



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

Board of Directors

Wednesday, February 28, 2024
****9:00 AM****

MEETING LOCATION

Voting members must attend a physical meeting location to count towards quorum
or vote on any item on the agenda
168 West Alisal Street, 2nd Floor, Salinas, California 93901
Monterey Conference Room
Wi-Fi Network: MontereyCty-Guest (no password required)

Members of the public & non-voting members may join meeting online at:
<https://us02web.zoom.us/j/446951513?pwd=QmNUODRtdXICSEFxLzIXVmhoY21yUT09>

OR

By teleconference at: +1 669 900 6833

Meeting ID: 446 951 513

Password: 194463

Please note: If all board members are present in person, public participation by Zoom is for convenience only and is not required by law. If the Zoom feed is lost for any reason, the meeting may be paused while a fix is attempted but the meeting may continue at the discretion of the Chairperson.

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

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

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.

ADMINISTRATION and BUDGET

3.1.1. APPROVE the Transportation Agency for Monterey County Board draft minutes of January 24, 2024.

- Elouise Rodriguez

3.1.2. ACCEPT the list of checks written for January 2024 and credit card statement for the month of December 2023.

- Dave 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** list of contracts awarded under \$50,000.

- Jefferson Kise

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

3.1.4. **RECEIVE** report on conferences or trainings attended by agency staff.

- Christina Watson

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

3.1.5. **ADOPT** the revised Travel Policy.

- Christina Watson

Updates to the travel policy include aligning the rules for multi-day trips with state law and adjusting the reimbursement rates to match the federal travel rules. On February 7, 2024, the Executive Committee recommended adoption.

BICYCLE, PEDESTRIAN, TRANSIT, and SOCIAL SERVICES

3.2.1. **ADOPT** Resolution 2024-04 apportioning \$21,000,000 in fiscal year 2024-25 Local Transportation Funds to Monterey-Salinas Transit.

- Aaron Hernandez

The Transportation Agency is responsible for administering Local Transportation Funds in Monterey County pursuant to the California Transportation Development Act. The Local Transportation Fund is a designated source of funding for planning, bicycle and pedestrian projects, and public transit. Each February, the Transportation Agency apportions (i.e., estimates) the funds expected to be available in the next fiscal year, so that Monterey-Salinas Transit can budget for the coming year, and distributes the funds in June.

3.2.2. **City of Soledad - Participatory Budgeting Funding Request:**

1. **APPROVE** the request by the City of Soledad to program RSTP funds dedicated to the City's Participatory Budgeting process to the following projects:

- Orchard Ln and Gabilan Dr Pedestrian Improvements in the amount of \$63,000;
- Main and Gabilan Intersection Improvements in the amount of \$135,250;

- Benito and Gabilan Pedestrian Improvements in the amount of \$11,000; and
 - Orchard Ln Pedestrian Improvements in the amount of \$23,000;
2. **APPROVE** amending Exhibit A of the local funding agreement to include these projects and funding.

- Aaron Hernandez

The Salinas Valley Safe Routes to School Plan will include project recommendations for all public K-12 schools in the cities of Gonzales, Soledad, Greenfield, and King City. Project prioritization is determined through a democratic process, called Participatory Budgeting, where community members vote to decide how public funds are spent in their cities. The second city to complete the Participatory Budgeting process is Soledad.

3.2.3. SURF! Busway - Measure X Funding Agreements:

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute a Measure X funding agreement for Consultant Construction Management Oversight Services for the SURF! Busway project with the Monterey-Salinas Transit District, subject to approval by Agency Counsel, for an amount not to exceed \$5,685,600;
2. **AUTHORIZE** the use of Measure X funds budgeted to this project;
3. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

- Michael Zeller

Monterey-Salinas Transit (MST) is the implementing agency for the proposed busway project within TAMC's Monterey Branch Line right-of-way. This Funding Agreement between MST and TAMC allows MST's project costs to be funded and reimbursed through Measure X.

- 3.2.4. **NOTICE** of proposed amendments to the Bicycle and Pedestrian Facilities Advisory Committee (BPC) bylaws to add a clause about BPC Members' responsibility to be a bridge to their jurisdictions overseeing local bicycle and pedestrian facility-related needs and developments.

- Ariadne Sambrano

The Transportation Agency is proposing to update its bylaws by adding a clause to the BPC bylaws under Section V, Membership Responsibility. The TAMC bylaws require that notice of proposed amendments be noticed at the Agency meeting before the meeting where the amendments will be voted upon. The proposed amendments are scheduled for consideration at the March 27, 2024 meeting and will necessitate approval by a minimum of two-thirds (2/3) of the voting members present.

PLANNING

- 3.3.1. **APPROVE** allocation of additional Measure X Safe Routes to School program funds to support the Salinas Valley Safe Routes to School Plan and Participatory Budgeting process for a not-to-exceed amount of \$200,000.

- Ariana Green

The Salinas Valley Safe Routes to School Plan includes all 22 public K-12 schools in the cities of Gonzales, Soledad, Greenfield, and King City. The goal of the Plan is to improve safety for students biking and walking in the Salinas Valley and reduce traffic around those schools.

- 3.3.2. **Monterey County Regional Transportation Vulnerability Assessment - Request for Proposals**

1. **APPROVE** the Scope of Work for the Request for Proposals for a consultant for the Monterey County Regional Transportation Vulnerability Assessment;
2. **AUTHORIZE** staff to publish the Request of Proposals and return to the Board with a recommendation for approval of a consultant, including the final scope of work; and
3. **APPROVE** the use of Caltrans Climate Adaptation Planning grant funds for this contract, in an amount not to exceed \$342,168.

- Alissa Guther

Agency staff is requesting authorization to publish a Request for Proposals to select a consultant for the Monterey County Regional Transportation Vulnerability Assessment.

PROJECT DELIVERY and PROGRAMMING

- 3.4.1. **Grant Preparation Assistance:**

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a contract with Mark Thomas, subject to approval by Agency Counsel, in an amount not-to-exceed \$149,900 to provide grant preparation assistance services through June 30, 2027;
2. **APPROVE** the use of Measure X funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount, subject to approval by Agency Counsel.

- Michael Zeller

On December 6, 2023, the Agency Board approved issuing a Request for Qualifications for consultant assistance and expertise to prepare grant

applications to provide matching funds for various Measure X and other priority projects. In the past, such assistance was utilized to secure over \$64 million in state competitive funding. Of the four submittals received by the deadline of February 1, 2024, three were found responsive, and a review committee recommended selection of Mark Thomas for this task order contract.

- 3.4.2. APPROVE** the appointment of Maria Vera to serve as the Building Healthy Communities Monterey County representative on the Measure X Citizens Oversight Committee; Andrea Manzo as the alternate representative; and Matine Watkins to serve as the Monterey Peninsula Hospitality Association representative; and Gary Cursio, to serve as their alternate representative.

- Theresa 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. Additional members may be appointed by the Transportation Agency Board of Directors to assure that a broad range of geographic and stakeholder interests are represented on the Committee.

RAIL PROGRAM- No reports this month.

REGIONAL DEVELOPMENT IMPACT FEE-No reports this month.

COMMITTEE MINUTES and CORRESPONDENCE

- 3.7.1. ACCEPT** draft minutes of the Transportation Agency Committees:

- Rail Policy Committee - February 5, 2024 meeting cancelled
- Executive Committee - draft minutes of February 7, 2024
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of February 7, 2024
- [Technical Advisory Committee](#) - draft minutes of February 1, 2024
- [Measure X Citizens Oversight Committee](#) - No Meeting

- Elouise Rodriguez

- 3.7.2. RECEIVE** TAMC Correspondence for February 2024

- Elouise Rodriguez

- 4. PRESENT** the Transportation Agency Employee of the Quarter to Theresa Wright.

- Todd Muck

It is hereby certified that Theresa Wright has been selected by her colleagues at the

Transportation Agency for Monterey County as the Employee of the Quarter for October 1 – December 31, 2023.

5. Unmet Transit Needs Public Hearing

1. **RECEIVE** presentation on the unmet transit needs process;
2. **OPEN** public hearing on unmet transit needs;
3. **RECEIVE** public comment; and
4. **CLOSE** the public hearing.

- Aaron Hernandez

In its role as the Transportation Development Act fund administrator, the Transportation Agency annually seeks public input to identify unmet transit needs in Monterey County prior to allocating Local Transportation Funds.

- 6. DISCUSS and PROVIDE DIRECTION** to staff related to possible community funding project nominations for federal appropriations funding.

- Christina Watson

Project nominations for federal appropriations funding are expected to be due in March. The funding must be for federally eligible projects that can obligate the funding by 2028 and spend it by 2032.

- 7. RECEIVE** information and **PROVIDE** direction to staff related to a proposal for a multi-use trail and parking on the Monterey Branch Line in Sand City.

- Todd Muck

Sand City is proposing a one-mile segment of a multi-use trail and parking in two areas within TAMC-owned right-of-way. The City promises that the "proposed multi-use trail will take into consideration the future use of the TAMC corridor for rail and/or bus transit and would not obstruct any of the existing rail infrastructure" and would "minimize conflict with the existing property leases." Staff would coordinate with the City on considerations for a possible future use agreement for an alignment of a trail that avoids conflict with future mass transit uses, and for fair market value lease agreements for non-trail uses such as parking.

8. Draft Overall Work Program, Budget, and Integrated Funding Strategy:

1. **AUTHORIZE** the Executive Director to submit the draft fiscal year 24/25 Overall Work Program to Caltrans for initial review;
2. **PROVIDE** direction and guidance to staff on the three-year budget for fiscal years 24/25 through 26/27, the Overall Work Program for fiscal year 24/25, and the 2024 Integrated Funding Strategy; and
3. **DIRECT** the Executive Director to bring the final three-year budget, one-year Overall Work Program, and the 2024 Integrated Funding Strategy back to the Board on May 22, 2024 for approval.

- Jefferson Kise, Michael Zeller

Authorization to submit the draft Overall Work Program for fiscal year 2024/25 is necessary to meet Caltrans's review deadline. The Agency continues to control expenditures to stay within its current year's budget, and maintains a prudent cash reserve. The Overall Work Program describes the activities that the Agency will undertake during the next fiscal year and provides the basis for the 2024/25 budget.

9. **RECEIVE** reports from Transportation Providers:
 - Caltrans Director's Report and Project Update - Eades
 - Monterey Peninsula Airport - Miller
 - Monterey-Salinas Transit - Sedoryk
 - Monterey Bay Air Resources District - Stedman
10. **Reports on meetings attended by Board Members at Transportation Agency expense, as required by state law.**
11. **Executive Director's Report.**
12. **Announcements and/or comments from Transportation Agency members on matters that they wish to put on future Transportation Agency agendas.**
13. **ADJOURN**

ANNOUNCEMENTS

Next Transportation Agency for Monterey County regular meeting will be on
Wednesday, March 27, 2024
9:00 A.M.

Monterey County Government Center
1441 Schilling Place, Cayenne Room

A quorum of voting members is required to be present to hold this meeting.
There will be a zoom link for hybrid participation.

If you have any items for the next agenda, please submit them to:

Elouise Rodriguez
Clerk of the Board

elouise@tamcmonterey.org

Important Meeting Information

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

Transportation Agency for Monterey County
www.tamcmonterey.org
55B Plaza Circle, Salinas, CA 93901

TEL: 831-775-0903
EMAIL: info@tamcmonterey.org

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

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board
Meeting Date: February 28, 2024
Subject: TAMC Draft Minutes of January 24, 2024

RECOMMENDED ACTION:

APPROVE the Transportation Agency for Monterey County Board draft minutes of January 24, 2024.

SUMMARY:

FINANCIAL IMPACT:

DISCUSSION:

ATTACHMENTS:

1. TAMC Draft Minutes_Jan_24_2024

WEB ATTACHMENTS:

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

DRAFT MINUTES OF JANUARY 24, 2024 TAMC BOARD MEETING

1441 Schilling Place, Salinas CA 93901, Cayenne Conference Room

Alternate location: 168 W. Alisal Street, Salinas, CA 93901, 2nd Floor, Supervisor Alejo's Office

TAMC BOARD MEMBERS	FEB 23	MAR 23	APR 23	MAY 23	JUN 23	AUG 23	SEP 23	OCT 23	DEC 23	JAN 24
Luis Alejo, Supr. Dist. 1, County Representative (Linda Gonzales, Javier Gomez)	P(V)	E	P(A) (V)	P(A) (V)	P(A) (V)	P	P(A) (V)	P(A) (V)	P	P
Glenn Church, Supr. Dist. 2, (Marilyn Vierra, Leonie Gray)	P	P	P	P	P	P	P	P(A)	P	P
Chris Lopez, Supr. Dist. 3, (Priscilla Barba) Chair	P(A)	P	P(A)	P	P(A)	P	P(A)	P	P	P
Wendy Root Askew, Supr. Dist. 4, 2 ND Vice Chair (Yuri Anderson, Eric Mora)	P(A)	P	P(A)	P(A)	P(A)	P	P(A)	P(A)	P	P
Mary Adams, Supr. Dist. 5, (Colleen Courtney)	P	E	P	P	E	P	P	P	P(A)	P
Dave Potter, Carmel-by-the-Sea (Jeff Baron) 1st Vice Chair	P	P	P	P	P	P	A	P	P	P
Scott Donaldson, Del Rey Oaks (John Uy)	P*	P	P	P	P	P	P	P	P	E
Jose Rios, Gonzales (Lorraine Worthy)	P	P	P	P	P	P	P	P	P	P
Rachel Ortiz, Greenfield (Robert White)	A	E	E	E	E	P	P	E	P	E
Michael LeBarre, King City, Past Chair (Carlos DeLeon)	P	P	P	E	P	P	P	P	P	P
Cristina Medina-Dirksen, Marina (Bruce Delgado)	P	E	P	P	E	E	P(V)	P	P	P
Edwin Smith, Monterey, (Kim Barber, Marissa Garcia, Andrea Renny)	P(V)	P(A)	E	P	P	P(A)	P	P	P	P(A)
Chaps Poduri, Pacific Grove, City Representative (Joe Amelio)	P	P	P	P	P	P	P	P	P	P
Andrew Sandoval, Salinas (Anthony Rocha)	P	P	P	P	P	P	P	P	P	P
Mary Ann Carbone, Sand City (Jerry Blackwelder)	P	P(A)	A	P	A	A	P*	P	P	P
Ian Oglesby, Seaside, (David Pacheco)	P	E	P	P	P	A	P	P	P	P
Fernando Cabrera, Soledad (Anna Velasquez)	P	E	P	P	P	A	P	P	P*	E

