually. That may sound like a lot, until you break it down to what the average motorist will actually pay. When you consider the fuel efficiency of the average vehicle, and the average miles driven per day, the average motorist will end up paying only about 13 cents per day. Adding the VRF, the average motorist will pay is 27 cents a day, \$8 per month.

The proponents of the repeal campaign, Reform California, also testified. Carl DeMaio, who is leading the cause, stated the following:

- We pay enough for rebuilding our roads. We had the second highest gas tax in the nation prior to the enactment of SB 1.
- We have diverted money to pay for pensions, went on "road diets" and favored mass transit and high-speed rail over road repairs.
- Senator Josh Newman being recalled reflects how fed up voters are and he expects others to lose their jobs in November for voting for SB 1.
- After the repeal effort is successful, they will have a plan to fund our roads.

The Reform California campaign submitted 963,905 signatures, and successfully acquired the 585,407 necessary to qualify what is now known as Proposition 6, a measure to repeal SB 1 and require that future tax items be made subject to voter approval, for the November ballot. The Secretary of State certified the signatures on June 28, 131 days before the November 6 election, as required by the Constitution.

The proponents are essentially advocating for the Republican transportation-funding plan, which would rely on items such as sales tax from car sales and insurance premiums, in addition to the pre-existing gas tax and VRF at levels before the enactment of SB 1. This would make the General Fund responsible for paying for transportation. Transportation is overwhelmingly funded by special funds, such as the gas tax and vehicle registration fees, because it loses out to other priorities funded by the General Fund such as education, public safety, or health and human resources.

Voters will need to make a choice this November as to whether paying 27 a day is worth maintaining the state's transportation infrastructure and mobility needs.

What Does SB 1 Cost Taxpayers?

Gas Tax

12,790,132,274* Total Gallons of Gasoline Consumed in 2017

32,029,200^ Registered Vehicles (cars, motorcycles, non-commercial trucks)

$12,790,132,274 / 32,029,200 = 399$ average gallons annually per vehicle

$399 \text{ gallons} \times .12 = \48 annually, \$4 monthly, 13 cents daily per vehicle

Transportation Improvement Fee Assessment

Vehicle Value Range	Annual Rate	Percentage of Registered Vehicles
\$0-\$4,999	\$25	46.34%
\$5,000 - \$24,999	\$50	40.96%
\$25,000 - \$34,999	\$100	7.04%
\$35,000 - \$59,999	\$150	4.64%
\$60,000 & Up	\$175	1.02%
Overall	\$50.89	100%

The TIF generates \$1.63 billion and there are 32,029,200 registered cars, motorcycles, and non-commercial trucks.

$1,630,000,000 / 32,029,200 = \50.89 annually, \$4.24, 14 cents daily

Conclusion

SB 1 costs \$98.55 annually. It's **13 cents per day** when factoring the **gas tax** per vehicle, and **27 cents per day** when factoring an average of \$50 annually in the transportation improvement fee (87.3% will pay \$50 or less).

*Gasoline consumption figure was derived from Board of Equalization and U.S Energy Information Administration.

^ 2017 DMV Statistics

TAMC Bill Matrix – July 2018

Measure	Status	Bill Summary	Position
AB 1250 Jones-Sawyer Counties and cities: contracts for personal services	9/11/17 Senate Rules DEAD	This bill would allow a county or city agency to contract for personal services currently or customarily performed by county employees, would require the county or city to demonstrate that the proposed contract will result in overall costs savings and to show that the contract does not cause the displacement of county or city workers. Would require that the county or city conduct a cost-benefit analysis prior to entering into the contract and would require the prospective contractors to reimburse the cost of the analysis. Amended on 9/5/17. Failed to be referred and approved by a Senate policy committee.	Oppose Priority NA Letter sent 5/31/17
AB 1395 Chu State Highways: Litter cleanup	6/27/18 Senate Appropriations	<p>This bill would require each district within Caltrans for its highway within its maintenance programs relating to litter cleanup and abatement programs, to assign the highest priority to litter deposited along state highway segments that carry the highest traffic volumes and the segments found by Caltrans to have the highest incidences receive the highest volume of complaints and with the greatest incidence of litter, and to reallocate existing litter cleanup resources as necessary prioritize funding appropriated for highway litter maintenance in order to implement this priority. Amended on 6/18/18.</p> <p>TAMC previously had an “oppose unless amended” position and asked the author to consider amending the bill to add priority for state-designated “scenic” highways. The author responded in the latest amendments to the bill, which retains funding within each Caltrans District for purposes of addressing litter control.</p>	Neutral Oppose unless amended Priority NA Letters sent 4/3 and 6/26/18
AB 1756 Brough Repeal of Transportation Funding	1/16/18 DEAD	This bill would repeal SB 1, which provides \$5.2 billion annually in transportation funding for repairing local streets and roads, public transportation and repairing and providing congestion relief on highways. Failed passage from committee.	Oppose Priority 1S Letter sent 4/3/18
AB 1866 Fong Transportation Funding	2/12/18 DEAD	This bill is a reintroduction of AB 496 (Fong), the Assembly Republican transportation plan. The bill would rely upon current General Fund proceeds to fund transportation. Failed passage from committee.	Watch Priority 1S

TAMC Bill Matrix – July 2018

Measure	Status	Bill Summary	Position
AB 1901 Obernolte CEQA: roadway project exemptions	6/20/18 DEAD	CEQA, until January 1, 2020, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements. This bill would extend the above exemption indefinitely until January 1, 2023. It also exempts a project that involves negligible or no expansion of an existing vehicular use beyond that existing at the time of the lead agency's determination. Failed passage from committee.	Support Priority 6S Letter sent on 4/3/18
AB 1969 Salas Transit Operators: fare revenues	4/23/18 DEAD	This bill would authorize a transportation planning agency to grant an exemption, for up to five years, to an operator that fails to maintain the applicable fare-revenue-to-cost ratio if, based on that agency's determination, an exemption is appropriate. The bill would require the agency to consider specified factors in determining whether to grant the exemption. The would authorize an operator granted an exemption to be allocated the revenues it would have qualified for had it maintained the applicable ratios. Failed passage from committee.	Watch Priority 11S
AB 2006 Eggman Agricultural Worker Clean Transportation Investment Program.	6/27/18 DELETE	Establishes the Agricultural Worker Clean Transportation Investment Program, which would be administered by the ARB to fund the deployment of near-zero emission and zero emission vehicles used for agricultural vanpools serving disadvantaged or low-income communities to reduce greenhouse gas emissions, funded through from the Greenhouse Gas Reduction Fund. Last amended on 4/18/18. Amended on June 21 and no longer germane to TAMC.	Support Priority 12S Letter sent 5/29/18
AB 2249 Cooley Contract thresholds for public projects: local agencies	7/2/18 Assembly Floor - Concurrence	This bill would authorize public projects of \$60,000 or less to be performed by the employees of a public agency, authorize public projects of \$200,000 or less to be let to contract by informal procedures, and require public projects of more than \$200,000 to be let to contract by formal bidding procedures. Last amended on 6/4/18 to create the California Uniform Construction Cost Accounting Commission to consider whether there have been material changes in public construction costs and to make recommendations to the Controller regarding adjustments in the monetary limits that determine which bidding procedures shall apply to public projects.	Support Priority NA Letter sent 5/29/18

TAMC Bill Matrix – July 2018

Measure	Status	Bill Summary	Position
AB 2363 Friedman Speed Limits Vision Zero Task Force	6/21/18 Senate Appropriations	This bill would allow Caltrans or a local authority to round speed limits within the 85 th -percentile of traffic speed, based on an engineering study, instead of the nearest 5-mph, and allows for speed limits to be reduced by 5 mph. <u>This bill would require the Secretary of Transportation to establish a Vision Zero Task Force to develop policies to reduce traffic fatalities to zero and submit a report to the Legislature on or before January 1, 2020.</u> Amended on 6/21/18.	Watch Priority NA
AB 2615 Carillo State highway system: accessibility for bicycles and pedestrians	6/25/18 Senate Appropriations Suspense File	This bill would require Caltrans to partner with the California Department of Parks and Recreation and other appropriate public agencies to develop strategies and plans to maximize safe and convenient access for bicycles and pedestrians to parks adjacent or connected to the state highway system. Amended on 3/21/18.	Support Priority 5S Letter sent 5/29/18
AB 2806 Obernolte Electric Car Charging Station Exemptions	6/28/18 DEAD	This bill would allow for disabled placard parking to occur in parking spots designated for electric vehicles on a public street if the vehicle is not connected for electric charging purposes. Failed passage from committee.	Oppose Priority N/A Letter sent 6/27/18
AB 2864 Limon Oil Spills	6/26/18 Senate Appropriations	The Lempert-Keene-Seastrand Oil Spill Prevention and Response Act requires the administrator for oil spill response to implement activities relating to oil spill response. This bill, for spills affecting coastal resources, would require the administrator to request <u>invite</u> the California Coastal Commission to participate in the natural resource damage assessment process regarding injuries to coastal resources and potential restoration and mitigation measures for inclusion in the damage assessment and restoration plan. Amended on 5/25/18.	Watch Priority 10S

TAMC Bill Matrix – July 2018

Measure	Status	Bill Summary	Position
AB 2919 Frazier Transportation Permits	7/5/18 DEAD	Spot bill to require all permitting agencies that interact with Caltrans, including the Department of Fish and Wildlife, the State Water Resources Control Board, and the California Coastal Commission, to approve and complete permits within a 2-year timeframe. Failed passage from committee.	Watch Priority 9S
AB 3124 Bloom Bus Length: bike racks	6/1/18 Signed by the Governor Chaptered	This bill authorizes an articulated bus or trolley coach that does not exceed a length of 60 feet to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles if the device does not extend more than 40 inches from the front body of the bus when fully deployed. The bill requires a public agency operating transit services to establish a route review committee, to operate that articulated bus or trolley coach, and would require the committee to decide which routes are suitable.	Support Priority 5S Letter sent 4/3/18
SB 760 Wiener Bikeways: design guides- State highways: permits: improvements	6/25/18 DEAD	This bill would authorize a city, county, regional, or other local agency, or state entity, when using the alternative minimum safety design criteria for the planning and construction of bikeways, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials restrict Caltrans from denying an application for a permit for work within the state highway right-of-way solely because the work will not be performed in accordance with Caltrans approved plans and specifications if the improvement would not affect the operation of the state highway and is instead performed in accordance with local agency plans and specifications. Failed passage from committee.	Support Priority 5S Letter sent 5/29/18
SB 827 Wiener Transit-rich Housing Bonus	4/18/18 DEAD	This bill requires a local jurisdiction, notwithstanding any local ordinance, general plan element, specific plan, charter, or other local law, to provide an eligible applicant with a transit-rich housing bonus if requested by the developer, as specified. Failed passage from committee.	Watch Priority 5S

TAMC Bill Matrix – July 2018

Measure	Status	Bill Summary	Position
SB 848 Committee on Budget Indirect Rate Cost Proposal	6/27/18 Signed by the Governor Chaptered	Caltrans does work on behalf of Self-Help Counties who develop projects on the state highway system. Caltrans recovers the cost of these services and charges these entities a rate that covers the cost of both administrative and program functional rates. A portion of this rate however is not applicable to the direct costs affiliated with the project in question. These “indirect costs” add as much as 20%-30% to the cost of a project and erode the value of local sales tax revenue that self-help counties bring to the table, while making Caltrans less competitive in securing work. The purpose of this item, sponsored by the Self-Help Counties Coalition, is to eliminate or cap the amount of indirect costs assessed on a project. A compromise was reached to cap the indirect costs at 10% for a period of 3 years.	Support Priority: 1S Letter sent 6/27/18
SB 1119 Newman Beall Low Carbon Transit Operations Program	6/26/18 Assembly Appropriations	The Cap and Trade Program dedicates 5% of auction proceeds to the Low Carbon Transit Operations Program (LCTOP), which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions. Program recipients with service areas including disadvantaged communities must expend at least 50% of LCTOP funds on projects or services that benefit those disadvantaged communities. This bill would authorize a recipient transit agency to satisfy the above stated requirement by expending at least 50% of program funds received on transit fare subsidies, transit connections, or technology improvements that reduce emissions of greenhouse gases waive the above requirement if the recipient transit agencies expend the funding provided on certain activities. Amended on 6/18/18.	Support Priority 8S Letter sent 4/3/18
SB 1236 Monning Commercial Driver’s License: education	6/26/18 Assembly Appropriations	This bill would require DMV, by no later than June 5, 2020, to adopt regulations related to entry-level driver training requirements for drivers of commercial motor vehicles including specified minimum hours of behind-the-wheel training and in compliance with the requirements of specified federal regulations. Amended on 6/19/18.	Support: Priority NA Letter sent on 4/3/18