Ex Officio Members:	FEB 23	MAR 23	APR 23	MAY 23	JUN 23	AUG 23	SEP 23	OCT 23	DEC 23	JAN 24
Maura Twomey, AMBAG (Heather Adamson, Bhupendra Patel, Paul Hierling)	P(A) (V)	P(A) (V)	P	P(A) (V)	P (V)	P(A)	P(A) (V)	P(A)	P(A) (V)	P(A) (V)
Scott Eades, Caltrans, Dist. 5 (Orchid Monroy Ochoa, John Olejnik, Richard Rosales, Brandy Rider, Kelly McClendon, Dave Silberberger)	P(A) (V)	P(A)	P(A)	P(A)	P(A)	P(A)	P(A) (V)	P(A)	P(A) (V)	P(A)
Richard Stedman, Monterey Bay Air Resources District (David Frisbey)	P(A)	P(A)	P(A) (V)	P(A) (V)	P(A) (V)	P	A	P(A) (V)	A	E
Carl Miller, Monterey Regional Airport District (Richard Searle)	P(V)	P	P	E	P	A	A	P*	P(V)	P(V)
Carl Sedoryk, Monterey-Salinas Transit (Lisa Rheinheimer, Michelle Overmeyer)	P	P	P	P(A)	P	P	P	P	P	P
Eduardo Montesino, Watsonville	A	A	A	A	A	A	A	A	A	A
Glen Nelson, CSUMB (Nicole Hollingsworth)	P*	A	P(A)	P	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)	P(A) (V)

*P = present; P(A) = alternate present; P(V) = videoconference; E = excused absence;
A = absence; P*= New Representative*

TAMC STAFF	JAN 23	FEB 23	MAR 23	APR 23	MAY 23	JUNE 23	AUG 23	OCT 23	DEC 23	JAN
D. Bilse, Principal Engineer	P	P	P	P	P	P	P	P	P	P
R. Brayer, Legal Counsel	P	P(V)	P	P	P	P	P	P	P	P(V)
D. Delfino, Finance Officer/Analyst	P	E	P	P	P	P	P	P	E	E
A. Green, Principal Transp. Planner	P	P(V)	P	P	E	P	P(V)	P(V)	P(V)	P(V)
A. Guther, Transportation Planner	P	P(V)	P	P	P	P	P	P	P	P
A. Hernandez, Transp. Planner	P	P	P	P	P	P	P	P	P	P
J. Kise, Dir. Finance & Administration		P	P	P	P	P	P	P	P	P
M. Montiel, Administrative Assistant	P	P	P	P	P	P	P	P	P	P
T. Muck, Executive Director	P	P	P	P	P	P	P	P	P	P
E. Rodriguez, Clerk of the Board	P	P	P	P	P	P	P	P	P	P
A. Sambrano, Transportation Planner							P	P	P	P
J. Strause, Assoc. Transp. Planner	P	P	P	P	P	P	P	P	P	P
C. Watson, Director of Planning	P	P	P	P	E	P	P	P	P	P
L. Williamson, Senior Engineer	P	P(V)	P	P	P	P	P	P	P	P
T. Wright, Community Outreach	P	P	P	P	P	P	P	P	P	P
M. Zeller, Director of Programming & Project Delivery	P	P	P	P	P	P	P	P	P	P

OTHERS PRESENT

Linda Gonzales	Supervisor District 1 Office	Chad Stoehr	Caltrans District 5
Marissa Garcia	City of Monterey	Amir Attia	Associate Professor, CSUMB
Dwight Stump	Corral de Tierra resident	Justin Estassi	Boyds Asphalt
Shawn Boyle	Monterey Bay Air Resources District	Bruce Delgado	City of Marina
Octavio Hurtado	King City, Public Works Director		

1. QUORUM CHECK – CALL TO ORDER

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

2. PUBLIC COMMENTS

No public comment.

3. CONSENT AGENDA

M/S/C Lopez/Alejo/unanimous

Board Members Dirksen and Sandoval arrived after the consent agenda was approved.

The Board approved the consent agenda as follows:

ADMINISTRATION and BUDGET

- 3.1.1** Approved minutes of the Transportation Agency for Monterey County, the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for Monterey County meeting of December ,6 2023.
- 3.1.2** Accepted the list of checks written for the month of November and December 2023 and credit card statements for the months of October and November 2023.
- 3.1.3** Received list of contracts awarded under \$50,000.
- 3.1.4** Adopted resolution 2024-03 authorizing Todd Muck, Jefferson Kise, Christina Watson, and Michael Zeller to conduct all commercial banking activities on behalf of the Transportation Agency for Monterey County.

BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES

- 3.2.1** Approved the appointments of Nathalie Gomez as the District 3 alternate, Lester Brown as the Pacific Grove alternate, and Council Member Liesbeth Visscher as the City of Marina representative on the TAMC Bicycle and Pedestrian Facilities Advisory Committee.

PLANNING

- 3.3.1** Received update on state and federal legislative issues and adopted the final 2024 legislative program.
- 3.3.2** Received summary of environmental document review work conducted by TAMC in 2023.

PROJECT DELIVERY and PROGRAMMING

- 3.4.1** Regarding Amendment #2 for the On-Call Traffic Engineering and Ancillary Services Contract with GHD, Inc:
1. Approved and authorized the Executive Director, or their designee, to execute contract amendment #2 with GHD, Inc., subject to approval by Agency Counsel, in an amount not to exceed \$100,000, to provide on-call Traffic Engineering and ancillary services for the period ending June 30, 2026;
 2. Approved the use of Measure X funds budgeted for the Scenic Highway 68 Corridor Improvement project;
 3. Found that this amendment is justified as a sole source due to the efficiencies that support award to the existing consultant as a logical follow-on to work already in progress under a competitively awarded contract; and
 4. Authorized the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the GHD, Inc. contract amendment, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

RAIL PROGRAM

- 3.5.1** Regarding Coast Corridor Rail Project Update:
1. Received update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles;
 2. Appointed representatives to the CRCC Policy Committee;
 3. Approved increase in annual membership dues for the Coast Rail Coordinating Council (CRCC) from \$2,500 to \$3,000 annually; and
 4. Approved reimbursing San Luis Obispo Council of Governments (SLOCOG) in an amount not to exceed \$10,000 for a consultant contract to assist in the application for construction funding for the Coast Rail project.

REGIONAL DEVELOPMENT IMPACT FEE

- 3.6.1** No items this month.

COMMITTEE MINUTES AND CORRESPONDENCE

- 3.7.1** Accepted draft minutes from Transportation Agency committees:
- Executive Committee – draft minutes of January 10, 2024
 - Rail Policy Committee – draft minutes of January 8, 2024
 - Bicycle and Pedestrian Facilities Advisory Committee – draft minutes of January 10, 2024
 - Technical Advisory Committee – draft minutes of January 11, 2024
 - Excellent Transportation Oversight Committee – No Meeting
- 3.7.2** Received Transportation Agency for Monterey County correspondence for January 2024.

END OF CONSENT AGENDA

4. ELECTION OF OFFICERS

M/S/C

Church/Oglesby/unanimous

The Board approved the election of the following members to serve as Board officers and to serve as Executive Committee officers:

- Chair, Supervisor Chris Lopez, District 3
- 1st Vice Chair, Mayor Dave Potter, City of Carmel-by-the-Sea
- 2nd Vice Chair, Supervisor Wendy Root Askew, District 4
- Past Chair, Mayor Mike LeBarre, City of King
- County Representative, Supervisor Luis Alejo, District 1
- City Representative, Councilmember Chaps Poduri, City of Pacific Grove

Their terms begin upon their election and continue through the next election of officers at the beginning of the January 22, 2025 Board meeting.

5. TRANSPORTATION EXCELLENCE AWARDS 2023

The Transportation Agency showed its appreciation to the local community for its outstanding efforts to improve the transportation network in Monterey County. The recipients of the 2023 Transportation Excellence Awards are:

- **Individual:** Amir Attia, Associate Professor, Graphic Design, California State University, Monterey Bay
- **Business:** Boyds Asphalt Services
- **Program:** “Better Bus Network”, Monterey-Salinas Transit
- **Project:** California Avenue Pedestrian Crossing at Marina Heights Drive, City of Marina
- **Project:** King City Downtown Streetscape, City of King
- **Project:** Marina Parking Lot Improvement Project, City of Monterey

TAMC EMPLOYEE CERTIFICATE OF APPRECIATION: Laurie Williamson, Senior Transportation Engineer, was recognized for 5 years of service to the Transportation Agency.

OUTGOING TAMC BOARD CHAIR: Board Member Mike LeBarre was recognized for chairing the TAMC Board of Directors during 2023.

Board Chair Lopez recognized outgoing Board Member Cristina Medina-Dirksen, City of Marina, for her leadership.

6. STATE ROUTE 156 / CASTROVILLE BLVD UPDATE

The Board of Directors of the Transportation Agency for Monterey County received a presentation on the status of the State Route 156 / Castroville Boulevard Interchange project and current cost estimates.

Chad Stoehr, Caltrans, reported since the last update to the Board in May 2023, Caltrans was successful in receiving a second 12-month time extension to request a funding allocation from the California Transportation Commission, allowing for PG&E to complete their utility relocation work. However, Caltrans recently notified the Agency that the overall project cost has risen significantly, from \$73.5 million to \$122.7 million. The Agency's share of this \$40 million cost increase is estimated to be between \$33 to \$35 million, with the State covering the remaining balance. The cost increases are across all phases of work, primarily driven by utility relocations and two new unfunded construction components for landscape planting and monitoring.

Mike Zeller, Director of Programming and Project Delivery, presented four alternatives for the Board to consider, including: a) to increase the Measure X contribution to the project to cover the cost increases and keep the State grant; b) to forfeit the prior State grant and reapply in the next cycle of funding for an increased amount, which would mean the State would cover a larger portion of the cost increases; c) to forfeit the grant and do value engineering to seek cost-savings on the project; or d) to stop the project and do a thorough reevaluation of the project alternatives.

After reviewing the time delays and risks associated with each alternative, the Board directed staff to forfeit the past grant and reapply for the next cycle of state grant funds. While this alternative may delay the project by six months to a year, the timing for the upcoming grant cycle aligns well with the current project schedule. This alternative will allow a larger portion of the project's cost increases to be covered by the State rather than having to be covered by local funds.

Board Member Church noted that this project is in his district; he expressed dismay that the project cost has doubled and asked why the utility relocation issues were discovered so late. He noted that there have been plans to widen State Route 156 since the 1960's and that the Castroville Boulevard Interchange project is just the first phase of work on the overall project.

7. REPORTS FROM TRANSPORTATION PROVIDERS

Caltrans District 5 – Dave Silberberger highlighted Caltrans District 5 construction, road closures, and repairs:

- The Paul Slide on Highway 1 is targeted to fully open in late spring.
- Engineers are currently looking at the concrete blocks at Big Sur, to see if any are loose.
- Winter season high alert on Highway 1.

Chair Lopez expressed his continued support to move forward with the US 101 South of Salinas project, noting that a life was taken recently on that stretch of the Highway.

Monterey Regional Airport District – Carl Miller announced the following:

- The airport is proceeding with their new terminal; the plan will take 4-5 years and will cost \$170 million to complete.
- The airport has contracted with Granite Construction for their new ramp.
- The airport's old fire station has been demolished.
- The airport has 300,000 passengers per year and hopes to increase and add additional service in the future.

Monterey Salinas Transit District – Carl Sedoryk announced the following:

- On February 7, 2024, MST will be implementing some service improvements adding more frequent time and extended hours from Westridge, downtown Salinas, and Natividad Road.
- MST will be adding service back to Monterey Peninsula College.
- On February 10, 2024, from 10-12, MST will be conducting a pop-up regarding the SURF! project at the 5th Street Station. He noted that this project is now fully funded.
- MST held a bus driver skills course event and made 25 job offers, looking forward to being fully staffed soon.

Monterey Bay Air Resources District – Shawn Boyle announced the following:

- Air District is currently getting their AB2766 Grant Cycle.
- DMV collects \$4 from vehicle registration from Monterey, San Benito, and Santa Cruz counties for incentive programs for zero emission projects.
- On December 20, the Air Resources Board increased the Electric Bike incentive program to \$750 and so far, received 40 applications.

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

No report this month.

9. EXECUTIVE DIRECTOR'S REPORT

Executive Director Todd Muck announced the following:

- Imjin Road project continues to move forward, beginning construction in February.
- Bids opening for the FORTAG Canyon Del Rey Project is scheduled for February 15, 2024.
- Vote for Sidewalk Art January 22-February 1, vote for your favorite art to decorate sidewalks leading to schools and the Cesar Chavez Library in East Salinas.

10. ANNOUNCEMENTS AND/OR COMMENTS

None this month.

11. ADJOURNMENT

Chair Lopez adjourned the meeting at 11:05 a.m.

Memorandum

To: Board of Directors
From: Dave Delfino, Finance Officer/Analyst
Meeting Date: February 28, 2024
Subject: TAMC Payments for the month of January 2024

RECOMMENDED ACTION:

ACCEPT the list of checks written for January 2024 and credit card statement for the month of December 2023.

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 and ACH transfers this period total \$552,066.68 which included checks written for January 2024 and payment of the December 2023 Platinum Plus Credit Card statement.

DISCUSSION:

During the month of January 2024, normal operating checks were written and ACH transfers were processed, as well as two checks totaling \$34,923.21 to HDR Engineering Inc., a check for \$3,382.66 to Union Pacific Railroad and a check for \$15,700.83 to MNS Engineers Inc. all for engineering design services and a check for \$26,829.68 to American Supply Co. for a construction easement, all for the Salinas Rail Extension Kick-Start Project, four checks totaling \$147,346.34 to GHD Inc. for design engineering for the Del Rey Oaks and California Avenue segments of the FORTAG project, a check for \$44,179.72 to Ecology Action, a check for \$8,885.00 to The Action Council and a check for \$7,883.48 to Copy Mat all for the Safe Routes to School projects and a check for \$2,550.00 to Moss, Levy and Hartzheim for the 22/23 annual audit.