TAMC Bill Matrix – July 2018

Measure	Status	Bill Summary	Position
SB 1262 Newman Beall Construction Manager/ General Contractor Procurement Method	6/26/18 Assembly Appropriations Committee	<p>This bill would remove the cap on the number of projects for which the department is authorized to use the Construction Manager/ General Contractor (CM/GC) method (currently limited to 24 projects) and eliminate the minimum construction costs limitation (currently \$10 million). The bill would require Caltrans to submit a report to the Legislature by July 1, 2022, that includes, among other requirements, a comprehensive assessment on the effectiveness of the CM/GC project delivery method relative to project cost and time savings for all projects approved under these provisions as of January 1, 2022. Amended on 6/21/18</p> <p>If the current restrictions on this procurement method were lessened, TAMC and Caltrans may consider using this method for the State Route 156 project.</p>	Support Priority 3S Letter sent on 4/3/18
SB 1328 Beall Mileage-based user fee	6/11/18 Assembly Appropriations	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee (TAC) in consultation with the Secretary of the Transportation Agency. Under existing law, the purpose of the technical advisory committee 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. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2019.</p> <p>This bill would extend the operation of these provisions until January 1, 2023. The bill would, also require the TAC to <u>assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system continue assessing the potential for mechanisms, including a mileage-based revenue collection system to use as alternative methods to the existing gas tax system for generating the revenue necessary to maintain and operate the state's transportation system. The bill would require the TAC to gather public comment related to the assessment of those mechanisms.</u> Amended on 6/4/18</p>	Watch Priority: 7S



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Ariana Green, Associate Transportation Planner
Meeting Date: August 22, 2018
Subject: **Moxxy Marketing Contract Amendment #1**

RECOMMENDED ACTION:

APPROVE contract Amendment #1 with Moxxy Marketing to print Go831 marketing collateral and increase the approved not-to-exceed amount from \$57,000 to \$57,859.68.

SUMMARY:

The Transportation Agency contracted with Moxxy Marketing to develop a brand and marketing strategy for the traveler information/rideshare program, now called "Go831". The additional \$859.68 will cover the cost of the printing Go831 brochures and associated taxes.

FINANCIAL IMPACT:

The recommended action will result in an added contract cost of \$859.68, to be funded with SAFE motorist assistance funding. This cost was always expected, but was anticipated to be paid out of the TAMC materials and supplies budget.

DISCUSSION:

The Transportation Agency contracted with Moxxy Marketing to develop a brand and marketing strategy for the traveler information/rideshare program, now called "Go831". The approved scope of work included design of marketing and program collateral such as brochures, but did not include the cost of printing.

In May 2018, the program launched the first Bike Walk Challenge to begin promotion of Go831 to County of Monterey employees and several other major employers. Approaching the outreach event at the County Government Center, the program brochure was still in the process of being finalized. To produce the brochures in time for the event, TAMC staff asked Moxxy Marketing to print the brochures. The proposed budget increase of \$859.68 covers the cost of the printing and associated taxes. With the approval of this amendment and payment, the contract will be completed and closed out.



Memorandum

To: Board of Directors
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: August 22, 2018
Subject: **Transportation Safety & Investment Plan Citizens Oversight Committee Appointment**

RECOMMENDED ACTION:

APPOINT Daniel Hernandez, representing Communities for Sustainable Monterey County, to serve as the pedestrian advocate on the Transportation Safety & Investment Plan Citizens Oversight Committee.

SUMMARY:

The Transportation Safety & Investment Plan Policies calls for the formation of a Citizens Oversight Committee representing a diverse range of community interests. Representatives of these interests must be nominated by their organizations and appointed to serve on the Citizens Oversight Committee by the Transportation Agency's Board of Directors.

FINANCIAL IMPACT:

The Transportation Safety & Investment Plan, approved by voters on November 8, 2016, is anticipated to generate an estimated \$600 million over thirty years through a retail transactions and use tax of a three-eighths' of one-percent (3/8%). This funding will make a significant dent in the billions of dollars in unmet road repair needs and regional road safety and mobility project needs and, in some cases, will help get transportation projects off the ground sooner than planned.

DISCUSSION:

In accordance with the Policies & Project Descriptions for the Transportation Safety & Investment Plan, a Citizens Oversight Committee representing a diverse range of community interests was formed within 6 months of voter approval of Measure X. Members and their alternates were nominated by the bona fide organization they are representing. Additional members were appointed by the Transportation Agency Board of Directors to assure that a broad range of geographic and stakeholder interests are represented on the committee. Initial members of the Citizens Oversight Committee were appointed by the Transportation Agency Board of Directors on March 22, 2017.

Initial terms were staggered, with half of the committee members serving a 2-year term, and the other half serving a 3-year term, as specified by the Transportation Agency. Heidi Zamzow, was appointed to serve as the pedestrian advocate on the committee for a 3-year term. She is moving out of the country to study

abroad and has submitted her resignation from the committee. With her departure, Communities for Sustainable Monterey County has nominated Daniel Hernandez, Chair of Sustainable Salinas, to fill the vacancy on the committee and to serve the remainder of Ms. Zamzow 3-year term.

Mr. Hernandez is a Salinas resident who has been living a car-free life for the past 4 years; walking and bicycling to get around and using car shares and public transportation when needed. He has been a long time follower of the Transportation Agency's projects and has expressed his interest in serving on the committee as the pedestrian advocate.

Staff recommends the Transportation Agency's Board of Directors appoint Mr. Hernandez's to the Transportation Safety & Investment Plan Citizens Oversight Committee.

WEB ATTACHMENTS:

[Daniel Hernandez Volunteer Bio](#)

[Daniel Hernandez Application](#)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 22, 2018
Subject: **Coast Rail Coordinating Council Memorandum of Understanding**

RECOMMENDED ACTION:

ADOPT revised Coast Rail Coordinating Council Memorandum of Understanding.

SUMMARY:

The Coast Rail Coordinating Council (CRCC) and the San Luis Obispo Council of Governments (SLOCOG) have adopted the attached Memorandum of Understanding (MOU). The Board adopted the MOU in February 2018. Since then, partner agencies have suggested edits. Due to the substantive nature of these edits, legal counsel advises the Board to reaffirm its previous adoption of this MOU.

FINANCIAL IMPACT:

There is no direct financial impact for the recommended action, although the MOU does state that "each AGENCY agrees to consider an annual financial contribution to offset CRCC costs (i.e., meeting rooms, communication costs, support materials, outside agency support, and other incidental expenses)." On February 24, 2016, the TAMC Board approved a contribution of \$1,500 per year. The project costs for the proposed rail service are still under evaluation.

DISCUSSION:

The Coast Rail Coordinating Council (CRCC) is a loose association of coastal California county transportation and planning agencies organized to improve passenger rail services. The primary focus of the CRCC is to improve the frequency, speed, reliability and ease of use of passenger trains on the coast route between San Francisco and Los Angeles. The CRCC has a Policy Committee of elected officials and a Technical Committee of staff of the associated agencies.

The **attached revised** MOU is a step toward formalizing the CRCC to better coordinate on the planning and funding of expanded passenger rail services along the Coast. The CRCC Policy Committee adopted the MOU at their January 19, 2018 meeting. The San Luis Obispo Council of Governments (SLOCOG) Board adopted the MOU at their December 6, 2017 meeting. The TAMC Board adopted the MOU at their February 28, 2018 meeting. Since that time, revisions have been suggested by partner agencies. On July 16, 2018, the CRCC Policy Committee adopted the attached

revised MOU.

ATTACHMENTS:

- Coast Rail Coordinating Council Memorandum of Understanding



**MEMORANDUM OF UNDERSTANDING
AMONG**

**SAN LUIS OBISPO COUNCIL OF GOVERNMENTS
SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TRANSPORTATION AGENCY FOR MONTEREY COUNTY
VENTURA COUNTY TRANSPORTATION COMMISSION**

TO FORM A PARTNERSHIP KNOWN AS THE **COAST RAIL COORDINATING COUNCIL (CRCC)** TO IMPROVE THE RAIL CORRIDOR BETWEEN LOS ANGELES AND THE SAN FRANCISCO BAY AREA ALONG THE CENTRAL COAST

This Memorandum of Understanding (MOU) is entered into by and between the San Luis Obispo Council of Governments (SLOCOG), the Santa Barbara County Association of Governments (SBCAG), the Santa Cruz County Regional Transportation Commission (SCCRTC), the Transportation Agency for Monterey County (TAMC), and the Ventura County Transportation Commission (VCTC), referred to herein as “AGENCY” or collectively, as “AGENCIES”.

RECITALS

WHEREAS, each of the AGENCIES is either a regional transportation district or a public corporation established under the laws of the State of California.

WHEREAS, California Government Code Section 14036.9 defines the California Coast Passenger Rail Corridor as consisting of the Counties of Los Angeles, Monterey, San Benito, San Francisco, San Luis Obispo, San Mateo, Santa Barbara, Santa Clara, Santa Cruz and Ventura;

WHEREAS, the California Coast Passenger Rail Corridor functions as an essential north/south corridor connecting California’s Central Coast and the greater Los Angeles and San Diego Metropolitan Areas to the south, and the greater San Jose and San Francisco Metropolitan Areas to the north, serving as: a critical goods movement corridor; the primary alternative north/south route when Interstate 5 is periodically closed due to storms due to accidents or when the rail line over the Tehachapi Mountains is closed; and an emergency escape route upon any natural or manmade accident or disaster occurring along the coast including wildfire, earthquake, tsunami, or critical incident at Diablo Nuclear Power Plant;

WHEREAS, the AGENCIES wish to build a partnership to raise awareness of the California Coast Passenger Rail Corridor as a major passenger and freight rail asset to the state and nation, encourage investment in the corridor, and otherwise facilitate the improvement of the

California Coast Passenger Rail corridor from Los Angeles/San Diego to the San Francisco Bay Area;

WHEREAS, California Assembly’s “House Resolution No. 39” in 1992 requested the regional transportation planning agencies (RTPAs) comprising the California Coast Passenger Rail Corridor work with the California Department of Transportation (Caltrans) to prepare a rail corridor upgrade study for the California Coast Passenger Rail Corridor to enhance the speed and reliability of the rail system;

WHEREAS, the California Coast Rail Passenger Corridor is designated as an eligible route for State-supported rail services, although none exist between San Luis Obispo and San Jose;

WHEREAS, AGENCIES recognize other regional transportation districts and public corporations within the California Coast Rail Passenger Corridor, including, but not necessarily limited to: Los Angeles Metropolitan Transportation Authority (LA METRO), Caltrans, National Railroad Passenger Corporation (Amtrak), Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN), Capitol Corridor Joint Powers Authority (CCJPA), Caltrain Peninsula Joint Powers Board (JPB), Santa Clara Valley Transportation Authority (VTA), San Francisco County Transportation Authority (SFCTA), San Mateo County Transit District (SamTrans), Association of Monterey Bay Area Governments (AMBAG), and San Benito COG (collectively, ASSOCIATED AGENCIES); and,

WHEREAS, ASSOCIATED AGENCIES are welcome or attend and fully participate, except in voting matters; and, such ASSOCIATED AGENCIES may opt to join CRCC through a duly executed amendment to this MOU, as set forth below.

NOW, THEREFORE, the AGENCIES hereby set forth their mutual understanding and actions required for the agreed upon scope of work:

I. ROLES AND RESPONSIBILITIES

A. Under this MOU, the AGENCIES agree to work together to:

- (1) Raise the awareness of the importance of the California Coast Rail Passenger Corridor (the “Corridor”) as an important north-south link, supporting mobility at statewide and national levels;
- (2) Cooperate in developing and distributing information about the Corridor including but not limited to improvement needs, funding options and strategies, economic impacts and benefits;
- (3) Identify funding that AGENCIES may pursue or obtain for improvements along the Corridor;
- (4) Coordinate with Caltrans and the California State Transportation Agency (CalSTA) to develop projects to support the Corridor;

- (5) Seek support from other public and private partners to raise awareness about the importance of the Corridor and encourage investments in Corridor improvements; and
 - (6) Highlight the importance of the Corridor on the California Central Coast with the California Transportation Commission and state legislative and congressional representatives.
- B. The name for the working body under this mutual understanding will be known as the “Coast Rail Coordinating Council” or “CRCC”.
- C. The CCRC shall initially consist of one standing committees known as the Policy Committee. Other committees and subcommittees may be created as the CCRC deems appropriate. The Policy Committee shall select an AGENCY to serve a three-year term as the “Facilitating Agency” to facilitate the work of the CCRC, as set forth below.

II. FACILITATING AGENCY

- A. The Facilitating Agency, as selected by the Policy Committee, shall facilitate meetings, prepare agendas, prepare notices, set the calendar, and conduct subcommittee meetings in accordance with the Ralph. M. Brown Act (California Government Code Section 54950, et seq.) .

III. AGENCY REPRESENTATION & LEADERSHIP

- A. Each AGENCY may appoint one (1) Policy Committee member and an alternate for each, if they chose. The committee members may be selected from the AGENCY’s sitting or former board or council members. Chair & Vice Chair of the Policy Committee shall be elected at the first meeting of each calendar year.
- B. The Facilitating Agency may convene periodic technical meetings of member agency staff

IV. MEETINGS & SCHEDULE

- A. The technical staff of the AGENCIES may conduct meetings monthly, and the Policy Committee will endeavor meet at least quarterly.
- B. The meeting schedule will be maintained by the Facilitating Agency by setting meetings one year in advance.

- C. Policy Committee meetings shall be conducted in accordance with the Ralph. M. Brown Act (California Government Code Section 54950, et seq.) and other applicable statutes.

V. AGENCY CONTRIBUTIONS

- A. Each AGENCY agrees to consider an annual financial contribution to offset CRCC costs (i.e., meeting rooms, communication costs, support materials, outside agency support, and other incidental expenses).

VI. LIABILITY AND INDEMNIFICATION

- A. 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 CRCC, and that arise out of, or are related any act or omission of the CRCC relating to this MOU. The obligation to indemnify shall be effective and shall extend to all such claims or losses in their entirety.

VII. EFFECTIVENESS AND AMENDMENT

- A. This MOU may be executed in counterparts, and becomes effective when fully executed by all parties.
- B. The terms and conditions of this MOU remain in effect until the goals of the partnership have been achieved or until one of the parties notifies the others, in writing with 30 days notice, that it wishes to withdraw from the partnership.
- C. This MOU can be modified or amended by mutual written consent of all parties.
- D. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between the parties notwithstanding this MOU.

IN WITNESS WHEREOF, the parties hereto have executed this MOU as set forth below:

Darren Kettle, Executive Director DATE
VENTURA COUNTY TRANSPORTATION COMMISSION

Margi Kirn, Executive Director DATE
SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

Ronald L. DeCarli, Executive Director DATE
SAN LUIS OBISPO COUNCIL OF GOVERNMENT

Debbie Hale, Executive Director DATE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

George Dondero, Executive Director DATE
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION



Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 22, 2018
Subject: **Salinas Rail Project - HDR Engineering Contract Amendment**

RECOMMENDED ACTION:

APPROVE contract amendment #5 with HDR Engineering, Inc., for the final design of the Salinas Rail Extension Kick Start Project, to amend the scope of work and budget to do plat maps and legal descriptions in preparation for property acquisition for the Salinas Rail Project, Package 2, without increasing the not-to-exceed amount.

SUMMARY:

The Salinas Rail Extension project is in the final design phase. TAMC hired HDR Engineering, Inc., in 2014, following a competitive Request for Proposals process, for the final design of the Salinas Rail Extension Kick Start project. Staff recommends approving this contract amendment to increase funds for certain tasks to assist in the property acquisition for Package 2. These costs can be offset by reducing the budget for other activities that cost less than anticipated.

FINANCIAL IMPACT:

Under this amendment, the total approved not-to-exceed contract amount will remain \$2,511,997. Utility coordination (Task 4) has exceeded its estimated budget allocations due to multiple changes to the utility relocation plans for Packages 1 and 2; additional budget to complete this task is estimated at \$3,882. The plat maps and legal descriptions work (under Task 11: Additional Items and Services: Design Support for Property Acquisition) is estimated to cost \$58,800. There are sufficient funds within the current contract budget to cover these costs. This amendment will reallocate funds from completed or reduced contract tasks to fund this expanded task.

DISCUSSION:

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

1. Package 1: Lincoln Avenue Extension, circulation improvements and parking at the Salinas train station;
2. Package 2: Salinas layover facility and track improvements; and

3. Package 3: Santa Clara County station and track improvements (primarily at Gilroy).

Packages 2 and 3 are on hold at 75% design (completed in early 2016), pending review and feedback from Union Pacific railroad (UPRR). Package 1 has been the focus of HDR Engineering's design work. Utility coordination (Task 4) has exceeded its estimated budget allocations due to multiple changes to the utility relocation plans for Packages 1 and 2; additional budget to complete this task is estimated at \$3,882.

Package 2 of the Salinas Rail Extension project includes a layover facility for up to six trains. The properties to be acquired for this layover facility include one full acquisition and five partial acquisitions abutting the UPRR rail line. TAMC hired a ROW acquisition team (AR/WS) on May 23, 2018, but did not include in that contract the plat maps and legal descriptions ("plats and legals") for these acquisitions.

Previous plats and legals completed in 2011 are out of date with the current 75% design plans for the project. The work to update the plats and legals (Task 11) involves reviewing title reports, doing boundary surveying, preparing legal descriptions and exhibits and a post-acquisition record of survey. The cost estimate for the plats and legals work is \$58,800.

Staff and counsel have reviewed the original RFP and contract and have determined that this additional work is still within the scope of the original agreement.

Meanwhile, other tasks are completed or no longer needed (Task 3, topographic surveys; Task 5, coordination with Union Pacific; Task 11, design support for public outreach; and Task 13, traffic analysis). Therefore, staff recommends shifting funds dedicated to those tasks to instead increase funding for Task 4, utility coordination and Task 11, design support for property acquisition.

Attached is the draft contract amendment, including the revised scope of work and budget.

ATTACHMENTS:

- HDR Contract Amendment #5

AMENDMENT # 5 TO AGREEMENT FOR PROFESSIONAL SERVICES
BETWEEN
THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY
AND
HDR ENGINEERING, INC.

THIS AMENDMENT NO. 5 to the agreement dated June 25, 2014, between the Transportation Agency for Monterey County, hereinafter referred to as “TAMC”, and HDR Engineering, Inc., hereinafter referred to as “Consultant”, is hereby entered into between TAMC and Consultant.

RECITALS :

- A. **WHEREAS**, TAMC and Consultant entered into an agreement for professional services on June 25, 2014, hereinafter referred to as “Agreement”;
- B. **WHEREAS**, the Agreement relates to the Salinas Rail Extension Kick Start Project (the “Project”), which is currently in the final design phase and for which Consultant is to provide construction documentation for bidding purposes;
- C. **WHEREAS**, the Agreement contains a Not to Exceed amount, which may be amended only by the written agreement of the parties, and which establishes the maximum amount of costs which may be incurred under the Agreement;
- D. **WHEREAS**, TAMC and Consultant approved Amendment #1 on April 27, 2016, to increase the maximum amount payable and expand the Scope of Services to add additional traffic analysis and other studies for the improvements to Highway 183 associated with the Project;
- E. **WHEREAS**, TAMC and Consultant approved Amendment #2 on May 24, 2017, to extend the agreement to June 30, 2019;
- F. **WHEREAS**, TAMC and Consultant approved Amendment #3 on August 23, 2017, to modify the contract budget to add task 17: Plans, Specifications, and Estimates (PS&E) for building demolition work for Package 1;
- G. **WHEREAS**, TAMC and Consultant approved Amendment #4 on February 28, 2018, to allow revised per task budgeted amounts while maintaining the current Not to Exceed amount as established in Amendment #3 to the Agreement;
- H. **WHEREAS**, TAMC and Consultant desire to amend the agreement for professional services to allow revised per task budgeted amounts while maintaining the current Not to Exceed amount as established in Amendment #3 to the Agreement; and
- I. **WHEREAS**, TAMC and Consultant acknowledge and agree that this Amendment #5

does not amend, increase, or otherwise alter the Not to Exceed amount as established in Amendment #3 to the Agreement;

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

1. BUDGET AND TOTAL COMPENSATION

The Budget attached to the Agreement as amended as Exhibit B is hereby replaced with the Budget designated Exhibit B-4, dated July 26, 2018, and shall be effective upon execution. Exhibit B-4 is attached hereto as Exhibit B-4 and provides for the reallocation of budgeted amounts within the existing Not to Exceed amount of Two Million, Five Hundred Eleven Thousand, Nine Hundred Ninety-Seven Dollars (\$2,511,997). Exhibit B-4 replaces previous versions of the Budget in the contract. There is no increase in the Not to Exceed amount.

2. SCOPE OF WORK

The Scope of Work attached to the Agreement as Exhibit A, as amended, is hereby replaced with the Scope of Work dated July 26, 2018 and attached hereto as Salinas Extension Kick-Start Design Phase Scope of Work Amendment #5, Exhibit A-4.

3. REMAINDER OF TERMS UNCHANGED

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

An executed copy of this Amendment No. 5 shall be attached to the Agreement and shall be incorporated as if fully set forth therein.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment #5 to the Agreement with HDR Engineering, Inc.

TAMC:

HDR ENGINEERING INC.:

Debra L. Hale
Executive Director

(date)

(date)

Approved as to form:

TAMC Counsel

(date)

EXHIBIT A: SCOPE OF WORK

PROJECT UNDERSTANDING

The Transportation Agency for Monterey County (“Agency”) has been working to extend passenger rail service from Santa Clara County to the City of Salinas by way of the “Salinas Rail Extension Project”. The project would function as an extension of existing state-sponsored Capitol Corridor passenger rail service. The service will start with two daily round trips between Salinas and Sacramento, with the first phase of the project called “the Kick-Start Project”.

The Scope of Work for this contract is to complete full construction documents for bidding purposes for the Salinas Rail Extension Kick-Start Project (“Project”). The Project has completed California Environmental Quality Act (CEQA) review with a certified Environmental Impact Report (EIR) and an EIR Addendum. The Project consists of:

1. Modifications to the existing Salinas train station, including the extension of Lincoln Avenue, the construction of parking, track and platform improvements;
2. Construction of a two-train rail layover facility in Salinas;
3. Track and platform improvements at and adjacent to the Gilroy train station;
4. Station improvements at the Morgan Hill and Tamien train stations;
5. Track improvements required for operation of rail service between San Jose and Salinas.

AGENCY PROVIDED ITEMS AND SERVICES

The Agency shall provide the selected Consultant with:

1. Project Study Report
2. Alternatives Analysis
3. Environmental documentation
4. Sixty percent designs and value engineering report of the full build out project
5. Conceptual design for the Salinas interim layover facility
6. Topographic surveys obtained to date
7. Geotechnical investigations and reports obtained to date
8. Utility information obtained to date
9. Timely review of submittals

SERVICES PROVIDED BY HDR ENGINEERING

HDR Engineering and its subconsultants, BKF Engineers and Pacific Railway Enterprises (PRE), shall furnish design services and project management for the final design phase. HDR will be responsible for the overall project management, station design, layover facility, track and railroad coordination. BKF will be responsible for roadway, drainage, and utility design. PRE will be responsible for railroad signals design. The work is described as follows:

Task 1: Kick-off Meeting and Document Review

HDR will meet with Agency staff to discuss the project, perform a peer review of all available project materials, and develop a work plan to complete the design of the project and bid the project.

The project kickoff meeting is the start of a verification and validation process where HDR will verify that the design meets current criteria and validate that it is suited for the purpose intended. The kickoff meeting will provide HDR a first hand accounting of the project's history including operational requirements, funding limits, stakeholder involvement, and the key decisions that lead to the current project definition. Once briefed, the Team will conduct a peer review to verify that the proposed design meets current design criteria and codes as well operational, regulatory, and functional requirements for the intended service. Geotechnical and survey data will also be verified for accuracy and completeness. As part of the peer review, HDR will review the value engineering review done by Harris & Associates to identify potential cost saving strategies. These strategies could include design changes, innovative contracting methods, and/or modifications to the proposed operating plans. HDR will also validate that the proposed improvements are appropriate for the intended service. At the completion of the peer review, the Team will present its findings and a go-forward work plan to TAMC and key stakeholders. Once the work plan is accepted, the Team will proceed immediately into the 75% design phase.