ATTACHMENTS:

1. Checks January 2024
2. Credit Card December 2023

WEB ATTACHMENTS:

**Transportation Agency for Monterey County (TAMC)
 Union Bank Operating Account
 January 2024**

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
01/02/2024	21249 Clinica de Salud del Valle de Salinas	8,817.97		Office Rent
01/02/2024	EFT CalPers Health Benefits	13,294.35		Employee Benefit
01/03/2024	21250 Alvarez Technology Group, Inc. (CA)	3,200.47		Computer Support
01/03/2024	21251 AT & T (Carol Stream, Il.)	488.76		Telecommunications, Call Box and Rideshare - Phone Service
01/03/2024	21252 Cal Act	800.00		Annual Dues
01/03/2024	21253 FedEx (Printing)	1,701.39		Printing for Safe Routes to School
01/03/2024	21254 HDR Engineering Inc.	17,403.80		Design Engineering Services for Salinas Rail Extension Kick-Start Project
01/03/2024	21255 Khouri Consulting LLC	6,000.00		State Legislative Consultant
01/03/2024	21256 Lincoln National Life Insurance Co.	771.25		Employee Benefits
01/03/2024	21257 MNS Engineers, INC.	15,700.83		Design Construction Services for Salinas Rail Extension Kick-Start Project
01/03/2024	21258 Moss, Levy & Hartzheim	2,550.00		Financial Audit
01/03/2024	21259 Office of the County Counsel	1,717.40		Legal Services
01/03/2024	21260 Smile Business Products Inc.	209.86		Office Copier Expenses
01/03/2024	21261 Thorn Run Partners, LLC	10,000.00		Federal Legislative Consultant
01/03/2024	21262 U.S. Postal Service S.J.	310.00		Bulk Mailing Permit
01/03/2024	21263 VSP	197.56		Employee Benefits
01/03/2024	21264 We The Creative	1,263.85		Design Services for King City Election
01/03/2024	21265 GHD Inc.	43,898.81		Design Engineering Services for the Del Rey Oaks and California Avenue Segments of the FORTAG Project
01/03/2024	21266 Shell	55.00		Auto Expense - Gasoline
01/03/2024	21267 GHD Inc.	25,848.10		Design Engineering Services for the Del Rey Oaks Segment of the FORTAG Project
01/03/2024	21268 The Maynard Group	354.31		Telephone Equipment Lease
01/03/2024	21269 Verizon Wireless	26.53		Call Box - Phone Service
01/05/2024	EFT Payroll	50,796.99		Payroll
01/05/2024	EFT United States Treasury	11,016.64		Payroll Taxes & Withholding
01/05/2024	EFT EDD	4,682.55		Payroll Taxes & Withholding
01/05/2024	EFT EDD	1,721.91		Payroll Taxes & Withholding
01/05/2024	EFT Pers Retirement	9,175.79		Employee Benefits
01/05/2024	EFT Pers Retirement PEPRA	3,535.36		Employee Benefits
01/05/2024	EFT CalPERS	7,336.93		Employee Benefits
01/05/2024	DEP Haedrich, Monterey Motors and Lithia		7,538.57	Railroad Right of Way Rent
01/12/2024	EFT TAMC County Acct. 691		150,000.00	Funds Transfer From TAMC County Acct. 691
01/12/2024	DEP State of California		29,507.71	SAFE - Revenue - November 2023
01/12/2024	DEP Capps and Cardinale		6,461.57	Railroad Right of Way Rent
01/13/2024	EFT Todd Muck	462.00		Reimbursement for APA Annual Dues
01/13/2024	EFT Aaron Hernandez	89.99		Reimbursed Expenses for Soledad Celebration
01/16/2024	21270 Alvarez Technology Group (TX)	680.09		Computer Equipment Lease
01/16/2024	21271 Business Card	1,915.92		Office and Meeting Supplies, Staff Travel, Payroll Service & Professional Training
01/16/2024	21272 Comcast	255.94		Telecommunications
01/16/2024	21273 De Lage Landen Financial Services	319.02		Office Copier Lease
01/16/2024	21274 Delta Dental	917.21		Employee Benefits
01/16/2024	21275 GHD Inc.	19,072.89		Design Engineering Services for the California Avenue Segment of the FORTAG Project
01/16/2024	21276 JR Interpreting Inc.	3,600.00		Translation Services for SRTS Programs
01/16/2024	21277 Knightscope Inc.	3,263.06		SAFE - Call Box Maintenance
01/16/2024	21278 Oppidea, LLC	2,685.00		Accounting Services
01/16/2024	21279 Shell	40.37		Auto Expense - Gasoline
01/16/2024	21280 Streamline	168.00		Rideshare Website Platform Service
01/16/2024	21281 Union Pacific Railroad Company	3,382.66		Design Engineering for Salinas Rail Extension Kick-Start Project
01/16/2024	21282 JR Interpreting Inc.	450.00		Translation Services for SRTS Programs

01/16/2024	EFT	U.S. Bancorp	45.79	Bank Charges
01/19/2024	EFT	Payroll	51,130.20	Payroll
01/19/2024	EFT	United States Treasury	11,099.82	Payroll Taxes & Withholding
01/19/2024	EFT	EDD	4,730.21	Payroll Taxes & Withholding
01/19/2024	EFT	EDD	908.82	Payroll Taxes & Withholding
01/19/2024	EFT	Pers Retirement	9,175.79	Employee Benefits
01/19/2024	EFT	Pers Retirement PEPRA	3,403.76	Employee Benefits
01/19/2024	EFT	CalPERS	7,235.07	Employee Benefits
01/25/2024	EFT	Graniterock	9,047.40	Railroad Right of Way Rent
01/26/2024	21283	American Supply	26,829.68	Salinas Rail Extension Kick-Start Project Construction Easement
01/26/2024	EFT	Dave Delfino	934.65	Section 125 Plan Reimbursement
01/26/2024	EFT	Jefferson Kise	454.40	Section 125 Plan Reimbursement
01/26/2024	EFT	Janneke Strause	313.88	Mileage Reimbursement for South Valley Safe Routes to School
01/26/2024	EFT	Doug Bilse	190.17	Supplies for HWY 68 Meeting
01/26/2024	EFT	Elouise Rodriguez	164.63	Office and Meeting Supplies
01/26/2024	DEP	Marina Concrete Co.	450.00	Railroad Right of Way Rent
01/30/2024	EFT	State of California	79,782.99	Rural Planning Assistance (RPA) 1st QTR 23/24
01/30/2024	EFT	State of California	74,699.54	Grant for Salinas Valley Safe Routes to School
01/31/2024	21284	Alvarez Technology Group, Inc. (CA)	305.00	Computer Support
01/31/2024	21285	Carlson's Fire Extinguisher Sales & Service	120.00	Office Expenses
01/31/2024	21286	Copy Mat	7,883.48	Printing of Ballots for Safe Routes to School
01/31/2024	21287	Ecology Action	44,179.72	Services for Safe Routes to School
01/31/2024	21288	Gannett California LocalIQ	141.24	Advertisement for Pajaro/Watsonville Rail Project
01/31/2024	21289	GHD Inc.	58,526.54	Design Engineering Services for the Del Rey Oaks and California Avenue Segments of the FORTAG Project
01/31/2024	21290	HDR Engineering Inc.	17,519.41	Design Engineering Services for Salinas Rail Extension Kick-Start Project
01/31/2024	21291	Lincoln National Life Insurance Co.	771.25	Employee Benefits
01/31/2024	21292	San Luis Obispo Council of Governments	3,000.00	Design Engineering Services for Salinas Rail Extension Kick-Start Project
01/31/2024	21293	Smile Business Products Inc.	162.31	Office Copier Expenses
01/31/2024	21294	United States Postal Service	310.00	Annual Postage Permit for FSP
01/31/2024	21295	VSP	197.56	Employee Benefits
01/31/2024	21296	AT & T (Carol Stream, Il.)	29.43	Call Box - Phone Service
01/31/2024	21297	Office of the County Counsel	4,182.70	Legal Services
01/31/2024	21298	The Action Council	8,885.00	Team and Steering Committee Meetings for Alisal Greening
01/31/2024	21299	Clinica de Salud del Valle de Salinas	9,038.42	Office Rent
01/31/2024	21300	Rita Goel	19.19	Refund of Contributed 457 Funds
01/31/2024	EFT	TAMC County Acct. 691	250,000.00	Funds Transfer From TAMC County Acct. 691
TOTAL			552,066.68	607,487.78

Credit Card December 2023



ELOUISE RODRIGUEZ

Business Card

December 05, 2023 - January 04, 2024

Cardholder Statement

Account Information:
www.bankofamerica.com

Mail Billing Inquiries to:
BANK OF AMERICA
PO BOX 660441
DALLAS, TX 75266-0441

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

Customer Service:
1.800.673.1044, 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 \$1,915.92
Minimum Payment Due \$25.00
Payment Due Date 01/31/24
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:
\$0.00 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 \$3,249.44
Payments and Other Credits -\$3,249.44
Balance Transfer Activity \$0.00
Cash Advance Activity \$0.00
Purchases and Other Charges \$1,915.92
Fees Charged \$0.00
Finance Charge \$0.00
New Balance Total \$1,915.92
Credit Limit \$20,000
Credit Available \$18,084.08
Statement Closing Date 01/04/24
Days in Billing Cycle 31

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
Payments and Other Credits				
12/22	12/22	PAYMENT - THANK YOU	5	- 3,249.44
TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD				- \$3,249.44
Purchases and Other Charges				
12/07	12/05	STARBUCKS STORE 06629 8317513420 CA		40.00
12/07	12/06	DEVICEMAGIC 8559970800 NC		192.60
12/07	12/07	RALEY'S ONLINE #905 9163766606 CA		199.97
12/11	12/08	INTUIT *TSheets 8338309255 CA		132.00
12/11	12/08	SPLASH CAR WASH - SALI SALINAS CA		15.00
12/12	12/12	REI.COM 800-426-4840 8004264840 WA		304.81

Account Number:
December 05, 2023 - January 04, 2024

New Balance Total \$1,915.92
Minimum Payment Due \$25.00
Payment Due Date 01/31/24

Enter payment amount

\$

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

BUSINESS CARD
PO BOX 15796
WILMINGTON, DE 19886-5796

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

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

FLOUISE RODRIGUEZ

December 05, 2023 - January 04, 2024

Page 3 of 4

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
12/13	12/11	THE POST BOX 8317577678 CA		38.61
12/13	12/12	JOANN STORES #2444 3307356576 CA		32.76
12/14	12/12	LORENA'S TAQUERIA 8313869060 CA		214.27
12/18	12/15	THE UPS STORE 6839 6692300000 CA		26.29
12/18	12/17	AMZN MKTP US*442TX3JM3 8007728574 WA		309.79
12/26	12/21	ODP BUS SOL LLC # 1011 5104971900 CA		263.89
01/03	01/03	WWW.AMAZON.COM* 432 SEATTLE WA		145.93
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$1,915.92

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	29.49% V	\$0.00	\$0.00

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

Important Messages

Traveling for Business? Remember to consult your credit card agreement before using your credit card(s) for cash or foreign currency transactions and for fee information. The Cash Advance Fee applies to all cash advances, including cash advances in foreign currency. You can always call us to request a copy of the credit card agreement by using the phone number listed on the back of your card.

YOUR FINANCE CHARGES IN 2023 WERE \$171.80.

TIP: Stay ahead of upcoming due dates by signing up for payment alerts.

You can get alerts about small business credit card payments five days before they're due to avoid any late fees and finance charges. They can be delivered by text, email or through Business Advantage 360 and our Mobile Banking app. Turn on alerts at bankofamerica.com/SmallBusiness by clicking on **Alerts** in the **Activity Center**.

Memorandum

To: Board of Directors
From: Jefferson Kise, Director of Finance & Administration
Meeting Date: February 28, 2024
Subject: **Contracts Awarded under \$50,000**

RECOMMENDED ACTION:

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

SUMMARY:

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

FINANCIAL IMPACT:

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

DISCUSSION:

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

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

ATTACHMENTS:

1. Contracts under \$50,000 Feb 2024 Board

WEB ATTACHMENTS:

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

**Contracts Under \$50,000
(but greater than \$5,000)
Board Report date: February 2024**

Staff	Consulting Firm/ Agency	Contract Activity	Start Date	End Date	Contract amount	Work Element	Fund Source
Ariana	Building Healthy Communities	Alisal Greening/Sidewalk Art Steering Committee Facilitation Amendment	April 17, 2023	Dec 31, 2024	\$45,000	7100	Measure X

Memorandum

To: Board of Directors
From: Christina Watson, Director of Planning
Meeting Date: February 28, 2024
Subject: **Conferences and Training Attended by Agency Staff**

RECOMMENDED ACTION:

RECEIVE report on conferences or trainings attended by agency staff.

SUMMARY:

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

FINANCIAL IMPACT:

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

DISCUSSION:

From February 7-9, 2024, Executive Director Todd Muck, Director of Planning Christina Watson, and Director of Programming & Project Delivery Mike Zeller attended the California Council of Governments (CALCOG) Regional Leadership Forum in Monterey, CA. (**Attachment 1**).

ATTACHMENTS:

1. CW - Trainings - CALCOG Regional Leadership Forum

WEB ATTACHMENTS:

Memorandum

To: Board of Directors

From: Todd Muck, Executive Director; Christina Watson, Director of Planning;
Mike Zeller, Director of Programming & Project Delivery

Meeting Date: February 28, 2024

Subject: **California Council of Governments Regional Leadership Forum**

On February 7-9, 2024, Todd, Christina, and Mike attended the California Council of Governments (CALCOG) Regional Leadership Forum in Monterey, CA.

Some highlights from this forum include:

- Strategic Relationships and Influence: leadership at the regional level depends on the strength of relationships within the public sector and with partner entities in the non-profit and private sectors and with members of the public.
- Transportation Funding: Zero-Emission Vehicle (ZEV) adoption is already reducing state-generated transportation revenues that currently rely on the gas tax and will do so exponentially in the future; the time is now to discuss alternative funding mechanisms for transportation infrastructure construction, operations, and maintenance, with the goal of implementing those new mechanisms within two to three years. Public perception of pricing options is a hurdle that must be overcome to solve the transportation funding challenges.
- ZEV funding and implementation: There is a lot of federal and state grant funding available to encourage ZEV adoption and infrastructure implementation; meanwhile, regions implementing the ZEV infrastructure are facing several challenges, including the sufficiency of the electrical grid, power company responsiveness, and local jurisdiction policies.
- Assembly Transportation Committee Chair Lori Wilson addressed the gamut of transportation infrastructure issues, including funding, ZEVs, equity, and safety. She encouraged everyone to be vocal and participate in the legislative process to advocate for solutions that work for everyone in the state.
- Equity plans and policies need to be context-sensitive and specific to the community based on thorough community engagement, and the plans need to be integrated into the Regional Transportation Plans and not just be a policy that sits on a shelf.

The final program is available online here: <https://calcog.org/wp-content/uploads/2024/02/2024-RLF-Program-FINAL-for-ONLINE.pdf>

Memorandum

To: Board of Directors
From: Christina Watson, Director of Planning
Meeting Date: February 28, 2024
Subject: Updated Travel Policy

RECOMMENDED ACTION:

ADOPT the revised Travel Policy.

SUMMARY:

Updates to the travel policy include aligning the rules for multi-day trips with state law and adjusting the reimbursement rates to match the federal travel rules. On February 7, 2024, the Executive Committee recommended adoption.