Deliverables:

1. Meeting notes
2. Work Plan

Task 2: Project Management

HDR will provide overall Project Management for completing the final design for the Kick-Start Project, preparing the project for the Construction phase. This includes:

1. Supervise and coordinate all design activities.
2. Track overall project schedule and design costs.
3. Attend twelve (12) Project Team meetings during the Final Design Phase. Consultant's design team members shall attend on an as needed basis.
4. Prepare a progress report and provide to the Agency Project Manager on a monthly basis with transmittal of the invoice (required for review and processing for payment).
5. Develop and implement design quality management plan (DQMP).
6. Project Manager shall review all quality assurance "check prints" and "review prints" prior to submitting deliverables.
7. Coordination of all design work with other work being performed by others within the project limits.

8. Coordinate with the Agency, Capitol Corridor Joint Powers Authority (CCJPA), Caltrain, and Caltrans including quarterly meetings, as needed.

HDR will also provide Project Management for completion of the Traffic Analysis and Caltrans Geometric Drawings and Fact Sheets. This includes:

1. Coordination with Caltrans.
2. Prepare for and attend two (2) Caltrans Traffic Focus Meetings via phone.
3. Prepare for and attend two (2) Caltrans Fact Sheet Focus Meetings.

Deliverables:

1. Quality Assurance Procedures
2. Monthly Progress Reports
3. Caltrans Focus Meeting Minutes (4)

Task 3: Topographic Surveys

The HDR team will finalize survey data for the proposed layover facility using ground based high definition scanners to collect field data. HDR will also verify the accuracy of the existing survey and collect additional information at the Salinas and Gilroy stations using the ground based laser scanners.

Through the review and verification of the previous survey data provided by Parsons for Salinas Station, it was discovered that there is a discrepancy between the benchmark elevation listed on Parsons 60% Plans and the National Geodetic Survey (NGS) published elevation. After further vertical review of the previous data, it was determined that it would not be suitable for design purposes. To develop design level survey, the HDR team will return to Salinas Station to conduct a level loop to tie into the benchmark using the NGS published elevation. The HDR team will also survey the areas along Market Street and Palmetto Street for which the design team was previously relying on the Parsons data.

It was also discovered that the Parsons did not provide any vertical information for the existing track at the Gilroy Caltrain yard and along the UPRR mainline. The HDR team will coordinate with Caltrain to obtain a right of entry permit to conduct non-intrusive survey work, and coordinate with UPRR to obtain a permit to conduct surveys on the mainline track between the Gilroy station and south of Luchessa Avenue.

HDR will update base mapping based on the new survey to complete the final design for the Kick-Start Project.

Key Assumptions:

1. No additional survey work is necessary at Morgan Hill and Tamien Stations
2. TAMC will provide aerial topographic mapping for Layover Facility Option 1 (John Street)
3. TAMC will provide all boundary information for parcels to be acquired.

Deliverables:

1. One hard copy of all survey raw data, field notes and sketches

2. One hard copy and one electronic file of the survey points and monuments collected including point numbers, coordinates, elevations, descriptions
3. Survey points
4. Existing track alignments and profiles
5. Topographic survey drawings with surface features and contours
6. Digital Terrain Model files
7. Survey and alignment calculations and traverses

Task 4: Utility Coordination

The Consultant will collect utility information from all utility owners for the Salinas Layover facility and the Gilroy Station track extension (i.e., storm drain, sanitary sewer, water and street lighting from the cities of Gilroy and Salinas). Utility information will also be obtained from California Water Service (water purveyor within Salinas), Pacific Gas & Electric, SBC (Pacific Bell), Comcast, AT&T Broadband, other cable, if any, the CCJPA and the Peninsula Corridor Joint Powers Board (PCJPB). The Consultant will commission and manage the work to obtain utility pothole information.

The Consultant will identify conflicts between existing utilities and proposed project improvements. For Package 1, the Consultant will send Relocation Claim Letters to each owner notifying them of the potential conflicts and requesting a formal Utility Owner Response in the form of a Claim of Liability, Cost Estimate and Utility Relocation Plan. The Consultant will coordinate with each utility owner to confirm that the proposed relocation is in agreement with the project improvements. Once complete Utility Owner Responses are received, the Consultant will prepare Reports of Investigation, Draft Utility Agreements for execution between the Owner and TAMC, and final Notice to Owner letters to initiate the relocation construction.

Deliverables:

1. Summary of utility information
2. Updates to utility owner contact information
3. Location, elevation and other utility information.
4. Existing Utility drawings
5. Package 1 - Relocation Claim Letters to Owners
6. Package 1 - Reports of Investigation
7. Package 1 - Draft Utility Agreements
8. Package 1 - Notice to Owner Letters

Task 5: Coordination with Union Pacific Railroad (UPRR)

Consultant will draft a letter to UPRR to schedule a kick-off meeting for the project and contact UPRR to discuss project status. Consultant will request as-built drawings for Gilroy project area and prepare draft CPUC applications for modifications to at-grade crossings in Gilroy. Consultant will work with TAMC to develop programming level cost estimates for TAMC's TIRCP grant applications for the Kick-Start Project and the full build-out of the project.

HDR will setup a project review meeting with UPRR's key Western Region engineering and operating staff to brief them on the status of the project, review current operating and design plans, and define the approval process for this project. After this initial consultation, the HDR Team will work both informally and formally on a continuous basis to keep UPRR informed of the project progress, resolve potential issues early, and facilitate formal design approvals. This includes:

- 1.—Determining the division of work between TAMC, CCJPA, and UPRR such as Coast Main Line final design, procurement, and/or installation of track signals and flagging services.
- 2.—Identify the scope of work required to support UPRR track and signal improvements on the Coast Main Line between Salinas and Gilroy.
- 3.—Prepare deliverables that comply with the computer drafting system used by UPRR and follow UPRR standards.

Consultant will work with UPRR's operating, engineering and maintenance staffs to define the level of improvement necessary to successfully operate the Kick Start service at the same 95% on time performance levels established by the Capitol Corridor existing service. These improvements will generally fall into the following three categories:

- 1.—Velocity Improvements consisting of upgrading the passenger speeds between Salinas and Gilroy to 70 mph where economically practical.
- 2.—Capacity improvements consisting of additional crossovers, passing sidings upgrades, and higher speed turnouts
- 3.—Safety and reliability improvements to improve ride comfort and reduce delays caused by maintenance related slow orders.

Key Assumptions:

1. Since the level and extent of new construction is yet to be determined the fee proposal includes an allowance of \$52,902 to This task will be performed on a time and material basis. Any work in excess of the established allowance-task budget will be considered extra work requiring additional compensation.
- 2.—Once the exact scope of work is known, the budget identified above will be adjusted to match the scope of work.
- 3.—UPRR will perform all wayside signal and communications related design. The fee estimate does not include any wayside signal system design.
- 4.—UPRR will complete the design of all track and signal improvements within their right of way.

Deliverables:

- 1.—Meeting Notes
- 2.—Track rehabilitation schematic plans.

Task 6: Geotechnical Investigations

Task 6.1 Data Review

Prior to undertaking the field exploration, HDR will review available data, including geotechnical reports provided to HDR by TAMC, published geologic data, and other readily available sources of geotechnical and/or geologic information. If useful, relevant exploration data from previous geotechnical reports are found, HDR will assess whether the proposed field exploration program can be reduced. The geotechnical review will be conducted for the Gilroy, and Salinas Stations.

Task 6.2 Exploration

Prior to the start of subsurface exploration, HDR will locate the proposed borings in the field and call the locations into Underground Surface Alert. HDR will present the proposed boring locations to TAMC and request that they provide HDR with any information they may have about the locations of known underground utilities in these areas. Boring locations would be adjusted so the drilling would not conflict with known existing utilities or obstructions.

Prior to drilling, HDR will obtain the required drilling permit from the Monterey County Health Department, Division of Environmental Health for the borings to be performed in Salinas. The borings in Gilroy are under the jurisdiction of the Santa Clara Valley Water District (SCVWD), which does not require a drilling permit for borings less than 45 feet deep.

HDR will perform a subsurface exploration program to log and sample approximately 10 exploratory borings using solid flight or hollow-stem auger drilling equipment, located as follows: a) three in the proposed Lincoln Avenue extension and parking lot area; b) two in the proposed Salinas layover facility (along Tracks SY1 and SY2); c) three along the proposed T119 track between 10th Street and Luchessa Avenue; and 2 within the limits of the platform extensions at Gilroy Station. The borings will be drilled to depths of about 5 feet. Soil samples will be collected at selected intervals using Standard Penetration and Modified California split spoon samplers, as well as bulk samples, as appropriate. The borings will be backfilled with cuttings from the borings, and cement or asphalt cold patched, as appropriate.

The borings at the proposed Salinas layover facility, along Track T119 in Gilroy will be within Union Pacific (UPRR) right-of-way (ROW). HDR has included the following in the scope and fee for these borings:

- Onsite personnel from HDR and the driller will take the required online Contractor Orientation Railroad Safety Course;
- Obtain the required UPRR right-of-entry (ROE) permit; a process that can take up to about 45 days; and
- A UPRR flagman for work in their ROW.

Task 6.3 Laboratory Testing

Laboratory testing of selected samples recovered from the exploratory borings will be conducted to confirm visual classifications and to provide geotechnical parameters for development of geotechnical recommendations. Testing will include, as appropriate:

- Classification and index tests such as gradation and Atterberg limits determinations to provide data for classification;
- Moisture content and dry density determinations to aid in the qualitative evaluation of the soil types encountered; and
- R-value tests to provide data for the development of pavement section recommendations.

Task 6.4 Engineering Analysis

HDR's evaluation will include geotechnical analysis to develop recommendations for earthwork and pavement sections for the proposed street extension and parking area. The evaluation for the new tracks and platforms are limited to confirming that the subgrade conditions encountered are consistent with those that will be used for the track rail bed design and platform design.

Task 6.5 Report Preparation

Based on the conditions encountered in the field explorations and laboratory test results, HDR will perform engineering analysis to develop geotechnical conclusions and recommendations for the project. HDR will prepare a report that will describe subsurface conditions encountered and will include as appropriate, field and laboratory test data, logs of the test borings, and a site plan showing the location of each exploration. The report will present discussions, conclusions, and recommendations regarding the following as appropriate:

- Site geology and seismicity;
- Soil and groundwater conditions encountered;
- Site preparation and grading for the street extension and parking area;
- Discussion of whether the subgrade conditions encountered are consistent with those that will be used for track rail bed design and platform design;
- Recommendations for earthwork, including subgrade preparation, allowable fill materials, placement and compaction of fill, and suitability of onsite soil for use as fill; and
- Asphalt concrete pavement section recommendations.

Schedule

Cost is based on requiring 12 weeks to schedule, coordinate, permit and undertake the field exploration program after receiving notice to proceed. This schedule is largely dependent on the schedule to receive the UPRR ROE permit. Laboratory testing, engineering analysis, and draft report preparation should take about 4 weeks after the field explorations to complete. Therefore, the time needed to complete the draft geotechnical investigation report is estimated to be 12 weeks following notice to proceed. The Final Geotechnical Report is anticipated to be complete 4 weeks after draft comments are resolved.

Key Assumptions:

1. Field work occurs during regular weekday hours.
2. Scope and fee assume that the soil encountered will be relatively free of contaminants. If that is not the case, additional fee would be required for special handling and disposal.

3. HDR assumes that they will not experience adverse weather conditions, or site access conditions that would prevent the timely completion of the work. This would include work stoppages or interruptions due to rail-related activities.
4. Geotechnical services during construction are not included in this scope of services.

Deliverables:

1. Draft and Final Geotechnical Investigation Reports

Task 7: Final Plans

HDR will prepare final engineering plans, technical specifications, and cost estimates for bidding purposes. All plans shall be prepared in US Customary units and comply with all standards and requirements of UPRR. HDR shall provide the Agency with full plans, technical specifications and updated cost estimate for review at the 75%, 90% and 100% milestones.

~~HDR Team will also conduct early on-site crossing diagnostic reviews with CPUC and UPRR and prepare G.O. 88B crossing modification application to CPUC. HDR will prepare design plans utilizing the existing design files. A separate design submittal will be made to the UPRR based on the 75% design and the Coast subdivision 30% design improvements developed as part of the UPRR coordination task discussed above. The submittal will be made electronically to the UPRR through their public projects FTP site.~~

Base on comments received from the 75% design submittal, HDR will revise the Package 1 plans to the 90% design level. HDR will continue to work on the design details during the review period. Upon receipt of the 90% comments HDR will incorporate them into the 100% design plans for Package 1 and prepare a contract bid package for Package 1.

Key Assumptions:

1. The City of Morgan Hill will perform all design work on the relocation of the existing station platform to the other side of the track. HDR will coordinate with the City’s designer to incorporate the kick-start station requirements into the City’s design.
2. Work includes extending the Gilroy Station Platform approximately 200 feet.
3. Work includes preparation of Caltrans encroachment permit for E. Market St. (SH183)
- ~~3.4.~~ Package 2 and Package 3 were placed on hold after the 75% submittal in February 2016. It is assumed that the scope for 90% plans and 100% plans for Package 2 and Package 3 is deferred to a future contract.

Deliverables:

The milestone review sets shall be comprised of five full size plan sets, five half size plan sets, with the other items provided in PDF format on a thumb drive or other digital submittal means. The files for the plans shall be included on the thumb drive with each submittal. The plan set shall consist of the following:

1. Roadway Improvement Plans
2. Coast Main Line Track Improvement Plans
3. Railroad Signal Plans

4. Grading and Drainage Plans
5. Construction Staging Plans
6. Utility Plans
7. Architectural Plans
8. Structural Plans
9. Electrical and Communications Plans
10. Landscaping and Irrigation Plans
11. Station Parking Plans
12. Traffic Signal Plans
13. Land Parcel and Right-of-way Plan
14. Caltrans encroachment permit for E. Market St. (SH183)

Task 8: Cost Estimates

After review of the Parsons 60% submittal for both Salinas Station and Gilroy, it was discovered that 60% Cost Estimates were no longer viable to modify and advance for the 75% submittal. Through the peer review process and development of preliminary engineering concepts with the ITC team, the project's construction scope changed significantly from the Parsons 60% plans and the original kick-start concept. The construction scope change requires the development of new quantity take-off calculations. In addition, the use a different Specification System for the project requires that HDR start over on the development of the cost estimates such that estimate bid items are reflective of the specifications. HDR will also update the cost estimate to reflect current unit costs.

HDR will develop estimates of probable construction cost for each of the three (3) packages to accompany the 75%, 90% and 100% Plans and Specifications submittals.

Deliverables:

1. 75%, 90% and 100% Cost Estimates - Three Packages

Task 9: Technical Specifications, Front End and Other Documents for Bidding

Task 9.1 – Technical Specifications

After review of the specifications developed by Parsons for the 60% design for the Salinas Station, it was discovered that the specifications followed the 2006 Caltrans Specification System, which Caltrans has since ceased to support or update. It was originally anticipated that HDR would build off of the 60% Specifications for both the Salinas and Santa Clara packages. However, in light of these findings, HDR will develop new specifications for each of the three (3) Packages.

It was determined that the appropriate specification system to use for Package 1 (Salinas Street Side Improvements) would be the Caltrans 2015 Specifications System. Since Package 2 (Salinas Track Side Improvements) and Package 3 (Gilroy, Tamien and Morgan Hill) have significant track and architecture improvements not sufficiently covered by the Caltrans Specification System, and since Package 3 is within Caltrain right-of-way, it was decided that use of the Caltrain Specification System would be best suited for Package 2 and Package 3.

These changes have resulted in more work than originally anticipated to prepare the specifications for each package. HDR will develop specifications in the formats specified above for each of the three packages to accompany the 75%, 90% and 100% Plans submittals.

Key Assumptions:

1. The project will be bid in three packages.

Deliverables:

1. Technical bid documents – Three packages

Task 9.2 – TAMC "Front End" General Provisions

HDR will prepare a set of "Front End" General Provisions for use by TAMC. HDR will prepare modifications to Division 1, Sections 1 through 9 of the 2015 Caltrans Standard Specifications, as required to address specific requirements of TAMC. The "Front End" General Provisions to be prepared will be in the current format used by Caltrans for Special Provisions and will consist of text to Add, Replace or Delete specific clauses, as required. After TAMC review of the draft "Front End" General Provisions, HDR will make revisions and will incorporate the final "Front End" General Provisions into the TAMC Salinas Rail Extension project specifications for Packages 1, 2 and 3.

HDR will also prepare a separate Bid Book that contains specific bid process requirements for bidders.

Key Assumptions:

1. TAMC's Legal Counsel will review Division 1, Sections 1 through 9 of the 2015 Caltrans Standard Specifications and provide an opinion on any language that they feel may need to be modified.
2. TAMC's Legal Counsel will review the draft "Front End" General Provisions prepared by HDR and provide their concurrence or comments.

Deliverables:

1. Draft "Front End" General Provisions in electronic Word format, for TAMC review
2. Final "Front End" General Provisions in electronic Word format
3. Bid Book

Task 10: Bid Support Services

HDR shall provide the following bid support services for the two bid packages:

1. Preparation of bid documents including invitation to bid.
2. Organize and attend prebid construction conference
3. Respond to requests for information (RFI) including maintaining a log of RFI's and responses provided.
4. Prepare bid addendums as required.
5. Conduct review of bids received and provide recommendations.
6. Prepare a conformed set of contract documents incorporating any addendums.

Deliverables:

1. RFI log and responses
2. Bid recommendations
3. Conformed set of contract documents

Task 11 Additional Items and Services to be Provided by HDR

The Consultant will provide various support services to the Agency, Agency Project Manager, and task-specific Agency teams on the following activities:

1. Design Support for Public Outreach including attending meetings and preparing exhibits. Stakeholder coordination including review of past meeting minutes and other available information.
2. Design Support for Permitting, including assisting staff with the National Pollutant Discharge Elimination System (NPDES) Permit. NPDES permit will include preparation of erosion control plans and permit applications.
3. Design Support for Property Acquisition-including:
 - a. Package 1: This task includes preparation of parcel descriptions and maps- for the American Supply Property (APNs 002-031-030 and 002-171-028) and coordination with the ROW team on Package 1 property acquisition.
 - b. Package 2: This task includes right of way acquisition support services for the following parcels as summarized below:

TABLE 11.1		
<u>Owner</u>	<u>Address</u>	<u>APN</u>
<u>A. Ronald & Joyce Selby</u>	<u>356 W Market St.</u>	<u>002-021-005</u>
<u>B. John Baillie (Tri-Counties Packing)</u>	<u>346 W Market St.</u>	<u>002-021-006</u>
<u>C. B & P Neubert Enterprises Inc. (Bryan Edward Neubert Trust)</u>	<u>330 W Market St.</u>	<u>002-021-007</u>
<u>D. B & P Neubert Enterprises Inc.</u>	<u>320 W Market St</u>	<u>002-021-008</u>
<u>E. TAMC</u>	<u>20 New St.</u>	<u>002-031-030</u>
<u>F. UPRR</u>		<u>002-021-014</u>

Boundary Survey:

- Consultant will research and obtain filed maps and vesting deeds of the subject parcels. Consultant will also perform field survey for the location of the parcels listed in Table 11.1 by locating existing parcel corners, if any, street monuments and planimetric items appurtenant to the resolution of the boundary lines of the subject parcels.
- Additionally, Consultant will research and obtain filed maps and vesting deeds and perform field survey for the parcels that have completed plat and legal descriptions (APN 002-031-030 and APN 002-171-028) under item “a. Package 1”.

- Consultant will add this field collected information to the existing base files and create an AutoCAD drawing of the existing found boundary items.
- Consultant will resolve the boundary based on existing street monuments and any available existing property corners for the subject parcel.

Preparation of Plat and Legal Descriptions:

- Consultant will calculate the location of the Parcel properties to be acquired based on the resolved boundary survey.
- Consultant will prepare the legal descriptions and plats for the parcel properties shown in Table 11.1.
- Consultant will also prepare the mathematical closure calculations for checking the bearings, distances and the area shown on the legal description and plat.

Post-Acquisition Record of Survey:

- Based on the new parcel acquisitions listed in Table 11.1, and the partial acquisition limits from APN 002-031-030 and APN 002-171-028, Consultant will set the boundary corners of the parcel properties and file a Record of Survey with the County of Monterey.
- This post acquisition Record of Survey is prepared showing the results of the field survey and the description and location of the monuments set or found at the exterior boundary corners of subject site Parcels. This Record of Survey is prepared and submitted with the County review fee to the County Surveyor's Office of Monterey County with the referenced maps and deeds used in the preparation of the Record of Survey.
- After the review and approval of the Record of Survey by the County Surveyor's Office, Consultant will prepare the original Mylar(s) of the Record of Survey and submit to the County Surveyor's Office with the recording fee for filing the Survey with the County Recorder's Office.

3.4. Design Support during Construction including attending construction meetings, reviewing shop drawings, responding to RFIs, reviewing contractor requested changes, and preparing change orders.

Key Assumptions:

1. The Consultant will not provide the direct work on public outreach, permitting, property acquisition or construction work, but will provide support for Agency efforts via the contracted design work. Agency staff or other consultants will be responsible for taking the lead on these additional activities.
2. Design support for Public Outreach will be performed on a time and materials basis. Any work in excess of the established allowance of \$25,868 will be considered extra work requiring additional compensation.
3. A design support allowance for property acquisition of \$~~27,500~~86,300 is included in the fee proposal. The work will be performed on a time and materials basis. Any work in excess of the established allowance will be considered extra work requiring additional compensation.

- a. TAMC will provide all title reports.
 - b. Consultant will address comments in one round of reviews.
 - c. Because these newly created parcels are not shown on any existing subdivision map, setting the boundary corners for the newly created parcels will trigger a Record of Survey per the State of California Land Surveyors Act.
4. A design support during construction allowance of \$25,000 is included in the fee proposal. The work will be performed on a time and materials basis. Any work in excess of the established allowance will be considered extra work requiring additional compensation.

Deliverables:

1. Presentation exhibits and materials
2. Technical data for permits including GO 88-B and NPDES
3. Plat Maps and Legal Descriptions for parcels listed in Table 11.1
4. PDF copy of recorded Record of Survey for parcels listed in Table 11.1

Task 12 - Hazardous Materials Reports

Phase II Site Investigations may need to be conducted for parcels comprising the Salinas station. These Phase II investigations shall update Phase I ESAs conducted in November 2002.

Key Assumptions:

1. An allowance of \$50,000 is included in the fee proposal for Phase 2 environmental investigations. Upon further investigation, it was determined that it was prudent to update the Phase I ESA due the lapse of time. HDR added this additional scope to Task 12 as described below. The work will be performed on a time and materials basis. Any work in excess of the established allowance will be considered extra work requiring additional compensation.

TASK 12.1 - Phase I ESA

Task 12.1 activities include government database search, environmental records review, visual site inspection, and knowledgeable Site contact interviews. The activities are presented below:

- Government Database Search, Environmental Records Review, and Visual Site Inspection. HDR will perform a review of available government database records to identify environmental contamination associated with the Site or its immediate vicinity. In addition, HDR will review available environmental documents, aerial photographs, and historic topographic maps; perform interviews of individuals knowledgeable of the project site and past practices; and perform a site visit. The Site will be evaluated for the presence or likely presence of contaminants as defined in ASTM E1527-13. Building materials will be qualitatively assessed for the likely presence of asbestos and lead-based paint. HDR will not perform any sampling for the preparation of the Phase I ESA.
- Report Preparation. HDR will prepare a report summarizing the activities performed and environmental contamination affecting the project site. The report will present findings and conclusions regarding the presence or potential presence of hazardous materials or petroleum products in the soil or groundwater and recommendations for further work, if necessary. HDR

will also present findings regarding the potential presence of asbestos containing material and lead-based paint based upon a qualitative assessment.

Key Assumptions:

1. The Site and buildings will be accessible to HDR,
2. Soil, groundwater and building material sampling is not included; and
3. The Owner(s), or knowledgeable Site contact(s), will be available for a telephone, questionnaire, or in person interview.