FINANCIAL IMPACT:

No financial impact from adopting this revised policy.

DISCUSSION:

The TAMC Board adopted the revised Administrative Policies and Procedures in February 2022 (see **web attachment**). The current travel policy can be found on pages 23-26 of that document. The Executive Committee recommended the Board adopt an updated Administrative Policies and Procedures, updating the travel policy section per the **attached** track changes document. Updates to the travel policy include aligning the rules for multi-day trips with state law and adjusting the reimbursement rates to match the federal travel rules.

ATTACHMENTS:

1. Travel and Training Policy

WEB ATTACHMENTS:

- [TAMC Administrative Policies and Procedures \(last amended February 23, 2022\)](#)

OFFICIAL TRAVEL AND TRAINING – EMPLOYEES

POLICY

- A. Travel and/or training will be authorized where there is a clear benefit to TAMC, including professional growth of employees, and which warrants the cost and time away from regular duties.
- B. Travel and training budget will be approved during the annual budget process. Approved budget for travel and training will not be exceeded without the express approval of the Executive Director.
- C. It is the Agency's policy to follow the Fair Labor Standards Act provisions in order to compensate employees for the above.

PROCEDURES

- A. A Travel Request will be submitted in advance for all training and/or travel requests.
 - 1. The employee's supervisor must approve all travel and/or training requests with the following exceptions:
 - a. The Executive Director must approve reimbursement for:
 - i. Lodging expenses that exceed the current ~~State-Federal~~ approved rate. An 'Excess Lodging Rate Request/Approval' form must be completed prior to travel; and
 - ii. A travel request that exceeds \$1,000
 - b. The Executive Committee must approve all out-of-state travel and/or training. The Agency budget resolution pre-approves anticipated out-of-state travel; any trips not included in the budget resolution requires Executive Committee approval.
- B. Use of Agency vehicles for travel is preferred; use of private vehicles may be authorized when:
 - 1. TAMC vehicles are not available.

2. A combination of the distance and duration of trip results in uneconomical tie-up of an official vehicle.
3. Specifically approved by Executive Director.
4. If the employee is authorized by the TAMC Board to receive a car allowance, that employee is expected to use their vehicle for work-related trips within the County (unless they are utilizing an alternative means to travel to and from work that day) and may only claim mileage reimbursement for work-related trips out of Monterey County.

Due to liability concerns, non-agency employees should not ride as passengers in Agency vehicles when the travel is not directly related to agency business.

COMPENSATION

Overtime- Exempt Employees

Overtime exempt employees will be paid for 8 hours of work for each day worked up to a maximum of 40 hours per week, regardless of travel time. Hours may be recorded on time sheets based on the policies listed below for non-exempt employees, for record-keeping purposes only.

Overtime-Non-exempt Employees

Home to Work Travel

Travel from home to work and back is not compensable.

Travel During Regular Working Hours

Travel to and from meetings or work assignments away from the office during normal working hours are compensable.

One-Day Trips Extending Beyond Regular Working Hours

Travel time and conference, training, or meeting time associated with one-day, local, or out-of-town travel that extends beyond regular working hours is compensable. A manager must approve such travel ahead of time. Travel time to the work event starts when the employee leaves work (or home) and ends when the employee reaches the work event. Travel time from the work event starts when the employee leaves the event and ends when the employee arrives at home or work

(whichever occurs first). Normal home-to-work travel time (if travel starts from or ends at home) and meal periods shall be excluded from the hours recorded for compensation.

Employees must take a minimum of a half hour lunch period.

Multi-Day Trips

Employees must obtain a manager's written approval of estimated travel time and work time prior to taking a multi-day trip. Under State law, if an employer requires an employee to attend an out-of-town business meeting, training session, or any other event, the employer cannot disclaim an obligation to pay for the employee's time in getting to and from the location of that event. Time spent driving, or as a passenger on an airplane, train, bus, taxi cab, or car, or other mode of transport, in traveling to and from this out-of-town event, and time spent waiting to purchase a ticket, check baggage, or get on board, is, under such circumstances, time spent carrying out the employer's directives, and thus, can only be characterized as time in which the employee is subject to the employer's control. Such compelled travel time therefore constitutes compensable "hours worked". If an employee travels overnight, the employee will be paid for time spent in traveling (except for meal periods) during their normal weekday working hours (e.g. 8:00 a.m. to 5:00 p.m.) on their non-working days, such as Saturday, as well as, on their regular working days. In the case of travel across time zones, actual time will be counted and not the "artificial" time indicated by clock changes. ~~Travel time (on non-working days or regular working days) as a passenger on an airplane, train, boat, bus or automobile outside of regular working hours is not considered work time unless the employee performs actual work while traveling. Permission to work while traveling must be approved in writing ahead of time by a manager.~~

Employees must take a minimum of a half hour lunch period.

Conference, training, or meeting time associated with multi-day trips that extends beyond regular working hours is generally compensable.

Reimbursable expenses include:

Necessary transportation to include actual cost of rail, bus, airline (coach-class) tickets; airport, bus, or limousine services; and taxi/Uber/Lyft charges incidental to official meetings. Use of air, train, private vehicles, or other travel mode shall be selected on the basis of the lowest reasonable cost to TAMC after expense items and hours traveled are tabulated.

1. Actual cost of rented automobile.
2. Actual cost of hotel accommodation. Use of accommodation exceeding the current single room State-Federal approved rates must be authorized by the Executive Director.

~~For out-of-state travel, lodging will be paid at Internal Revenue Service approved rates. Use of accommodation exceeding the IRS rates must be authorized by the Executive Director.~~ For out-of-country travel, the Agency will follow the current [California Department of Transportation US General Services Administration](#) travel rules.

3. Baggage handling at terminals and hotels.
4. Official telephone and incidental expenses directly related to the trip or conference.
5. Registration fees for conferences, seminars, and related meetings.
6. Meals for overnight trips, including tips, will be reimbursed for actual expenses up to the most updated [State-Federal](#) approved per diem rates, unless there are mitigating circumstances such as no hotels or restaurants available at the current [State-Federal](#) rates and conferences being held at a given hotel, or meetings held at a given restaurant. Per state law, employees may not claim reimbursement for lunch when there is no overnight stay, unless it is an official meeting in which lunch is only a portion of the overall cost. ~~Meals within the County of Monterey are not reimbursable.~~ Itemized receipts for meals purchased, for whom purchased, and the business purpose or agenda must be submitted. [Alcoholic beverages are not reimbursable.](#)
7. Parking charges and toll bridges.
8. Where use of a private vehicle is authorized, reimbursement will be made at the current IRS rate per mile for published distances between travel points, not to exceed the minimum commercial air round trip fare.

At the request of the traveler, advance funds may be furnished based upon 75% of the estimated expenses.

A Travel Expense Report must be prepared and signed by traveler, approved by the employee's supervisor (and Executive Director if required), and submitted to the [Administrative Section/finance department](#) for settlement within 60 days following completion of travel. The Travel Expense Report will be prepared in sufficient detail to show time and nature of expenses incurred. Receipts are required for rail, bus, airline tickets, hotel rooms, meals, parking receipts, and other expenses for which receipts are normally obtainable. Meeting/conference agendas will be attached. Claims that are not submitted within 60 days will be treated as taxable income. Deputy Executive Director, Director of Planning, Director of Programming and Project Delivery or Director of Finance & Administration must approve the Executive Director's expense report.

Monthly claims for Local Mileage will be submitted for expenses incurred in local area and approved by employee's supervisor.

No personal gain to the employee shall occur as a result of this policy. If the Agency pays the employee's expenses or wages, any expenses or compensation (e.g., honorariums) paid by another organization will be reimbursed to the Agency.

These guidelines are not intended to address every issue, exception, or contingency that may arise in the course of Agency travel or attendance at meetings. Accordingly, the basic standard that should always prevail is to exercise good judgment in the use and stewardship of the Agency's resources.

The Agency reserves the right to deny reimbursement of travel related expenses for failure to comply with Agency policies and procedures.

Current State rates are available at: <https://travelpocketguide.dot.ca.gov>

Current Federal rates are available at: <https://www.gsa.gov/travel/plan-book/per-diem-rates>

Memorandum

To: Board of Directors
From: Aaron Hernandez, Transportation Planner
Meeting Date: February 28, 2024
Subject: **Apportionment of \$21,000,000 in Local Transportation Funds (LTF) for Fiscal Year 2024-25 to Monterey-Salinas Transit**

RECOMMENDED ACTION:

ADOPT Resolution 2024-04 apportioning \$21,000,000 in fiscal year 2024-25 Local Transportation Funds to Monterey-Salinas Transit.

SUMMARY:

The Transportation Agency is responsible for administering Local Transportation Funds in Monterey County pursuant to the California Transportation Development Act. The Local Transportation Fund is a designated source of funding for planning, bicycle and pedestrian projects, and public transit. Each February, the Transportation Agency apportions (i.e., estimates) the funds expected to be available in the next fiscal year, so that Monterey-Salinas Transit can budget for the coming year, and distributes the funds in June.

FINANCIAL IMPACT:

Staff estimates a total of \$21,000,000 in Local Transportation Fund revenues will be available for eligible uses in fiscal year 2024-25. This represents a 1.38% increase over the Agency's fiscal year 2023-24 \$20,700,000 estimate. Staff has based its estimate on the annual analysis of sales tax deposits prepared by the Monterey County Controller.

According to the adopted formula, the proposed allocation is:

- \$19,689,686 to Monterey-Salinas Transit for public transit services;
- \$908,485 to the Transportation Agency for administration and transportation planning activities; and
- \$401,829 to the Transportation Agency for its Transportation Development Act 2% bike/pedestrian facilities competitive fund.

DISCUSSION:

The State of California created the Local Transportation Fund (LTF) in 1971 with the passage of the Transportation Development Act (TDA). The State Board of Equalization returns to the County one quarter of a percent of the retail sales tax collected in Monterey County for allocation by the Transportation Agency to member jurisdictions for the following eligible uses in the priority order described below:

1. Fund administration

2. Transportation planning
3. Pedestrian and bicycle facilities
4. Rail passenger service
5. Public transit
6. Special group transportation service
7. Repair, maintenance, and construction of local streets and roads

The Monterey County Auditor-Controller retains the Local Transportation Funds in a trust fund, pay claims and deposits monthly sales tax revenue from the State based on direction from the Transportation Agency. The Agency's responsibilities as the Local Transportation Fund administrator include notifying the jurisdictions of the funds available, approving annual fund allocations, processing claims, submitting an annual financial audit to the state, and submitting a performance audit of the transit operation and the Agency's administrative functions on a triennial basis.

The Transportation Agency is required to estimate and apportion Local Transportation Funds every February by resolution. Apportionments for Fiscal Year 2024-25 are identified in Resolution 2024-04, which is included as an **attachment**. The Agency first apportions Local Transportation Funds for administration, planning and programming from the total estimate, pursuant to the Transportation Development Act and the Agency's bylaws. These funds are included in the Agency's annual operating budget.

Article 3 of the Transportation Development directs the Agency to apportion 2% of the estimated fund total for countywide bicycle and pedestrian projects. The Agency typically allocated funding through the TDA 2% program in three-year cycles. Allocation recommendations for the TDA 2% funds will be brought back to the Board of Directors at a future meeting.

The remaining funding is apportioned to member jurisdictions based on population, as reported by the Department of Finance. Monterey County cities allocate their apportions to support Monterey-Salinas Transit. Since all available funds support public transit, the Agency is no longer required to adopt a finding on unmet transit needs. Instead, the Agency collects comments on unmet transit needs and seeks input from the Monterey-Salinas Transit Mobility Advisory Committee, the designated Social Services Advisory Council. The process now serves as a public input tool for the Transit District's short-term and long-term transit service planning and improvements. The Board will receive the final list of unmet transit needs comment in June prior to making allocations for the beginning of the 2024/25 fiscal year.

ATTACHMENTS:

1. Resolution 2024-04 Local Transportation Fund Apportionment FY 2024-25

WEB ATTACHMENTS:



**RESOLUTION NO. 2024-04 OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

***APPORTIONMENT OF LOCAL TRANSPORTATION FUNDS (LTF)
FOR FISCAL YEAR 2024-25 IN THE AMOUNT OF \$21,000,000***

WHEREAS, as the Local Transportation Commission, one of the duties of the Transportation Agency for Monterey County (TAMC) is to administer the provisions of the Transportation Development Act in apportioning Local Transportation Funds for: 1) Funds administration and transportation planning activities; 2) the Transportation Development Act 2% program for bicycle and pedestrian projects pursuant to Article 3 of that law, and 3) to the cities, County, and Monterey-Salinas Transit pursuant to Article 4 of that law;

WHEREAS, said apportionments include new revenues estimated for Fiscal Year 2024-25;

WHEREAS, California Assembly Bill 644 established the Monterey-Salinas Transit District, which includes the cities of Carmel-by-the-Sea, Del Rey Oaks, Marina, Monterey, Pacific Grove, Salinas, Sand City, Gonzales, Soledad, Greenfield, and King City effective July 1, 2010, and which will have first call on the Local Transportation Funds apportioned to those jurisdictions for public transit;

WHEREAS, pursuant to California Assembly Bill 644 the Monterey-Salinas Transit District has first call on the Local Transportation Funds apportioned to the County of Monterey for the unincorporated population within three quarters of a mile of the Transit District's fixed transit routes in the unincorporated area; and

WHEREAS, the Transportation Agency for Monterey County's 2010 finding on unmet transit needs authorizes Monterey-Salinas Transit to claim any remaining Local Transportation Funds to support existing public transit operations as an unmet transit need.

NOW THEREFORE BE IT HEREBY RESOLVED THAT: Fiscal Year 2023-24 Local Transportation Funds are apportioned as follows:

Fund Administration & Transportation	\$ 908,485
Planning Activities	
2% Pedestrian and Bicycle	\$ 401,829
Monterey-Salinas Transit:	
City of Carmel-by-the-Sea	\$138,762
City of Del Rey Oaks	\$70,457
City of Gonzales	\$379,732
City of Greenfield	\$911,219
City of King	\$632,139
City of Marina	\$1,009,629
City of Monterey	\$1,228,181
City of Pacific Grove	\$674,413
City of Salinas	\$7,296,110
City of Sand	\$17,202
City of Seaside	\$1,362,917
City of Soledad	\$853,161
County of Monterey	\$2,580,903
County Unincorporated Other	\$2,534,861
MST Subtotal:	\$19,689,686
TOTAL FY 2024-25	\$21,000,000
APPORTIONMENTS	

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this 28th day of February 2024, by the following votes:

AYES:

NOES:

ABSENT:

CHRIS LOPEZ, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

TODD MUCK, EXECUTIVE DIRECTOR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Board of Directors
From: Aaron Hernandez, Transportation Planner
Meeting Date: February 28, 2024
Subject: **Soledad Participatory Budgeting Projects**

RECOMMENDED ACTION:

City of Soledad - Participatory Budgeting Funding Request:

1. **APPROVE** the request by the City of Soledad to program RSTP funds dedicated to the City's Participatory Budgeting process to the following projects:
 - Orchard Ln and Gabilan Dr Pedestrian Improvements in the amount of \$63,000;
 - Main and Gabilan Intersection Improvements in the amount of \$135,250;
 - Benito and Gabilan Pedestrian Improvements in the amount of \$11,000; and
 - Orchard Ln Pedestrian Improvements in the amount of \$23,000;
2. **APPROVE** amending Exhibit A of the local funding agreement to include these projects and funding.