Deliverable:

HDR will prepare one draft and one final Phase I ESA report. One copy of the draft will be provided for your review and comment; and up to two hard copies with one electronic copy of the final report will be submitted.

Task 12.2 - Phase II Sample Collection For Construction

Task 12.2 activities include preparation of a work plan, sampling, laboratory analysis and reporting. These activities are presented below:

Work Plan

The purpose of preparing a sample collection Work Plan (Work Plan) is to present means and methods for sample collection and reporting. The Work Plan will be prepared under the supervision of a professional geologist and will be submitted for review and comment before finalizing. The Work Plan will propose methods to collect soil samples and identify laboratory analytical methods. Sample collection and analysis will be performed in conjunction with planned site development.

Sample Collection and Analysis

The purpose of this task is to collect soil samples to identify the presence of contaminants. Shallow soil samples will be collected from areas where only shallow soil disturbance is expected (i.e. street improvements). Deeper samples will be collected from areas planned for stormwater infiltration and deep utility trenching. For cost estimation purposes, this scope assumes up to 32 soil samples collected from up to 20 discrete locations. The coordinates of each sampling location will be recorded with a hand-held global position system (GPS).

Estimated Laboratory Analyses

Up to 32 soil samples will be collected and submitted to a California accredited laboratory for the following analysis:

- California Accreditation Manual (CAM) 17 metals by EPA Method 6020/200.8,
- Semivolatile organic compounds (SVOCs) by EPA Method 625/8270C,
- Chlorinated pesticides and polychlorinated biphenyls (PCBs) by EPA Method 608/8082,
- Total extractable hydrocarbons by EPA Method 8015B, and

- Polyaromatic Hydrocarbons by EPA Method 8270.

Key Assumptions:

1. Borings will be advanced to a maximum depth of 10 feet below ground surface.
2. Groundwater sampling is not included.
3. The sampling and drilling activities are anticipated to take no more than two days.
4. HDR will prepare a site-specific health and safety plan (HASP) which identifies site hazards and a route to the nearest hospital.
5. Decontamination water can be disposed of onsite at no cost.
6. Traffic control and encroachment permits are included.
7. Investigation derived waste can be temporarily stored pending profiling and disposal.
8. Sampling can be performed with Level D personal protective equipment.

Deliverable:

A draft copy of the Work Plan will be submitted for review and comment. Comments received will be incorporated into a final Work Plan.

Task 12.3 – Site Investigation Technical Memorandum

A Technical Memorandum (TM) will be prepared to document the investigation activities, tabulate the laboratory analytical results, and to compare the laboratory analytical results to applicable state and federal criteria. The TM will include the following:

- A description of the methods used to excavate the trenches and collect the soil samples;
- A figure identifying the location of the borings including GPS coordinates;
- A table summarizing the laboratory analytical results;
- An appendix containing the laboratory analytical reports; and
- A discussion of the laboratory analytical results with comparison to regional background metals concentrations and applicable regulatory agency screening levels.

Deliverable:

A draft copy of the TM will be submitted to for review and comment. Comments received will be incorporated into a final TM.

Task 13: Traffic Analysis

This task will update the traffic analysis conducted in 2006 for the TAMC’s rail service extension to Salinas. The update will be conducted to:

- Update Baseline conditions from 2002, 2003, and 2006, to 2016 conditions which will account for changing local and regional travel patterns over the past 10 years; and
- Prepare both new Background (No Project) and Project conditions analysis, from the previous horizon years of 2008 and 2013, to 2018 and 2023.

Task 13.1 – Traffic Data Collection

Obtain and Review Data

HDR will obtain, review, and compare all of the input assumptions (traffic counts, geometrics, controls/signal phasing, forecasts, software – Synchro, and peak analysis) and results of the 2002, 2003, 2006 Baseline Conditions, and 2008 and 2013 Background and Project conditions analysis for the five intersections studied. Intersections reviewed will include:

1. Lincoln Avenue @ West Market;
2. Station Place at West Market;
3. Salinas Street at West Market;
4. Monterey Street at East Market; and
5. Rossi Street at North Main Street.

In addition, HDR will:

- Obtain readily available, current 2015/2016 intersection geometrics and operations, controls, forecasts, and other assumptions for each intersection.
- Compare 2006 assumptions with current 2015/2016 data to identify differences and changes in the analysis assumptions required for use in later Tasks.
- Assess the availability, quality, and representations (morning, afternoon peak hour, daily) of the most recently collected traffic counts for each intersection and roadways encompassing the study area.
- Obtain future base and future travel forecasts from the SCVTA and AMBAG regional travel demand models and Caltrans/City of Salinas traffic trends (if available) to define background traffic growth for the intersections and roadways in the study area. The Background Conditions analysis will include the traffic demand associated with the implementation of funded/programmed transportation projects (known as existing plus committed) that impact the study area (if any).
- Use ridership and other modal (auto, transit, and walk/bike access to the station) forecasts to represent the future extension of passenger rail service to Salinas Station. This will provide projected future forecasts of ridership to Salinas Station for use in both the 2018 and 2023 Project Conditions traffic analysis.

Collect Traffic Data

It is assumed that TAMC will provide current traffic count data for both intersections and roadway segments.

Task 13.2 – Traffic Study Report

Format Traffic Data and Conduct Analysis

Once the data is collected in Task 13.1, HDR will format the data for use in the intersection and roadway traffic analysis. This will include refining and balancing the raw traffic counts to identify the Baseline 2016 turning movements and roadway volumes for the study area. The traffic counts will be balanced so that the progression of traffic volumes by approach and movement from intersection to intersection

are logical for analysis. HDR will then use travel demand growth from approved travel demand modeling sources and historical traffic count data to generate future volumes for the Background scenario.

Based on the previous analysis conducted in 2006, and the need to understand the impacts of these five intersections and roadways in concert with one another, HDR recommends using Synchro intersection analysis software. Synchro is based on approved analysis methods identified in the Highway Capacity Manual and has been traditionally used in this type of analyses. HDR also recommend using Synchro as the primary analysis tool for evaluating roadway segments in the study area. The intersection turning movements collected in the data collection task will be the primary source to represent current roadway segment volumes. We will supplement this information with observed travel speeds and times for study area roadways, and intersection queuing data, also collected in the data collection task, to conduct this roadway segment analysis.

HDR will work with TAMC, Caltrans, and the City of Salinas to ensure that the analysis methods are understood and approved prior to commencing work. Once the methods are approved, we will conduct the following analysis for each of the five intersections and roadway segments:

- 2016 Baseline Conditions - Morning and afternoon peak hour intersection analysis and roadway level of service analysis;
- 2018 Background and Project Conditions - Morning and afternoon peak hour intersection analysis and roadway level of service analysis for both scenarios;
- 2023 Background and Project Conditions - Morning and afternoon peak hour intersection analysis and roadway level of service analysis for both scenarios;

The Project Conditions scenario will include the assessment of alternative intersection configurations (e.g., signal timing) designed to provide better transportation access to Salinas Station. HDR will also provide summaries of truck, bus, and other movements for the intersections and roadway segments in the study area for each scenario and year. We also will include a high level assessment of pedestrian and multimodal access to the Salinas Station and work with TAMC, Caltrans, and the city of Salinas to determine potential safety issues and concerns in the project area.

[Document Traffic Impacts](#)

HDR will prepare a detailed traffic analysis designed to document the impacts of the extension of rail service to Salinas Station. Peak hour intersection and roadway levels of services will be defined for each condition (Baseline, Background, and Project) and year (2016, 2018, and 2023) to identify and compare the traffic impact results by intersection and roadway. HDR will work with TAMC, Caltrans, and the City of Salinas to define mitigation strategies if needed to test the sensitivity of improvements required to improve the operations of the system and/or individual intersections in the study area. We will document the results of the analysis, including summaries of the analysis conducted, in a draft and final report. We will finalize the draft report based on review and comment from the TAMC, Caltrans, and the City of Salinas.

Deliverables:

1. Draft and Final Traffic Study Report

Task 14: Geometric Drawings and Fact Sheets

Geometric Drawings

Through coordination with Caltrans, it was discovered that Design Exception Fact Sheets were not previously processed for the improvements within Caltrans right-of-way. Caltrans has requested that the HDR team document the design exceptions using the Caltrans Design Exception Fact Sheet process.

The HDR team will refine preliminary geometrics based on input received in previous meetings with Caltrans. The geometrics will be evaluated to qualitatively account for cost, traffic operations, safety, construction phasing, environmental impacts, and right-of-way and utility relocation requirements. The findings shall be presented on Geometric Drawings to Caltrans for review and to reach consensus on the associated design exceptions.

Design Exception Fact Sheets

The geometrics of the existing and proposed improvements facility will be evaluated for nonstandard features based on the following:

- Design Information Bulletin (DIB) 78-03 (Design Checklist for the Development of Geometric Plans),
- DIB 82-05 (Pedestrian Accessibility Guidelines for Highway Projects)
- Caltrans Highway Design Manual,
- Compliance with ADA requirements.

The HDR team will submit a list of mandatory and advisory design exceptions to Caltrans geometrician for review and comment. Geometric refinements will be investigated to assess if any nonstandard features can be eliminated and agree on the advisory and mandatory design exceptions to be requested.

For non-standard design features that are justified and acceptable to Caltrans District Design and HQ Design Coordinator, Mandatory and Advisory Fact sheets will be prepared. These exceptions will be finalized and submitted to Caltrans for review, approval and concurrence.

Based on the preliminary design to date, the HDR team has established the following non-standard features:

Mandatory-

HDM Section 302.1 – Shoulder Width – The paved shoulder width, at urban areas with posted speed limits less than 45 MPH and curbed median, shall be 2 feet for left shoulder and 8 feet for right shoulder.

HDM Section 305.1(2) – Median Width – The minimum medium width for multilane conventional highways shall be 12 feet.

Advisory-

HDM Section 105.5(2) – Guidelines for the location and design of curb ramps – Two curb ramps should be installed at each corner.

Key Assumptions:

1. It is assumed that the design exceptions in the Caltrans right of way identified above and previously discussed with Caltrans are acceptable to Caltrans.

Deliverables:

9. Geometric Drawings for one Build Alternative
10. Design Exception Fact Sheets

Task 15: As-Built Plans in Microstation

As requested by Caltrans, the HDR team will submit a digital copy of the final as-built plans in Caltrans standard Microstation file format to Caltrans.

Key Assumptions:

1. Only work within Caltrans right of way will be shown on the Microstation plans.

Deliverables:

1. As-Built Plans in Microstation format

Task 17: Building Demolition Plans, Specification and Estimate

HDR will prepare plans, specifications and estimate for the separate building demolition construction package. There are eight (8) buildings assumed to be removed as part of this package.

This task will include one site visit to document existing building features for removal. HDR will coordinate with TAMC's Right-of-Way consultant to obtain permits to enter the properties to conduct these site visits. In addition, HDR will work with the City of Salinas to obtain as-built drawings/permit drawings for the eight buildings.

HDR will utilize existing topo mapping, existing utility base mapping and information collected from the site visit and as-builts to develop the following plan sheets:

- Title and Index
- Notes, Symbols and Abbreviations
- Survey Control
- Key Map
- Civil Demolition Plans

HDR will develop an associated estimate of probable construction cost. In addition, HDR will prepare the required technical specifications. TAMC's Hazardous Materials Consultant will provide the results of the Lead and Asbestos testing to be included in the contract specifications. In addition, HDR will prepare the required General Provisions in coordination with TAMC's Construction Manager.

Key Assumptions:

2. Eight (8) buildings are identified for removal.
3. TAMC will provide the results of the lead and asbestos testing for the existing buildings.
4. Ten (10) plan sheets will be required for the building demolition package.
5. TAMC ROW Consultant will facilitate the permit to enter requests.

Deliverables:

4. Draft and Final Building Demolition Plans, Specifications and Estimate

OPTIONAL DESIGN SERVICES

Estimates of Probable Right-of-Way Costs

This scope of work has been removed from the contract.

Task 16: Caltrans Project Report

This scope of work has been removed from the contract.

Task 2: Project Management for PR

This scope of work has been removed from the contract.