SUMMARY:

The Salinas Valley Safe Routes to School Plan will include project recommendations for all public K-12 schools in the cities of Gonzales, Soledad, Greenfield, and King City. Project prioritization is determined through a democratic process, called Participatory Budgeting, where community members vote to decide how public funds are spent in their cities. The second city to complete the Participatory Budgeting process is Soledad.

FINANCIAL IMPACT:

The Salinas Valley Safe Routes to School Plan is funded through a \$664,127 Caltrans Sustainable Transportation Planning Grant and \$126,501 of Measure X Safe Routes to School Program funds as is reflected in the approved agency budget. The projects selected through the Participatory Budgeting process are funded by \$1 million (\$250,000 for four cities) in Regional Surface Transportation Program Reserve funds from the fiscal year 20/21-22/23 program cycle.

DISCUSSION:

The Participatory Budgeting process is designed to fast-track funding and implementation of safe routes to school projects that are meaningful to community members. In October 2022, a Soledad Safe Routes to School Steering Committee was formed to assist in developing the process and engaging the greater community. Eighteen community members served on the Committee and, on average, 11 members attended at least 7 of the 9 steering committee meetings.

The Process:

1. Creating the Ballot - the Soledad Safe Routes to School Steering Committee, made up of residents and community advocates, worked with Safe Routes to School program partners and the City of Soledad to develop a list of projects for the community to vote on.
2. Election Kickoff - the Election kicked-off at the Thursday Farmer's Market on May 18, 2023 where the public had an opportunity to learn about the projects, ask questions, and cast their vote.
3. Voting - The public was able to vote for their favorite projects for a 1-week period (May 18 - May 25) at ballot drop-off sites or online.
4. Election Results - the winning projects were announced at the November 15, 2023 Soledad City Council meeting.

Election Results:

The ballot included 18 street safety projects on corridors that received the most comments during the Safe Routes to School Plan public outreach. During the one-week voting period, a total of 246 community members voted for their favorite projects. Of those 246 ballots, 127 ballots were in Spanish, 212 were paper and 34 were submitted online.

After the ballots were collected and counted, the Steering Committee reviewed the election results and recommended to City Council that the following projects be funded to make the most of the \$250,000 grant from the Transportation Agency (full list of projects linked below). On November 15, 2023, the Soledad City Council approved the recommendation to implement the following projects:

Project Number	Project Name	Cost Estimate	Total Votes
3	Mejoras peatonales en Orchard Lane y Gabilan Drive / Orchard Ln and Gabilan Dr Pedestrian Improvements	\$63,000	107
6	Mejoras en la Intersección en Main Street y Gabilan Drive / Main and Gabilan Intersection Improvements	\$135,250	95
5	Mejoras peatonales en Benito Street y Gabilan Street / Benito and Gabilan Pedestrian Improvements	\$11,000	61
12	Mejoras peatonales en Orchard Lane / Orchard Ln Pedestrian Improvements	\$23,000	40

Projects funded through the participatory budgeting process can receive reimbursements as soon as the Transportation Agency approves the updated Master Funding Agreement Exhibit A to incorporate the projects listed above (**attached**).

The Transportation Agency Master Funding Agreement memorializes conditions and requirements for local agencies to use state funds passed through by the Transportation Agency for Monterey County. Each agency receiving Regional Surface Transportation Program, Regional Development Impact Fee, and Transportation Development Act 2% funds are required to enter into a master agreement. Exhibit A is the approved list of projects to receive funding from the Transportation Agency.

Online as **web attachments** are the election results and the voter guides in English and in Spanish.

ATTACHMENTS:

1. February 2024 Master Funding Agreement Exhibit A - Soledad

WEB ATTACHMENTS:

- [Soledad Participatory Budgeting Election Results](#)
- [Soledad Participatory Budgeting Voter Guide](#)
- [Presupuesto Participativo Soledad Guia de Votacion](#)

Transportation Agency for Monterey County
Master State and Federal Funding Agreement
Exhibit A

City of Soledad

Agency	Board Approval Date	Fund Expiration Date	Type	Active Projects	Budget	Paid	Balance Outstanding
Soledad	2/28/2024	2/27/2027	RSTP Reserve	Salinas Valley SRTS Plan - Participatory Budgeting - Orchard Lane and Gabilan Drive Pedestrian Improvements - Main Street and Gabilan Drive Intersection Improvements - Benito Street and Gabilan Drive Pedestrian Improvements - Orchard Lane Pedestrian Improvements	\$ 250,000.00	\$ -	\$ 250,000.00
Soledad	8/23/2023	8/22/2026	RSTP Competitive	West Street Road Diet and Complete Streets Project	\$ 2,758,000.00	\$ -	\$ 2,758,000.00
Soledad	12/7/2022	12/6/2025	RSTP Fair Share	Front Street Maintenance Project	\$ 398,928.76	\$ -	\$ 398,928.76
Soledad	3/22/2023	3/21/2026	RSTP Fair Share	Unprogrammed balance	\$ 141,229.01	\$ -	\$ 141,229.01
					\$ 3,548,157.77	\$ -	\$ 3,548,157.77

Agency	Board Approval Date	Fund Expiration Date	Type	Completed Projects	Budget	Paid	Balance Outstanding
Soledad	3/22/2017	Completed	RSTP Fair Share	Metz Road Traffic Calming Project	\$ 190,287.80	\$ 190,287.80	\$ -
Soledad	8/23/2017	Completed	RSTP Competitive	Metz Road Traffic Calming Project	\$ 516,800.00	\$ 516,800.00	\$ -
Soledad	6/27/2018	Completed	RSTP Complete Streets	Metz Road Traffic Calming Project	\$ 154,500.00	\$ 154,500.00	\$ -
					\$861,587.80	\$861,587.80	\$0.00

Last Revised: 1/18/2024

Approved by: Todd Muck, Executive Director

Memorandum

To: Board of Directors
From: Michael Zeller, Director of Programming & Project Delivery
Meeting Date: February 28, 2024
Subject: **MST SURF! Measure X Funding Agreements**

RECOMMENDED ACTION:

SURF! Busway - Measure X Funding Agreements:

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute a Measure X funding agreement for Consultant Construction Management Oversight Services for the SURF! Busway project with the Monterey-Salinas Transit District, subject to approval by Agency Counsel, for an amount not to exceed \$5,685,600;
2. **AUTHORIZE** the use of Measure X funds budgeted to this project;
3. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

SUMMARY:

Monterey-Salinas Transit (MST) is the implementing agency for the proposed busway project within TAMC's Monterey Branch Line right-of-way. This Funding Agreement between MST and TAMC allows MST's project costs to be funded and reimbursed through Measure X.

FINANCIAL IMPACT:

This funding agreement will allow the Transportation Agency to reimburse Monterey-Salinas Transit for expenses paid for construction management of the project, not to exceed \$5,685,600 in Measure X Funds. Funding for all phases of the Highway 1 Busway project is identified in Measure X. Additional matching funds will be needed to fully fund the project, which currently has a total estimated cost of \$78 million for all phases of work.

DISCUSSION:

The SURF! Busway and Bus Rapid Transit project is a major MST effort currently in the final design phase of work. The project constructs a new bus-only roadway within the publicly-owned TAMC rail/transportation corridor parallel to Highway 1 between Marina and Seaside/Sand City with a multi-modal mobility hub at the publicly-owned MST property at 1st and Quartermaster in the former Fort Ord. Once operational, buses will travel past the heavily congested stretch of Highway 1 on separated bus-only lanes. The travel time savings will benefit business, colleges, and healthcare by getting workers, students, and patients to their destination faster and with more frequent service.

Final design plans are at the 95% milestone. MST staff continue to meet with stakeholders to hear

feedback from our jurisdictional partners, permitting agencies, and the public. After comments are incorporated into the final design, the design and construction manager-general contractor teams will complete a 95% of the design cost estimate, which Graniterock-Myers will use to present a total construction cost proposal to MST. MST and the construction manager-general contractor will then negotiate a 'guaranteed maximum price' for the project's construction, based on the defined scope and schedule. If this price is acceptable to both parties, they will execute a contract for construction services, and the construction manager becomes the general contractor. The construction phase is expected to begin in summer/fall 2024.

MST issued a Request for Proposals for construction management services in July. The construction management firm is generally selected on the basis of qualifications and experience on a best-value basis. The construction manager will provide MST administrative support with contractor price negotiations through the remainder of the preconstruction phase and will be onsite daily to ensure the contractor adheres to the requirements set forth in the contract once construction begins through project closeout. At their December 11, 2023 meeting, the Monterey-Salinas Transit District Board of Directors authorized the General Manager/CEO to execute a contract with Comtech International Group for consultant construction management oversight services for the project.

This proposed funding agreement (**attached**) will allow MST to be reimbursed for eligible expenses from the Measure X regional funds that are dedicated and available to the project.

ATTACHMENTS:

1. TAMC Measure X Funding Agreement - SURF! Construction Management

WEB ATTACHMENTS:

**REGIONAL FUNDING AGREEMENT
FOR CONSULTANT CONSTRUCTION MANAGEMENT OVERSIGHT
SERVICES FOR THE HIGHWAY 1 BUSWAY (SURF!) PROJECT**

This Measure X Regional Funding Agreement ("Agreement") is made and entered into on **February 28, 2024** by and between the Monterey-Salinas Transit District ("Sponsor" or "MST") and the Transportation Agency for Monterey County ("TAMC"), collectively referred to herein as "Parties," or in the singular, as "Party."

RECITALS

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

WHEREAS, Measure X identifies a Highway 1 Busway Project (the "Project") as an eligible use of funds from Measure X revenues; and

WHEREAS, the Project is now also known as the SURF! Busway and Bus Rapid Transit Project; and

WHEREAS, Sponsor desires to receive Measure X regional funding from TAMC for the Consultant Construction Management Oversight Services for the Project; and

WHEREAS, on December 11, 2023, Monterey-Salinas Transit's Board of Directors approved authorization of the General Manager/CEO to execute consultant contract for Consultant Construction Management Oversight Services for the Project in an amount not to exceed \$5,685,600; and

WHEREAS, TAMC is authorized to program funds to the Project and wishes to assist with the Consultant Construction Management Oversight Services for the Project; and

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

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

SECTION I

Covenants of Sponsor

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

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

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

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

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

1.5.1. Invoices. Sponsor will provide TAMC with one (1) copy of all invoices submitted to Sponsor by every contractor, subcontractor, consultant, or subconsultant performing work related to the Project, timecards reflecting hours invoiced for reimbursement by Sponsor's employees and staff, and invoices supporting direct expenses billed to project by Sponsor.

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

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

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

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

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

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

1.9. Cost Savings and Excess Costs

1.9.1. Cost Savings. As between Sponsor and TAMC, after the Plans, Specifications, and Estimates phase for the Project has been accepted by Sponsor as complete, any positive difference between the costs, as listed in Exhibit C or approved by TAMC pursuant to Section 1.2, and the total amount paid by TAMC shall be considered cost savings. All (100%) of the cost savings

will be re-credited to TAMC for re-programming by TAMC on other components of the Project or eligible Measure X projects.

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

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

SECTION II **Covenants of TAMC**

2.1. Funding Commitments. TAMC shall provide funding to Sponsor in an amount not to exceed \$5,685,600 for eligible Project costs as specified in the Funding Summary included with Exhibit C consistent with the procedures described in Section 1.5.

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

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

2.1.3. Costs Ineligible for Reimbursement. In addition to any other remedy detailed herein, or otherwise afforded by law, TAMC reserves the right to adjust current or future reimbursement payments to Sponsor if an invoice includes ineligible costs.

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

2.2. Delay or Suspension of Reimbursement Payments. Notwithstanding the reimbursement provisions listed above, if TAMC determines that an invoice includes ineligible costs, lacks adequate supporting documentation, or lacks a progress report, the TAMC Project Manager or Fiscal Officer shall provide the Sponsor with a written dispute

notice outlining the reason for the return and the proposed remedy, if one exists, which would make the invoice acceptable. TAMC will delay payment until within 15 days of when the revised invoice or requested documentation is received. If Sponsor disputes the TAMC finding or request, Sponsor may immediately submit a new invoice representing only the amounts which are not in dispute, while setting aside the disputed amounts for review in accordance with the provisions set forth below.

2.3 Dispute Resolution Process.

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

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

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

2.3.4 If, after receiving the recommendation from the Measure X Citizens Oversight Committee the parties are still in dispute over compliance or non-compliance of this Agreement, the matter shall be agendaized at the next available TAMC Board meeting. Each party may submit up to five (5) pages in support of its position, as part of the agenda package to be submitted for such Board meeting. If the parties are still in dispute after the TAMC Board meeting, then the disputing party may file an action in Monterey Superior Court.

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

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

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

SECTION III **Mutual Covenants**

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

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

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

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

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

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

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

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

3.5. Contract Administrators. Sponsor's designated principal responsible for administering Sponsor's work under this Agreement shall be Lisa Rheinheimer, Project

Manager; TAMC's designated administrator of this Agreement shall be Dave Delfino, Financial Officer. TAMC's Project Manager under this Agreement shall be Doug Bilse, Principal Engineer.

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

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

MONTEREY-SALINAS TRANSIT DISTRICT
Carl Sedoyrk
General Manager/CEO
19 Upper Ragsdale Dr, Suite 200
Monterey, CA 93940

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

3.7. Additional Acts and Documents. Each Party agrees to do all such things and take all such actions, and to make, execute and deliver such other documents and instruments, as shall be reasonably requested to carry out the provisions, intent and purpose of the Agreement.

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

3.9. Integration. This Agreement, together with that Contract Between Monterey-Salinas Transit District and Kimley-Horn and Associates, Inc., in response to MST RFP #22-03, represents the entire Agreement of the Parties with respect to the subject matter hereof. No representations, warranties, inducements or oral agreements have been made by any of the Parties except as expressly set forth herein, or in other contemporaneous written agreements.