EXHIBIT B

Proposed Budget Reallocations

TASK	Task Status	BUDGET PER AMENDMENT #4				BUDGET PER AMENDMENT #5			
		Current Labor Budget	Current ODC Budget	Current Total BUDGET	Remaining Budget (As of 6/30/2018)*	Proposed Budget Modification	Revised Total Budget	Revised Remaining Budget (As of 6/30/2018)*	
1 Kick-Off Meeting & Document Review	Complete	\$29,075	\$1,893	\$30,967.86	\$0.00	\$0.00	\$30,967.86	\$0.00	
2 Project Management (to 6/30/2019)	In Progress	\$294,827	\$6,797	\$301,624.00	\$54,474.98	\$0.00	\$301,624.00	\$54,474.98	
3 Topographic Surveys	Complete	\$97,651	\$38,713	\$136,363.54	\$6,561.82	(\$6,561.82)	\$129,801.72	\$0.00	
4 Utility Coordination	In Progress	\$126,097	\$0	\$126,097.00	(\$1,082.46)	\$3,882.08	\$129,979.08	\$2,799.62	
5 Coordination with UP	Cancelled	\$52,902	\$0	\$52,902.00	\$39,662.19	(\$39,662.19)	\$13,239.81	\$0.00	
6 Geotechnical Investigations	Complete	\$10,994	\$15,800	\$26,794.00	\$0.05	\$0.00	\$26,794.00	\$0.05	
7 Final Plans**	In Progress	\$1,321,125	\$13,932	\$1,335,057.14	\$101,171.22	\$0.00	\$1,335,057.14	\$101,171.22	
8 Cost Estimates	In Progress	\$51,879	\$0	\$51,879.00	\$10,072.01	\$0.00	\$51,879.00	\$10,072.01	
9 Technical Specifications, Front End & Other Documents for Bidding	In Progress	\$108,467	\$50	\$108,517.00	\$53,994.10	\$0.00	\$108,517.00	\$53,994.10	
10 Bid support services	Not Started	\$62,820	\$8,659	\$71,479.00	\$71,479.00	\$0.00	\$71,479.00	\$71,479.00	
11 Additional Items and Services:		\$138,890	\$0	\$138,890.00	\$45,472.53	\$47,423.40	\$186,313.40	\$92,895.93	
Design Support for Property Acquisition	In Progress	\$27,500.00	\$0.00	\$27,500.00	\$0.00	\$58,800	\$86,300.00	\$58,800.00	
Design Support during construction	Not Started	\$25,000.00	\$0.00	\$25,000.00	\$25,000.00	\$0	\$25,000.00	\$25,000.00	
Design Support for Public Outreach	In Progress	\$37,245.00	\$0.00	\$37,245.00	\$17,972.53	(\$11,377)	\$25,868.40	\$6,595.93	
NPDES Permit	In Progress	\$30,367.00	\$0.00	\$30,367.00	\$2,500.00	\$0	\$30,367.00	\$2,500.00	
Salinas Layover Facility Site Eval	Complete	\$18,778.00	\$0.00	\$18,778.00	\$0.00	\$0	\$18,778.00	\$0.00	
12 Hazardous Materials Phase 2 Report	In Progress	\$22,623	\$0	\$22,623.00	\$0.88	\$0.00	\$22,623.00	\$0.88	
13 Traffic Analysis	Complete	\$34,504	\$1,513	\$36,017.00	\$5,081.47	(\$5,081.47)	\$30,935.53	\$0.00	
14 Geometric Drawings and Fact Sheets	In Progress	\$17,975	\$147	\$18,122.00	\$682.64	\$0.00	\$18,122.00	\$682.64	
15 As-Built Plans	Not Started	\$11,222	\$0	\$11,222.00	\$11,222.00	\$0.00	\$11,222.00	\$11,222.00	
Optional: Estimate of probable ROW costs	Not Started	\$0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
16 Optional: Caltrans Project Report	Cancelled	\$0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
17 Building Demo PS&E	In Progress	\$42,693	\$750	\$43,443.00	\$17,952.25	\$0.00	\$43,443.00	\$17,952.25	
2 Optional: Project Management for Caltrans Project Report	Cancelled	\$0	\$0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
TOTAL		\$2,423,744	\$88,254	\$2,511,997.54	\$416,744.68	\$0.00	\$2,511,997.54	\$416,744.68	

*Includes BKF invoice to 6/30/2018 not yet billed to TAMC

**Development of Final Plans for Package 2 and 3 are not included in this budget. Package 2 and 3 are on hold until further notice



Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 22, 2018
Subject: **Request for Proposals: Salinas Rail Project Package 2: Phase II Environmental Site Assessment**

RECOMMENDED ACTION:

Salinas Rail Project Package 2: Phase II Environmental Site Assessment RFP

1. **APPROVE** Request for Proposals for a Phase II Environmental Site Assessment in preparation for property acquisition for Package 2 of the Salinas Rail Extension Kick-Start project, subject to counsel approval;
2. **AUTHORIZE** staff to publish the RFP, and return to the Board of Directors with a recommendation for approval of a consultant; and
3. **APPROVE** the use of funds from the approved project budget for this contract in an amount not-to-exceed \$50,000.

SUMMARY:

This request for proposals will seek bids from qualified consultants to assist the Agency with the Environmental Site Assessment of the Package 2 parcels, for the proposed train layover facility and associated improvements.

FINANCIAL IMPACT:

The Salinas Rail Extension Kick Start project budget includes secured funding for property acquisition. The total project budget is estimated at \$81 million. The not-to-exceed amount for this proposed contract for hazardous materials testing services for Package 2 properties is \$50,000.

DISCUSSION:

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

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

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

Package 2 of the Salinas Rail Extension project includes a layover facility for up to six trains. The properties to be acquired for this layover facility include one full acquisition and five partial acquisitions abutting the UPRR rail line. TAMC hired a ROW acquisition team (AR/WS) on May 23, 2018, but did not include in that contract a Phase II Environmental Site Assessment (Phase II ESA) for these acquisitions. This Request for Proposals will allow staff to select a qualified firm to assist with the Phase II Environmental Site Assessment of the Package 2 parcels for the train layover facility and associated improvements.

A Phase I Environmental Site Assessment, which entails a historic record search without on-site investigations, completed in September 2015 by HDR Engineering for Packages 1 and 2 revealed three recognized environmental conditions and one controlled recognized environmental condition:

1. Contaminated soil and groundwater, a result from UPRR refueling and fertilizer storage by PureGro.
2. Volatile organic chemicals in the subsurface.
3. Historic use of herbicides along the railroad tracks and idling locomotives may have contaminated shallow soil with arsenic and polycyclic aromatic hydrocarbons.
4. Long history of industrial use suggests contaminated soil or groundwater.

A site investigation done for the purposes of the construction contract (dated January 19, 2017) for Packages 1 and 2, analyzing soil samples from one foot below ground surface at eight locations on five parcels, found only arsenic exceeding the screening levels. All other chemicals and metals tested did not meet the criteria to qualify as hazardous waste. The Phase II ESA requires much deeper borings (to sample groundwater as well as soil), more sampling, and more analysis. The cost estimate for the Phase II ESA work is \$50,000.

The proposed schedule for the Request for Proposals is as follows:

Date/ Timeframe	Task
August 22, 2018	Distribute RFP
August 30, 2018	Deadline for requests for clarification or exceptions
September 6, 2018	Proposals due
September 7, 2018	Review and rank proposals
September 10, 2018	Interviews (if necessary)

September 11, 2018	Select top ranked consultant, negotiate contract
September 26, 2018	Present consultant contract to TAMC Board for approval

Due to this very aggressive schedule, staff will be sending out an advance Notice of Intent to go out with this RFP to the consultants in the database who do this type of work.

Attached is the draft scope of work for this RFP.

ATTACHMENTS:

- Draft Scope of Work - Phase II ESA

ATTACHMENT A

SCOPE OF WORK

TAMC is the lead Agency on the proposed extension of passenger rail service to Salinas, which includes the construction of a train layover facility and associated improvements in Salinas. In preparation for the acquisition of properties for that layover facility, TAMC now seeks a consultant to perform a Phase II Environmental Site Assessment (ESA) on the six properties in question.

A Phase I ESA, which entails a historic record search without on-site investigations, completed in September 2015, revealed three recognized environmental conditions and one controlled recognized environmental condition:

1. Contaminated soil and groundwater, a result from UPRR refueling and fertilizer storage by PureGro.
2. Volatile organic chemicals in the subsurface.
3. Historic use of herbicides along the railroad tracks and idling locomotives may have contaminated shallow soil with arsenic and polycyclic aromatic hydrocarbons.
4. Long history of industrial use suggests contaminated soil or groundwater.

A site investigation done for the purposes of the construction contract (dated January 19, 2017) for Packages 1 and 2, analyzing soil samples from one foot below ground surface at eight locations on five parcels, found only arsenic exceeding the screening levels. All other chemicals and metals tested did not meet the criteria to qualify as hazardous waste.

Both the Phase I ESA and the site investigation are available for review here:
http://bit.ly/SNS_Haz_Mat_Reports.

The Phase II ESA requires borings to sample groundwater as well as soil, sampling, and analysis on the following properties:

Address	Parcel
356 W Market St	002-021-005
346 W Market St	002-021-006
330 W Market St	002-021-007
320 W Market St	002-021-008
21 New St	002-021-009
New St / UPRR	002-021-014

The Scope of Work includes development of a work plan and determination of the appropriate number and depth of borings per parcel, collection of an estimated ten soil and one groundwater samples, and laboratory analyses of said samples to test for the hazardous materials identified in the Phase I ESA. The contract deliverable will be submitted as a draft and then final report containing the results of the analyses.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant
Meeting Date: August 22, 2018
Subject: TAMC Committee Minutes

RECOMMENDED ACTION:

ACCEPT draft minutes of the Transportation Agency Committees:

- [Excellent Transportation Oversight Committee](#) - July 17, 2018
- Executive Committee - August 1, 2018
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - August 1, 2018
- Technical Advisory Committee - No meeting this month
- Rail Policy Committee - August 6, 2018

ATTACHMENTS:

- Executive Committee Draft Minutes of August 1, 2018
- Rail Policy Committee draft minutes of August 6, 2018

DRAFT MINUTES

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

EXECUTIVE COMMITTEE MEETING

*Members are: John Phillips (Chair),
Robert Huitt (1st Vice Chair), Luis Alejo (2nd Vice Chair),
Alejandro Chavez (Past Chair),
Simon Salinas (County representative), Ed Smith (City representative)*

Wednesday, August 1, 2018

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

Transportation Agency Conference Room
55-B Plaza Circle, Salinas

EXECUTIVE COMMITTEE	JUN 18	AUG 18	SEPT 18	OCT 18	NOV 18	JAN 19	FEB 19	MAR 19	APR 19	MAY 19	JUN 19
Luis Alejo, Supr. Dist. 1 (L. Gonzales)	P(A)	P									
Alejandro Chavez, Soledad (F. Ledesma)	P	P									
Robert Huitt, Pacific Grove (D. Gho)	P(A)	P									
John Phillips, Supr. Dist. 2 (J. Stratton)	P	P(A)									
Simon Salinas, Supr. Dist. 3 (C. Lopez)	P	P(A)									
Ed Smith, Monterey (A. Renny)	E	P									

1. CALL TO ORDER: Vice Chair Huitt called the meeting to order at 9:00 a.m. Staff present: Hale, Rodriguez, Watson and Zeller. Others present: Agency Counsel Kay Reimann and Reed Sanders, Senator Cannella’s office.

2. PUBLIC COMMENTS: None.

3. CONSENT AGENDA:

On a motion by Committee member Alejo and seconded by alternate Stratton, the committee voted 4-0 to approve the consent agenda.

Committee member Chavez and alternate member Lopez arrived after the consent agenda.

3.1 Approved minutes from the Executive Committee meeting of June 6, 2018.

- 3.2 Approved funding for out-of-state travel for Caltrans staff to attend the American Public Works Association to receive national award for the Pfeiffer Canyon Bridge replacement project.

END OF CONSENT

4. LEGISLATIVE UPDATE:

The Committee received a legislative update.

Christina Watson, Principal Transportation Planner, reported that Senate Bill 1 (SB 1) provided matching funds to deliver Measure X projects and other priority projects. Ms. Watson noted that the SB 1 repeal on the November ballot as Proposition 6 is the most important issue facing the State of California's transportation funding. She provided an updated bill list that showed the status of bills TAMC had been supporting, opposing, or watching.