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

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

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

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

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

3.15. Counterparts. This Agreement may be executed in one or more counterparts and shall become effective when one or more counterparts have been signed by the Parties; each counterpart shall be deemed an original, but all counterparts shall constitute a single document.

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

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

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

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

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

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

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

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

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

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

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

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

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

<p>TRANSPORTATION AGENCY FOR MONTEREY COUNTY:</p> <p>By: _____ Todd Muck Executive Director</p>	<p>MONTEREY-SALINAS TRANSIT DISTRICT</p> <p>By: _____ Carl Sedoryk General Manager/CEO</p>
<p>Approved as to form:</p> <p>By: _____ Robert Brayer TAMC Counsel</p>	<p>Approved as to form:</p> <p>By: _____ David Laredo MST General Counsel</p>

EXHIBIT A

PROJECT DESCRIPTION and SCOPE OF WORK

Project Name: Highway 1 Busway (SURF!) Project (aka SURF! Busway and BRT Project)

Project Contact: Carl Sedoyrk, General Manager/CEO, Monterey-Salinas Transit District

Project Manager: Lisa Rheinheimer, Assistant General Manager, Monterey-Salinas Transit District

PROJECT DESCRIPTION

Responsible Agency: Monterey-Salinas Transit District

Project Limits: Approximately **De Forest and Reservation** (Marina) to approximately Del Monte Blvd/Contra Costa (Sand City/Seaside)

Project Phase: Consultant Construction Management Oversight Services

This phase of work includes the construction manager providing MST administrative support with contractor price negotiations through the remainder of the preconstruction phase and being onsite daily to ensure the contractor adheres to the requirements set forth in the contract once construction begins through project closeout.

Project Purpose:

MST and the consultant team will deliver the construction of bus only vehicle lanes in the TAMC-owned right-of-way of the Monterey Branch Line as well as a new 5th Street Station, roundabout, and traffic signal priority in the mixed flow portions of the project.

Transportation Benefit:

Address significant, documented congestion along Highway 1 in the morning and afternoon; provide cost-saving benefit for existing transit services that are currently delayed due to Highway 1 congestion.

SCOPE OF WORK

Under the direction of the Assistant General Manager (AGM), the Construction Project Manager will work with various District departments' staff, as well as representatives in the various design and construction disciplines and those agencies having jurisdiction over the project. The Construction Project Manager will act as the District's owner-representative in meetings, conferences, and presentations, and report to the AGM as required.

Anticipated Services

The proposed Agreement (or Agreements) anticipated by this scope comprehensively covers services defined as construction management. The services may include, but are not limited to, some or all of the following services:

1. General Construction Management & Administration Services

- Assist with negotiating and administrating the guaranteed max price for the construction contract.
- Assist the District with obtaining all required permits and oversee compliance with each permit.
- Work with the District, Engineer, and CM/GC (Graniterock-Myers) entity to clearly define roles and responsibilities during construction and develop a construction management plan.
- Coordinate the work of the CM/GC entity without interfering in the project's progress.
- Monitor project budget, schedule contract quantities, and document field-measured units per the requirement of the project specifications.
- Chair and conduct meetings with MST, Engineer, and CM/GC and produce minutes from each meeting.
- Ensure that the project is on schedule, and if not, develop recovery plans with the CM/GC.
- Establish notification procedures for any shutdowns of utilities for the progress of the work.
- Produce monthly cost reports to monitor the project's current and final costs. Prepare cash flow projections as needed.
- Provide administrative assistance to manage the filing systems, meeting minutes, and the office.
- Review the legitimacy of change orders, negotiate prices, and make recommendations on change order requests from contractors.
- Review any MST or design team document changes and prepare cost estimates for each.
- Maintain a change order log reflecting the status of each change order and the total cost of changes.
- Develop and maintain submittal and shop drawing logs. Review both as they are received before transmittal to the design teams to ensure they are complete and accurate.
- Produce weekly management report summary defining the progress of the work, including change orders, RFI's, submittals, schedule, and potential claims. Produce a more detailed monthly report of the same items.
- Review and monitor the construction schedule provided by the CM/GC entity.
- Provide progress photos and videos of the project on a regular basis. Work with the CM/GC outreach team to help keep all local and government agencies informed of the project's progress. Meet with the CM/GC outreach team as required.

- Monitor the Contractor's safety program.
- Review any received potential claims and make recommendations to the Owner.
- Verify project labor compliance and review certified payroll against daily diaries and prevailing wages.
- Prepare in conjunction with the design team and District all punch list items. Monitor the completion of the punch list items by the CM/GC entity.
- Coordinate and receive all close-out items including as-built drawings, operation and maintenance manuals, and warranties as required.
- Assist with resolving all contract issues, warranties, bonds, etc., at the project's close-out.
- Prepare a final close-out report with recommendations for final payment, a notice of completion, and a file system to retrieve close-out documentation.

2. Quality Assurance, Inspection, and Material Testing

- Provide day-to-day on-the-job observations.
- Make reasonable efforts to guard against defects and deficiencies in the Contractor's work and ensure that the contract documents' provisions are being fulfilled.
- Assist in developing an effective quality control and quality assurance program.
- Coordinate the project's testing and inspection, review test reports, and make recommendations as necessary.
- Monitor compliance with the Mitigation Monitoring and Reporting Program. Ensure all environmental requirements are met, submit environmental compliance documents, and oversee all onsite monitors (biologist, paleontologist, and archeologist).
- Schedule District and special inspections.
- Prepare and maintain inspection report logs.
- Monitor project for conformance with plans, traffic control plans, and specifications.
- Ensure compliance with the quality control and quality assurance program.
- Accept or reject work as necessary.

3. Project Documentation

- Provide project documentation, including daily construction activity reports, field clarifications, minutes of meetings, and clarification of requests for information (RFI).
- Develop and maintain logs of correspondence, clarifications on RFI's, change orders, submittals, and test results.
- Track responses with the design teams.

4. Progress Payments

- Review the monthly payment requests for completeness and accuracy, including proper payroll documentation and lien releases are in order, and make recommendations for payment to the District.

EXHIBIT B

ESTIMATED SCHEDULE

Currently, the project is in the final design stage, accompanied by a round of public outreach on key design areas throughout 2022 and 2023. Kicking off construction in 2024 would put the SURF! line on track for a 2027 public debut.

EXHIBIT C

PROJECT ESTIMATE OF PROBABLE COST AND FUNDING SUMMARY

SURF! Project Budget

Current as of: 1/25/2024

Secure Funding Source	Amount
Federal 5307 formula	\$69,000
Federal Capital Investment Grant	\$22,170,000
CA SB 1 Local Partnership Program	\$100,000
Senator Laird State Earmark (CA Assembly 178)	\$2,500,000
State Transit & Intercity Rail Capital Program Grant	\$25,000,000
TAMC (Local) Measure X*	\$27,394,305
MST Capital (General Fund)	\$851,670
Subtotal	\$78,084,975

Budgetary gap \$0

Total Funding Amount Secured **\$78,084,975**

**Includes inflationary adjustment and TAMC Board action on 12/6/2023.*

Preconstruction Services Contracts:	Cost	Status
Environmental/Preliminary Engineering to 35% Design	\$2,381,000	Complete
FTA Capital Investment Grant Support*	\$936,028	Feb-21, ongoing
Final Engineering to 100% Design, Construction Docs, Specifications, and Permitting*	\$5,181,742	Dec-21, ongoing
Construction Manager/General Contractor (CM/GC) Preconstruction Services	\$931,900	Dec-22, ongoing

Construction Contracts:	Cost	Status
Consultant Construction Management Oversight Services (includes some preconstruction services)	\$5,685,600	Jan-24, ongoing
CM/GC Construction Contract**	\$56,040,000	Aug-24
Environmental Mitigations Estimate**	\$900,705	Unknown
Unallocated Contingency**	\$6,028,000	As needed

Total Cost Estimate **\$78,084,975**

*Amounts include any contract amendments authorized by the General Manager and/or MST Board.

**Future contracts. Amounts are independent cost estimates and subject to change.

FUNDING SUMMARY

<u>Project Phase</u>	<u>Fund Source</u>	<u>Fiscal Year</u>	<u>Amount</u>	<u>Reimbursable by TAMC Under This Agreement?</u>	<u>Funding Secured?</u>
Consultant Construction Management Oversight Services	Measure X	2023/24	\$5,685,600	Yes	Yes
Total Reimbursable Amount:			\$5,685,600		
Total Cost:			\$5,685,600		

Memorandum

To: Board of Directors
From: Ariadne Sambrano, Transportation Planner
Meeting Date: February 28, 2024
Subject: Updated Bicycle and Pedestrian Facilities Advisory Committee Bylaws

RECOMMENDED ACTION:

NOTICE of proposed amendments to the Bicycle and Pedestrian Facilities Advisory Committee (BPC) bylaws to add a clause about BPC Members' responsibility to be a bridge to their jurisdictions overseeing local bicycle and pedestrian facility-related needs and developments.

SUMMARY:

The Transportation Agency is proposing to update its bylaws by adding a clause to the BPC bylaws under Section V, Membership Responsibility. The TAMC bylaws require that notice of proposed amendments be noticed at the Agency meeting before the meeting where the amendments will be voted upon. The proposed amendments are scheduled for consideration at the March 27, 2024 meeting and will necessitate approval by a minimum of two-thirds (2/3) of the voting members present.

FINANCIAL IMPACT:

None.

DISCUSSION:

On November 1, 2023, the Bicycle and Pedestrian Facilities Advisory Committee (BPC) reviewed their bylaws, prompted by a presentation from Janneke Strause, Transportation Planner at TAMC. Ms. Strause's presentation highlighted the formation of the Citizens Advisory Committee for Bicycle and Pedestrian Facilities, underscoring TAMC's commitment to meet State and Federal mandates for community involvement. She outlined key responsibilities such as evaluating urban planning updates and advocating for bicycle and pedestrian enhancements in new developments to the TAMC Board of Directors.

Martin Wegenstein, District 5 rep acting as 2023 Vice Chair and 2024 Chair, encouraged committee members to collaborate with local officials on future projects that include bicycle and pedestrian infrastructure. Following this, the committee unanimously agreed to amend the bylaws, specifically by adding a clause in Section V on Membership Responsibilities, to underscore committee members' roles as pivotal links between their jurisdictions and the advisory committee. To conduct a detailed review, an ad-hoc subcommittee was established, comprising Martin Wegenstein, Mark Chaffey, and Marzette Henderson. The BPC discussed the proposed edits at the January 10, 2024 meeting and unanimously recommended the TAMC Board adopt the changes.

The revised bylaws are **attached**, with the relevant changes marked on page 3.

ATTACHMENTS:

1. 2024 BPC Bylaws Update - DRAFT Track Changes

WEB ATTACHMENTS:

DRAFT

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

*Regional Transportation Planning Agency
Congestion Management Agency
Local Transportation Commission*

*55-B Plaza Circle, Salinas, California 93901
(831) 775-0903 FAX (831) 775-0897*

**BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE
BYLAWS**

Approved by the TAMC Board on [month day, year]

The Transportation Agency for Monterey County (TAMC) has established a Citizens Advisory Committee for Bicycle and Pedestrian Facilities to act at its direction and discretion, in response to state and federal requirements for citizens' participation.

I. PURPOSE AND DUTIES

The purpose and duties of the Committee are as follows:

- A. Advise the Transportation Agency for Monterey County on safety, community needs, concerns, goals, and objectives with respect to bicycle and pedestrian facilities and travel. Special reports related to the bicycle and pedestrian planning effort may be made to the TAMC at any time.
- B. Review local bicycle and pedestrian facility planning documents.
- C. Review bicycle and pedestrian project funding applications submitted to TAMC and recommend a priority project list in each funding cycle.
- D. Advocate bicycle use and walking as viable alternative means of transportation.
- E. Identify future areas for short and long-term improvement strategies for the development of bicycle and pedestrian facilities.

- F. Operate as a forum for communication between public and private agencies, users, and providers.
- G. Provide advice on the development of a countywide Bicycle Plan that meets the criteria for a General Bikeway Plan as set forth in the California Bikeways Act.

II. MEMBERSHIP

The Committee shall be composed of one representative and one alternate from each city and supervisorial district in Monterey County. The TAMC Board may appoint additional members from public agencies. Interested individuals may obtain application forms from TAMC staff. Individuals must be nominated for membership by the city or supervisorial district and must be approved by the TAMC Board.

III. OFFICERS AND TERM OF OFFICE

The Committee shall have officers, a Chairperson and a Vice Chairperson, who shall be elected by the general membership of the Committee.

The term of office shall be for one (1) year. Election of officers shall be held in November of each year and will take effect in January of the following year. Upon the resignation of an officer, a special election will be held.

The Chairperson shall preside over all committee meetings, may vote on all matters, appoint subcommittees, and call special meetings. The Chairperson shall report to the TAMC as directed by the Committee.

The Vice Chairperson shall serve in the absence of the Chairperson and perform such other duties as requested by the Chair. In the event the Chairperson or Vice Chairperson are not present at the meeting, the Committee may select a member to chair that particular meeting.

IV. TERM OF MEMBERSHIP

Committee members will serve two (2) years with the option of additional terms. TAMC staff will notify members thirty (30) days in advance of their term expiration date. Members must advise TAMC staff as to their desire to stay on the Committee. Reappointment must be confirmed by the TAMC.

V. MEMBERSHIP RESPONSIBILITY

Committee members are the active link between the jurisdiction they represent and the the Bicycle and Pedestrian Facilities Advisory Committee. The Committee member shall communicate regularly with the governance organizations and communities within their jurisdiction, track needs, projects, and improvements that may affect Bicycle and Pedestrian facilities, and make recommendations for full committee review as needed. TAMC staff can support such contact.

VI. ATTENDANCE

Attendance at all Committee meetings is expected. Members who miss three (3) Meetings within a twelve (12) month period without due cause shall have their appointment automatically terminated. “Due cause” is defined as calling the TAMC secretary in advance of the meeting with a reason for not attending.

VII. QUORUM

For the Committee to transact any business or take action, a quorum must be present. A quorum of the Committee shall consist of a majority of the number of voting memberships filled at that time; the existence of any vacancies shall not be counted for purposes of establishing a quorum. (Voting members are defined above in paragraph II. Membership.)

VIII. MEETINGS

Meetings shall be held at a specific time and place that the Committee determines to be convenient for the majority of the members. Meetings shall be open to the public and shall conform to the Open Meeting Laws, commonly known as the Ralph M. Brown Act (California Government Code § 54950 et seq.). The time allotted for the public to present their view to the Committee on bicycle and pedestrian issues will be determined by the Chair in order to ensure that Committee business is completed.

IX. MINUTES

The minutes of the meetings will be kept by the TAMC staff and approved by the Committee. When votes are taken on items or opinions to be presented to the TAMC, a roll call vote will be taken, and the results clearly documented in the minutes. The minutes shall reflect minority views in addition to the majority viewpoint.

X. VOTING

The vote of the majority of the Committee members present at any regular, continued or special meeting shall be sufficient to pass or act upon any matter properly before the Committee.

XI. COMMUNICATIONS

The Committee may communicate freely with elected or appointed bodies, public or private agencies or individuals to obtain input or opinions regarding bicycle and pedestrian planning proposals. Copies of all correspondence originating with the Committee should be included, as it occurs, in the TAMC and Technical Advisory Committee (TAC) agenda packets.

XII. STAFF ASSISTANCE

Staff shall assist in providing information, preparing meeting agendas as directed, and generally assisting the Committee. Members of the staff will be present at all meetings.

Review of reports or proposals, preparation of draft written communications, verbal or personal contacts with individual agencies and other related activities shall be done by the Committee as a whole or by Subcommittees.

~~XIII. AMENDMENTS TO THE BYLAWS~~

~~The bylaws may be amended at any regular meeting of the Committee by a majority of the voting membership of the Committee, provided that written notice of the proposed amendment is mailed to each member of the Committee not less than one (1) week prior to the meeting.~~

Memorandum

To: Board of Directors
From: Ariana Green, Principal Transportation Planner
Meeting Date: February 28, 2024
Subject: Salinas Valley Safe Routes to Schools Plan Budget Augmentation

RECOMMENDED ACTION:

APPROVE allocation of additional Measure X Safe Routes to School program funds to support the Salinas Valley Safe Routes to School Plan and Participatory Budgeting process for a not-to-exceed amount of \$200,000.

SUMMARY:

The Salinas Valley Safe Routes to School Plan includes all 22 public K-12 schools in the cities of Gonzales, Soledad, Greenfield, and King City. The goal of the Plan is to improve safety for students biking and walking in the Salinas Valley and reduce traffic around those schools.

FINANCIAL IMPACT:

The Salinas Valley Safe Routes to School Plan is funded through a \$664,127 Caltrans Sustainable Transportation Planning Grant and \$126,501 of Measure X Safe Routes to School Program funds as is reflected in the approved agency budget. The project includes a participatory budgeting process that has required more staff time and community engagement than originally anticipated. Staff is requesting the use of additional Measure X Safe Routes to School funding in a not-to-exceed amount of \$200,000 to complete the participatory budgeting and planning process, bringing the total Measure X funding commitment up to \$326,551.

DISCUSSION:

The Salinas Valley Safe Routes to Schools Plan is a partnership between the Transportation Agency for Monterey County, the Cities of Gonzales, Soledad, Greenfield, and King City, the Monterey County Health Department, Ecology Action, and five school districts. The plan will provide a systematic assessment of the greatest barriers to increased school-based active transportation and a list of infrastructure and program recommendations for 22 K-12 schools in the Salinas Valley.

Participatory Budgeting was included in the planning process to engage with transportation-disadvantaged community members who have not historically been involved in public projects. This process requires a series of steering committee meetings, outreach events in the community, and communications with steering committee members between meetings. Because many of the steering committee members were unfamiliar with transportation design and the public process, staff had to hold additional meetings to provide needed education and clarification. Staff has completed two participatory budgeting processes in Greenfield and Soledad and will be completing one in King City in February 2024.

Staff is requesting additional funding to complete the fourth and final participatory budgeting process

in Gonzales and to provide opportunities for steering committee members in all four cities to review the draft and final Salinas Valley Safe Routes to School Plan.

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Board of Directors
From: Alissa Guther, Transportation Planner
Meeting Date: February 28, 2024
Subject: **Request for Proposals for Monterey County Regional Transportation Vulnerability Assessment**

RECOMMENDED ACTION:

Monterey County Regional Transportation Vulnerability Assessment - Request for Proposals

1. **APPROVE** the Scope of Work for the Request for Proposals for a consultant for the Monterey County Regional Transportation Vulnerability Assessment;
2. **AUTHORIZE** staff to publish the Request of Proposals and return to the Board with a recommendation for approval of a consultant, including the final scope of work; and
3. **APPROVE** the use of Caltrans Climate Adaptation Planning grant funds for this contract, in an amount not to exceed \$342,168.

SUMMARY:

Agency staff is requesting authorization to publish a Request for Proposals to select a consultant for the Monterey County Regional Transportation Vulnerability Assessment.

FINANCIAL IMPACT:

In August 2023, TAMC was awarded a Caltrans Climate Adaptation Planning grant in the amount of \$378,023 for the creation of a Monterey County Regional Transportation Vulnerability Assessment. Staff is seeking a consultant to perform tasks in the scope of work totaling \$342,168.

DISCUSSION:

Hazards brought on by climate change pose a serious threat to transportation infrastructure and the safety and quality of life of residents. The Regional Transportation Vulnerability Assessment for transportation corridors in Monterey County will focus on identifying transportation infrastructure in the coastal areas of the county that are at risk of sea level rise, coastal flooding, and erosion; and create a project prioritization list with information on adaptation strategies for the projects on that list. This vulnerability assessment will draw on existing studies done in the county and at the state level with the Caltrans District 5 Climate Change Adaptation Priorities Report to understand how these impacts will affect transportation through the county and region, including but not limited to local roads and streets, railroad lines and crossings, active transportation infrastructure, and transit infrastructure. This project area is the northern region of Monterey County including Moss Landing, Elkhorn, Pajaro, Castroville, and the unincorporated regions of the northern Monterey County coastal area.

This Request for Proposals (RFP) will seek a consultant to fulfill the scope of work for the Monterey County Regional Transportation Vulnerability Assessment. **Attached** is the draft scope of work for the

RFP.

The proposed schedule for the contract review and approval is:

Release of Request for Qualifications	February 28, 2024
Requests for clarifications due to TAMC	March 20, 2024 - noon
Electronic proposals due to TAMC	April 11, 2024 - noon
Review and Ranking of Submittals	April 11-15, 2024
Hold interviews (if necessary)	Week of April 15-19, 2024
Determine top ranked consultant, negotiate contract	April 19, 2024- May 2, 2024
Bring contract to TAMC Board for approval	May 22, 2024

Responsive proposals will be evaluated by a panel of representatives from TAMC and technical advisors, based on the following evaluation factors:

1. APPROACH: 40 POINTS

- Thoroughness, appropriateness, clarity, logic, and risk of proposer's approach to carrying out the tasks listed in Attachment A, Scope of Work. (20 points)
- Logic, risk and appropriateness of proposed schedule. (10 points)
- Soundness, risk and appropriateness of proposed team structure, coordination, communication flow, and location of key consultant personnel. (10 points)

2. TEAM QUALIFICATIONS, EXPERIENCE and KEY PERSONNEL: 30 POINTS

- Qualifications and experience for the lead firm, Project Manager, the team, and the key project staff in projects similar to the Scope of Work of this Request for Proposals and covering the required skill sets, including the committed degree of participation from key personnel. (15 points)
- In particular, TAMC is seeking a team that has demonstrated qualifications with community outreach, climate research and data collection and climate hazard analysis. Familiarity with the project area and experience with coastal vulnerability assessments is a plus. (15 points)

3. COMMUNICATIONS: 10 POINTS

- Clarity, structure, and readability of the proposal and all submitted materials. (5 points)
- Ability to provide high-quality, user-friendly graphics to support project outreach efforts. (5 points)

4. REFERENCES: 10 POINTS

- Are the firm's references from past clients and associates favorable? (5 points)
- Does the firm show financial and operational stability? (5 points)

5. COSTS: 10 POINTS

- Is the proposed budget reasonable?

Total of 100 possible points

ATTACHMENTS:

1. MCRTVA Scope of Work Final

WEB ATTACHMENTS:

SCOPE OF WORK

Project Description

Hazards brought on by climate change pose a serious threat to transportation infrastructure and the safety and quality of life of residents. The Regional Transportation Vulnerability Assessment for transportation corridors in Monterey County will focus on identifying transportation infrastructure in the coastal areas of the county that are at risk of sea level rise, coastal flooding, and erosion, create a project prioritization list, with information on adaptation strategies for the projects on that list. This vulnerability assessment will draw on existing studies done in the county and at the state level, to understand how these impacts will affect transportation through the county and region including but not limited to local roads and streets, railroad lines and crossings, active transportation infrastructure, and transit infrastructure. This project will include the northern region of Monterey County including Moss Landing, Elkhorn, Pajaro, Castroville, and the unincorporated regions of the northern Monterey County coastal area.

The Regional Transportation Vulnerability Assessment will help TAMC and Monterey County to adapt appropriately to the current and future impacts of climate change, helping county agencies and jurisdictions to proactively deter further damages instead of just picking up the pieces after disastrous events, like landslides, flooding, and erosion events on State Route 1. Coastal areas in Monterey County have a high vulnerability to sea level rise, including disadvantaged communities in northern Monterey County such as the communities of Pajaro and Castroville. The first step is creating a list of projects prioritized by risk and social and environmental vulnerability to start implementing climate adaptation strategies for all future transportation projects.

Monterey County has experienced 30 emergencies since 1953 resulting in a federal disaster declaration, with disaster frequency and severity worsening over the years. Of these emergencies, about 90% were weather related, with 70% of these emergencies being storms, floods, and/or slides (including wildfire induced floods and debris flows) and 25% being wildfires and 25% being floods. On average the County experiences a Federally Declared disaster every 1.5 years, with each disaster lasting approximately 40 days. In the past 7 years, disasters have become much more frequent, with major wildfires, flooding, landslides, droughts, winter storms, and public safety power shutoffs occurring since 2016. In July 2016, the Soberanes Fire, fed by high winds and dry vegetation because of years of extreme drought, was the costliest fire in US history. The county was hit hard by wildfires again in 2020, with almost 180,000 acres burned. These fires pose risks during the fire event, but also create vulnerable soils where debris flows and mud or rockslides are more likely to occur after the event.

In 2016, 2017 and 2019, significant storm events caused widespread roadway flooding, amounting to over \$60 million in damages to roadways in Monterey County. Monterey County experienced up to \$17 million dollars' worth of damage during the January 2023 winter storm/atmospheric river. By the 13th of January, more than 17,000 residents were under evacuation warnings or orders, and the county was operating six emergency shelters. These

events often affect already underserved, vulnerable communities. This was the case with 2023 flooding heavily affecting the communities of Pajaro and San Ardo. According to research done by the United States Geological survey, the Monterey County coastline has shown a shift towards increased erosion in recent years. Key infrastructure for regional and local populations are vulnerable to coastal erosion, including roads, bridges, railroad lines and crossings, industrial plants, water lines, and bike facilities.

To improve and encourage adaptation efforts to these dangers, the assessment will increase understanding of adaptation needs in the region, facilitate coordination between jurisdictions in the region, county emergency response services, and planning stakeholders. Key transportation infrastructure has been and will continue to be affected by climate risks. The Transportation Agency for Monterey County's (TAMC's) recently adopted Regional Conservation Investment Strategy (RCIS) discusses how species and habitat most vulnerable to climate change stressors have high sensitivity (impact to their physical condition) and low adaptive capacity (ability to evolve because of climate impacts). With the Assessment, TAMC aims to build on this data and assess the transportation vulnerabilities in the 20 mile stretch of coastline from the northern Monterey County border to Marina and the inland areas to the eastern border of the county.

The public benefit of this project includes the opportunity to increase regional coordination and capacity for a regionally coordinated adaptation planning strategy. Some individual districts in the study area have examined climate change impacts in their community plans. However, climate change hazards are not constrained by city limits, and to be effective, climate adaptation strategies need to adhere to a more regional approach. The RTVA will serve as a resource for understanding regional vulnerabilities, establish prioritization to address the vulnerabilities, and facilitate better coordination for county-wide and region-wide strategies. TAMC will serve as the conduit for inter-agency and community-wide engagement to implement projects that will best serve the region. The RTVA would complement and supplement mitigation focused documents by creating an adaptation focused project prioritization list that would show which past, current and future projects have the highest vulnerability to climate change and which adaptation strategies are the best fit for these projects.



Goals

1. Inventory the available data sources for transportation vulnerability information, and describe the climate adaptation planning efforts and potential solutions;
2. Develop a transportation vulnerability assessment of local railways and crossings, regional and local roads not examined in existing documents and their climate change related stressors and pressures (flood, coastal erosion, and sea level rise, among others);
3. Develop adaptation strategies to improve resiliency from the identified stressors, including identifying the benefits to transportation infrastructure;
4. Prepare for implementation by identifying areas for compensatory adaptation for impacts to transportation infrastructure, and incorporate the results of the study into the plans and designs of transportation infrastructure projects to improve climate resiliency;
5. Increase the capacity for regional coordination between county agencies and jurisdictions for future climate adaptation planning and implementation efforts to improve regional climate resiliency and emergency preparedness.



Timeline:

Task #	Task Title	FY 2023/24					FY 2024/25					FY 2025/26														
		J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	
1	Project Administration																									
2	Public and Stakeholder Outreach																									
3	Project Framework and Background																									
4	Vulnerability Assessment																									
5	Recommended Adaptation Project Prioritization List																									
6	Draft and Final Plan																									
7	Board Review/Approval																									

Tasks:

Task 1: Project Administration

Public Outreach Plan

Develop a public outreach plan to engage with relevant communities, making sure to include representatives and members of low income and disadvantaged communities.

Responsible Party: Consultant and TAMC

Coordination and information sharing

Coordination with Other parties, data sharing, consultation with working group members. TAMC will hold monthly to bi-monthly project team meetings with consultants and stakeholders, including Caltrans District 5, to ensure effective coordination.

Responsible Party: Consultant and TAMC

Task 2: Public Outreach

Assemble stakeholders and produce schedule, host, and organize meetings.

Assemble advisory committee of regional stakeholders, create schedule of work to organize advisory committee meetings at key points in the development of the assessment. Meetings will be available for in person and Zoom attendance and will be held in Spanish or English as appropriate, with appropriate translation services, including those to Indigenous languages, available. Meetings longer than 1.5 hours will include light refreshments.

Record and process information from meetings

Record and process information and data received during the advisory committee meetings to be incorporated into the final RTVA.



Responsible Party: TAMC, Consultant

Support Community Engagement

Support community engagement by creating informational mailers and flyers as well as digital announcements and presentations to encourage public participation. Visual media and radio or video outreach should be considered. Reach out to a wide range of stakeholders at community-based organizations, public agencies, schools, community representatives.