Debbie Hale, Executive Director, noted that TAMC staff are restricted to educating the public on the potential impacts of the passage of Proposition 6, and stated that the Board can take a position on the Proposition, and that it would be on the August Board agenda for action.

5. TAMC DRAFT AGENDA FOR AUGUST 22, 2018

Executive Director Hale reviewed the highlights of the draft regular and consent agenda for the TAMC Board meeting of August 22, 2018, as follows:

- The Board will present Grant Leonard a certificate for Employee of the Quarter
- The Board will receive an update on:
 - Regional Project Funding
 - MST Bus on shoulder/Monterey Branch Line Study
 - Measure X Safe Routes to School Program
- Hold a Regional Impact Fee Workshop

Consent Agenda:

- Receive the 2017/18 workforce data analysis for the Voluntary Equal Employment Opportunity Plan.
- Adopt Resolution 2018-09 authorizing \$557,951 of federal funding for Monterey-Salinas Transit under the Federal Transit Administration Section 5311(f) Intercity Bus Program through the California Department of Transportation; and Authorize the Executive Director to sign and submit regional agency certifications and assurances.
- Amend TAMC's Transportation Development Act Guidelines.
- Amend a contract for Legislative Analyst Services
- Receive State Legislative update

- Adopt revised Coast Rail Coordinating Council Memorandum of Understanding
- Approve contract amendment #5 with HDR Engineering, Inc., for the final design of the Salinas Rail Extension Kick Start Project, to amend the scope of work and budget to do plat maps and legal descriptions and a Phase II Environmental Site Assessment in preparation for property acquisition for the Salinas Rail Project, Package 2, without increasing the not-to-exceed amount.

6. ANNOUNCEMENTS

Christina Watson announced the Ground-Breaking Demolition on Thursday, August 9th, at 11:00 a.m., at the Salinas Train Station. She also announced the Rail Tour sponsored by the Chamber on Friday, August 10th, bussing to San Jose and traveling back to Salinas on the train, please contact the Chamber office if interested, seating is limited.

Committee member Smith announced the new City Manager for Monterey Hans Uslar.

7. ADJOURNMENT

Vice Chair Huitt adjourned the meeting at 9:35 a.m.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
RAIL POLICY COMMITTEE MEETING
Draft Minutes of August 6, 2018
 Transportation Agency for Monterey County
 55-B Plaza Circle, Salinas, CA

	AUG 17	SEPT 17	OCT 17	NOV 17	DEC 17	JAN 18	FEB 18	MAR 18	APR 18	MAY 18	JUN 18	AUG 18
L. Alejo, Dist. 1 (L. Gonzalez)	E	P(A)	C	P(A)	N	P	P(A)	C	P(A)	P(A)	C	P(A)
J. Phillips, Dist. 2 (J. Stratton, C. Link)	P(A)	P(A)	A	P(A)	O	P(A)	P(A)	A	E	P(A)	A	P(A)
J. Parker, Dist. 4 (W. Askew)	P(A)	P(A)	N	E		P(A)	P(A)	N	P(A)	P(A)	N	P(A)
M. Adams, Dist. 5, (Y. Anderson)	P(A)	P(A)	C	P(A)	M	P(A)	P(A)	C	P(A)	P(A)	C	P(A)
B. Delgado, Marina, Vice Chair (F. O'Connell)	P	P	E	P	E	-	P	E	P(A)	E	E	P
E. Smith, Monterey (R. Deal)	E	P	L	E	E	P	P	L	P	P	L	-
K. Craig, Salinas, Chair (J. Gunter)	P	P	L	E	T	P	P	L	P	P	L	P
T. Bodem, Sand City (L. Gomez)	P	E	E	P	I	P	E	E	E	P(A)	E	P
R. Rubio, Seaside (D. Pacheco)	P	P	D	P	N	-	P	D	P	P	D	P
A. Chavez, Soledad (F. Ledesma)	P	P		P	G	-	P		-	-		-
M. LeBarre, King City (C. Victoria)	P	P		P		P	P		P	P		P
M. Twomey, AMBAG (H. Adamson)	E	-		-		-	-		-	-		-
O. Monroy-Ochoa, Caltrans District 5	-	-		-		-	-		-	E		-
C. Sedoryk, MST (H. Harvath , L. Rheinheimer)	P(A)	E		P(A)		P(A)	P(A)		P(A)	P(A)		P(A)
B. Sabo, Airport (R. Searle)	-	-		-		-	-		-	-		-
STAFF												
D. Hale, Exec. Director	P	P		P		P	E		P	P		P
T. Muck, Deputy Exec. Director	P	P		P		E	P		P	P		P
C. Watson, Principal Transp. Planner	P	P		P		P	P		P	P		P
M. Zeller, Principal Transp. Planner	P	P		P		P	P		P	P		P
V. Murillo, Transp. Planner	P	E		P		-	P		P	P		P
Theresa Wright, Outreach Coordinator	-	-		-		-	-		-	-		P

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

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

OTHERS PRESENT

Paul Hierling	AMBAG	Ivan Garcia	Resident
Cheryl Ku	Monterey County	Paul Powers	Resident
Brad Tarp	Resident	Jennifer Russell	MNS Engineers
Chris Flescher	Resident		

2. **PUBLIC COMMENTS**

None

3. **CONSENT AGENDA**

M/S/C Rubio/ Stratton/ unanimous

3.1 Approved minutes of the May 7, 2018 Rail Policy Committee meeting.

END OF CONSENT AGENDA

4. **MST BUS ON SHOULDER/MONTEREY BRANCH LINE STUDY**

The Committee received a presentation on the Monterey-Salinas Transit (MST) Feasibility Study of Bus Operations on State Route 1 Shoulders and the Monterey Branch Line.

Lisa Rheinheimer, MST Director of Planning & Marketing, presented an update on the MST Feasibility Study of Bus Operations on State Route 1 Shoulders and in the Monterey Branch Line right-of-way. Ms. Rheinheimer reported that the study analyzed traffic data to confirm congestion times and analyzed operations on different segments of Highway 1 shoulders, the Monterey Branch Line and along city streets. Currently, there is no preferred alternative. However, the Study's analysis showed that bus operations in the Monterey-Branch Line would yield the greatest travel times savings and has an acceptable cost-benefit ratio. Operating the bus on the shoulders of Highway 1 turned out to be very expensive.

Ms. Rheinheimer reported that the segment between Marina and the Highway 1 and Fremont Blvd. intersection in Seaside along the Monterey Branch Line was one of the top performing segments in the Study's analysis. Ms. Rheinheimer reported that the next steps for the Study are to initiate environmental review and preliminary design.

Committee alternate Askew asked about conflicts between the bike path and the Monterey Branch Line. Ms. Rheinheimer said this would be analyzed during the environmental review phase and noted that the intent would be to maintain safe access for the bike path.

Committee alternate Askew asked if the bus service might continue when light rail begins. Ms. Rheinheimer said bus service and light rail service are complementary.

Committee alternate Anderson asked about TAMC's role in this project. Executive Director Hale said that this project is a precursor for light rail service.

Paul Hierling, AMBAG, asked about the speed of buses if they are operated in the Monterey Branch Line right-of-way. Ms. Rheinheimer said this is something that will be analyzed during the design phase, but that bus speeds would likely be faster than the median speed of traffic on the parallel roads or highway during commute hours.

Executive Director Hale noted that improving the bike path and ensuring safe connections is something TAMC staff is working on. She also noted that TAMC is interested in studying improvements to the Highway 1/ Fremont Blvd./ California Ave./ Monterey Rd. intersection.

Brad Tarp, resident, asked about the businesses on the Monterey Branch Line. Committee member Rubio commented that the Monterey Branch Line right-of-way is generally 100 feet across, and that TAMC's leases to businesses on the Branch Line are temporary.

5. SALINAS RAIL EXTENSION PROJECT UPDATE

The Committee received an update on the Salinas Rail Extension project.

Christina Watson, Principal Transportation Planner, reported that the activities on the Salinas Rail Extension project since the last update on May 7, 2018 include execution of a contract for demolition of structures in preparation for construction of the Lincoln Avenue extension, execution of a contract for the acquisition of properties in preparation for the Salinas train layover facility, and meetings regarding operations and outreach. Ms. Watson reported that staff worked with Caltrain to develop a draft schedule for train operations. The schedule will be used by Union Pacific for the rail line capacity analysis study.

Committee member Delgado asked if there have been increases in the cost of construction for the project. Ms. Watson said that is something TAMC will not know until construction bids are opened. She noted that the latest engineer's estimates are only a few weeks old. Ms. Watson noted that demolition bids came in below the engineer's estimate.

Theresa Wright, Community Outreach Coordinator, reported that staff has been coordinating the community outreach for the upcoming Lincoln Avenue extension groundbreaking. Jennifer Russell, MNS Engineers, reported that the feedback the outreach team has gotten on the project so far has been very positive.

Brad Tarp, property owner, asked about the schedule for Package 2 acquisitions. Ms. Watson said the schedule is dependent on the plat maps and legal descriptions, which must be done prior to appraisals. Executive Director Hale said that property acquisitions are negotiations and details are not discussed in open meetings.

Committee member LeBarre asked about the UPRR capacity study limits. Ms. Watson said that the capacity study would be from Gilroy to Salinas. Committee member LeBarre asked who the lead would be for the King City station capacity analysis. Ms. Watson said Amtrak would likely be the lead.

Paul Hierling, AMBAG, suggested that staff and the design team look at station electrification for on-platform charging of trains.

6. COAST CORRIDOR PROJECT UPDATE

M/S/C Delgado/LeBarre/unanimous

The Committee received an update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles and recommended that the Board approve the revised Memorandum of Understanding for the Coast Rail Coordinating Council.

Christina Watson, Principal Transportation Planner, reported that the CRCC Policy Committee met on July 16, 2018 and approved a revised Memorandum of Understanding. The revised MOU has minor editorial changes and removes references to the staff “Technical Committee”.

Committee member LeBarre noted that the group is a good example of partnerships.

6. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS

Christina Watson, Principal Transportation Planner, announced that this is Virginia Murillo’s last Committee meeting. Ms. Murillo announced that she is leaving TAMC and starting graduate school in the fall.

George Dondero, Santa Cruz County Regional Transportation Commission, announced via email to the Committee that Progressive Rail has filed with the Surface Transportation Board to begin operations in Santa Cruz County. He also announced that the lawsuit filed against the Regional Transportation Commission by Greenway is not affecting freight operations on the Santa Cruz Branch Line. Mr. Dondero announced that the presentation from the Sonoma-Marin Area Rail Transit at the Regional Transportation Commission is available online.

7. ADJOURN

Chair Craig adjourned the meeting at 4:10 p.m.



Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant
Meeting Date: August 22, 2018
Subject: TAMC Correspondence

RECOMMENDED ACTION:

RECEIVE Transportation Agency for Monterey County Correspondence for August 2018.

WEB ATTACHMENTS:

- [June 18, 2018 letter from TAMC Executive Director Debra L. Hale to Secretary Elaine L. Chao re: Support for California Department of Transportation Grant Application Consolidated Rail Infrastructure and Safety Improvements \(CRISI\) Coast Subdivision Positive Train Control and Siding Enhancement Project](#)
- [June 26, 2018 letter from TAMC Executive Director Debra L. Hale to Secretary Elaine L. Chao re: Support for Caltrans CRISI Grant Application Coast Subdivision Positive Train Control Project](#)
- [July 9, 2018 letter from TAMC Executive Director Debra L. Hale to Edward A. Boling, Associate Director for the National Environmental Policy Act, re: Implementation of Procedural Provisions of the National Environmental Policy Act \(NEPA\)](#)
- [July 9, 2018 letter from TAMC Executive Director Debra L. Hale to Secretary Elaine L. Chao re: Support for Salinas Valley Perishable Freight Rail Terminal Project BUILD Grant](#)
- [July 12, 2018 letter from TAMC Executive Director Debra L. Hale to Secretary Elaine L. Chao re: Support for State of California's BUILD Application: Transit Rural-Urban Monterey Project](#)
- [July 19, 2018 letter from TAMC Executive Director Debra L. Hale to Caltrans, re: Support for Monterey County's Community and School Connections through Active Transportation](#)
- [July 19, 2018 letter from TAMC Executive Director Debra L. Hale to Caltrans, re: Support for the Reservation Road Cycletracks Project](#)