Develop Interactive Website

Develop Interactive Website. The consultant will compile priority data through PublicInput. Training, use and access to PublicInput will be provided by TAMC. The consultant and TAMC will create a website through PublicInput that can be uploaded for interactive use on the TAMC website and that would allow stakeholders to generate queries of regional transportation vulnerabilities within the strategy area. This will help ensure stakeholders have an opportunity to explore the data and adaptation priorities in the RTVA.

Responsible Party: TAMC, Consultant

Task 3: Project Framework and Background

Collect and review background information.

Collect & Review Background Information. Collect and review policy, planning and engineering documents relevant to transportation vulnerability. Gather and analyze existing community and climate planning efforts of the relevant communities and jurisdictions.

Review previous climate adaptation work relevant to this study including but not limited to:

- Monterey County Hazard Mitigation Plan
- Caltrans District Transportation Adaptation Priority List Report
- Climate Action Plan for Transportation Infrastructure
- Master Plan for Aging
- Caltrans Strategic Plan
- City of Monterey Sea Level Rise Adaptation Plan
- California Adaptation Strategy
- California's Fourth Climate Change Assessment: Central Coast Region
- Caltrans Climate Change Adaptation Priorities Report-District 5
- Association of Monterey Bay Area Governments Central Coast Highway 1 Climate Resiliency Study
- City of Carmel-by-the-Sea Climate Action Plan
- California Coastal Commission Monterey County Vulnerability Report
- Pacific Grove Shoreline Management Plan
- California State Bicycle and Pedestrian Plan
- California Coastal Commission Sea Level Rise Policy Guidance
- Monterey County Local Coastal Plan
- Monterey County Land Use and Implementation Plans

Review climate adaptation planning efforts from similar coastal counties and jurisdictions including but not limited to:



- Santa Barbara, San Luis Obispo, San Francisco, Santa Cruz
- Review various definitions of disadvantaged communities and communities vulnerable to climate change including but not limited to:
 - Cal EnviroScreen 4.0
 - CA Healthy Places index
 - Senate Bill 535
 - Assembly Bill 1550
- CA Department of Public Health (CDPH) Climate Change and Health Profile Reports
- CDPH Healthy Communities Data and Indicators Project
- CA Department of Education, Free or Reduced Priced Meals Data
- Review data, methods and tools for climate change mapping in Monterey County including but not limited to:
 - MBARI Climate Change Research
 - Nature Conservancy Coastal Resilience mapping portal
 - USGS Coastal Storm Modeling System
 - State of California Sea Level Rise Guidance
 - Ocean Protection Council High Risk Aversion Guidance
 - Ocean Protection Council State Sea Level Rise Guidance
 - Monterey Bay Area Sea Level Rise Vulnerability Assessment

Responsible Party: Consultant

Existing Conditions

Existing Conditions. Analyze Rail line vulnerability. Analyze local road vulnerability. Create a memo that examines all the vulnerable locations in the project area, including risks to infrastructure within the vicinity of low-income communities and low-income households as defined in Assembly Bill 1550. The Vulnerability assessment should consider rail facilities, local highways and roads, risks to transit routes, stations and stops, airports if any, and all active transportation facilities. Develop existing Conditions chapter from this information.

Responsible Party: Consultant

Task 4: Vulnerability Assessment

Regional Vulnerability Assessment summary

Regional Transportation Vulnerability Assessment summary document that builds on existing work in the project area, northern Monterey County coastal region for this portion of the project. The focus will be on identifying transportation infrastructure that is at risk for climate change related damage and risks and creating a list of priority projects with suggested adaptation strategies for implementation, rated with an equity lens. The effort will synthesize and expound on previous efforts as well as acting as a coordination document for jurisdictions in the county to better plan their adaptation implementation projects and ensure that future adaptation efforts have a regional focus.

The assessment will determine the climate hazards and risks that impact transportation infrastructure. These include but are not limited to:

- Sea level rise



- Coastal storm surges
- Cliff and hillside debris flows from heavy rainfalls.
- Wildfire
- Flooding
- Extreme Heat
- Extreme weather events
- Coastal erosion

The above hazards, along with any other hazards not listed yet, will be evaluated in the context of the background documents and the latest and best available climate change modeling data and tools, which will be compiled and used by the consultant. Then the areas with the hazards will be mapped.

Responsible Party: TAMC, Consultant

Task 5: Recommended Adaptation Project Prioritization List

Strategies and Best Practices document

Review vulnerability assessment results, determine project prioritization list. Make sure strategies are in line with best practices from similar local, regional, statewide, and nationwide efforts. Include existing ecosystems, nature-based solutions, and species review.

Transportation network document

This document will introduce a prioritization list by showing how the transportation infrastructure was evaluated through stakeholder engagement as well as data and metrics. The data and metrics that will determine how the prioritization list will be ranked. The metrics will include but are not limited to the following:

- Travel delays/impacts of road blockages
- Average annual daily traffic counts
- Freight vehicle counts.
- Sea level rise projection data
- Ecosystems and species review of area
- Ability to use nature based solutions
- Evacuation route status
- Proximity to disadvantaged or vulnerable community
- Amount of road vulnerable to coastal erosion, storm surges, flooding, debris flows, sea level rise and other risk factors

Project Prioritization List

Identify transportation networks that are relevant to the Regional Transportation Plan documents, including the Sustainable Community Strategy. Include nature-based adaptation solutions and CAPTI compliant suggestions when applicable in areas where transportation infrastructure is vulnerable to/will experience climate change impacts. Align suggestions with findings from tasks under Task 05.



Transportation assets that will be included in the prioritization list may include but are not limited to:

- Local roads and streets
- Bike paths, trails, and other facilities
- Railway lines and crossings
- Retaining walls
- Coastal walking paths
- Transit routes and facilities
- Scoring and stakeholder engagement
- Scoring of projects of the transportation network, based on metrics selected, including co- benefits to disadvantaged communities, public health, natural resources and ecosystems, and regional economic development and sustainability.

Responsible Party: TAMC, Consultant

Task 6: Draft and Final Plan

RTVA Outline

The consultant, in consultation with TAMC and Caltrans District staff, will develop an outline for the Regional Transportation Vulnerability Assessment plan, incorporating the feedback of the stakeholder group, the requirements of the Fish and Game Code, ICARP's climate adaptation strategy guidelines, Caltrans Statewide Vulnerability Assessments, and examples of other Regional Transportation Vulnerability Assessment plans as guidance. An Overview and Background section will be developed and include a summary of the process, including the enabling legislation and purpose of the RTVA. It will also describe the purpose and need for the RTVA, describe, and explain a rationale for its boundary and describe stressors and pressures in the region.

Public review of findings and draft plan.

Review will be noticed publicly and there will be a 30-day period open for public comment. List of comments to be included in final plan. Outreach to get widest range of responses. Draft plan to be posted online for review.

Final Plan

Final Plan that includes a summary of next steps towards implementation, credits FHWA, FTA, and/or Caltrans on the cover or title page, submitted to Caltrans in an ADA accessible electronic copy. Final Plan to be submitted to TAMC board for approval by TAMC staff.

Responsible Party: Consultant, TAMC



Deliverables:

Task 1: Project Administration

Task Deliverables
<i>Working Group assembly</i>
<i>Public Outreach Plan</i>
<i>Kick Off Meeting Agenda, Follow up notes</i>
<i>Coordination and information sharing</i>
<i>Invoicing</i>
<i>Quarterly Reporting</i>

Task 2: Public Outreach

Task Deliverables
<i>Support Community Engagement, outreach in person and digitally</i>
<i>Develop Interactive Website</i>
<i>Assemble stakeholders and produce schedule, host, and organize meetings</i>
<i>Record and process information from meetings</i>

Task 3: Existing Conditions and Background

Task Deliverables
<i>Tools and Data memo</i>
<i>Existing Conditions memo</i>
<i>Background information memo</i>

Task 4: Vulnerability Assessment

Task Deliverable
<i>Outreach materials, presentations, staff reports</i>
<i>Regional Vulnerability Assessment summary</i>
<i>Existing conditions map, Hazard area map, Disadvantaged Communities map</i>
<i>Stakeholder engagement and input analysis</i>



Task 5: Recommended Adaptation Project Prioritization List

Task Deliverables
<i>Strategies, Methods and Best Practices document with data tables and figures as applicable</i>
<i>Maps of transportation infrastructure being listed</i>
<i>Transportation network document with metrics, data tables and figures as applicable</i>
<i>Project Prioritization List</i>

Task 6: Draft and Final Plan

Task Deliverables
<i>RTVA Outline/Draft Plan</i>
<i>Public Review</i>
<i>Final Plan with summary of next steps</i>



Memorandum

To: Board of Directors
From: Michael Zeller, Director of Programming & Project Delivery
Meeting Date: February 28, 2024
Subject: Grant Application Assistance

RECOMMENDED ACTION:

Grant Preparation Assistance:

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a contract with Mark Thomas, subject to approval by Agency Counsel, in an amount not-to-exceed \$149,900 to provide grant preparation assistance services through June 30, 2027;
2. **APPROVE** the use of Measure X funds budgeted to this project; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount, subject to approval by Agency Counsel.

SUMMARY:

On December 6, 2023, the Agency Board approved issuing a Request for Qualifications for consultant assistance and expertise to prepare grant applications to provide matching funds for various Measure X and other priority projects. In the past, such assistance was utilized to secure over \$64 million in state competitive funding. Of the four submittals received by the deadline of February 1, 2024, three were found responsive, and a review committee recommended selection of Mark Thomas for this task order contract.

FINANCIAL IMPACT:

The proposed not-to-exceed amount is \$149,900 over a three-year term, which is based on past experience of the full grant preparation cost of \$25,000 for one SB 1 grant. Work will be directed on a task order basis, within a specific scope of work budget negotiated with the consultant. The total cost of all task orders may not exceed the \$149,900 budget. The funding source will be Measure X funding or other funding related to the specific projects in question.

DISCUSSION:

The Agency's goals and objectives call for an aggressive effort to seek matching funds to leverage Measure X local transportation sales tax money with both state and federal funding, to maximize the delivery of transportation improvements under this program. As grant opportunities arise, Transportation Agency staff may require expert assistance in preparing these grant applications, since they often require technical analysis, and can take a great deal of time outside of normal work assignments. Hiring outside consultant assistance can improve the Agency's ability to attract outside funding by providing the expertise and resources needed to prepare grant applications.

The following teams submitted proposals that were found to be responsive:

- Mark Thomas
- BKF Engineers
- California Consulting

Additionally, W-Trans also submitted a timely proposal, but they were not responsive to all the requirements in the RFQ. Submitting teams were evaluated by a staff panel based on the following criteria: Project Team Skills (45 points); General Knowledge and experience with grant-writing (45 points); References (5 points); Cost (5 points). Based on their detailed approach to securing funding for TAMC's priority projects, local knowledge, and recent success with other agencies in the grant programs that TAMC is targeting, the panel ranked Mark Thomas as the top team. Mark Thomas wrote the successful Valley Rail Project application to secure \$142 million in Transit and Intercity Rail Capital Program funds for the San Joaquin Regional Rail Commission, has worked with other regional transportation agencies, and wrote a successful federal Mega grant for the Santa Cruz County Regional Transportation Commission. Their subconsultant, Fehr & Peers, has extensive experience with greenhouse gas emissions and vehicle miles traveled analyses. Upon approval of the contract, staff will issue a first task order to work with the team to develop a strategic grants action plan aimed at funding the priority projects in our Integrated Funding Plan.

ATTACHMENTS:

1. Grant Assistance - Scope of Services and Budget

WEB ATTACHMENTS:

EXHIBIT A: Scope of Work and Schedule

Project Title: Grant Preparation Assistance

Consultant Project Manager: Ryan Bissegger

Scope of Work

Overview

TAMC is seeking matching funds for its Measure X and other regional priority projects from various state and federal funding programs such as, but not limited to:

- Senate Bill 1 competitive funding programs
- State Active Transportation Program
- Caltrans Planning Grants
- Federal Infrastructure Investment & Jobs Act grant programs

Task Orders

Work will be conducted via task orders issued by the TAMC project manager. The project manager will create a task order scope of work and estimated budget for negotiations with the consultant team. After negotiations are successfully concluded, the Consultant and TAMC authorized representatives will sign off on the scope of work and budget for the task order and TAMC will issue the notice to proceed.

Typical Services

Typical services performed under this contract, conducted in close coordination with the TAMC project manager, will include the following:

- a. Information Gathering: Develop grant approach and assemble existing project data and visual information.
- b. Technical Analyses: Perform the required grant application technical work utilizing existing information, including analysis of congestion data and calculation of the project's benefit/cost and air quality improvements. Recommend and perform complementary technical analyses that more fully demonstrate the benefits of the project, for example, health data analysis, greenhouse gas emissions analysis, cost benefit analysis.
- c. Visual Information: Work with TAMC staff to assemble and create visual information such as project maps, refinements to project drawings and layouts, photos and/or charts that enhance the quality of the application.

- d. Draft Grant Application: Prepare draft grant applications utilizing a visually-appealing layout for the project team's review, according to the task order schedule to allow sufficient review time prior to the required project submittal.
- e. Final Grant Application: Finalize the application to respond to the project team review comments and transmit in an editable format to the project manager at least one week prior to the required grant due date.

Role of TAMC

TAMC will:

- Provide to the Consultant written and visual project information currently in its possession to facilitate the preparation of the grant applications.
- Set up the various meetings and conference calls to coordinate information-sharing.
- Prepare any required project programming request forms.
- Review and comment on the draft grant applications.
- Finalize the grant applications and submit them as required by the grant application deadlines.

Schedule

The schedules for work shall be set forth in each agreed upon task order.

EXHIBIT B: Budget

MARK THOMAS & COMPANY, INC. RATE SCHEDULE

EXPIRES JUNE 30, 2027

Engineering

Intern	\$55 - \$114
Technician	\$75 - \$174
Design Engineer I	\$97 - \$197
Design Engineer II	\$123 - \$238
Sr. Technician	\$130 - \$238
Civil Engineering Designer	\$130 - \$270
Project Engineer	\$162 - \$250
Sr. Project Engineer	\$181 - \$286
Sr. Technical Engineer	\$181 - \$286
Technical Lead	\$201 - \$340
Sr. Technical Lead	\$243 - \$427

Planning

Planner I	\$91 - \$146
Planner II	\$100 - \$201
Sr. Planner	\$123 - \$238

Landscape Architecture/Urban Design

Landscape Intern	\$55 - \$114
Landscape Designer I	\$87 - \$150
Landscape Designer II	\$107 - \$189
Landscape Architect	\$123 - \$254
Sr. Landscape Architect	\$133 - \$283

Grant Writing

Funding Specialist	\$123 - \$278
Sr. Funding Specialist	\$168 - \$317
Funding Manager	\$285 - \$430

Special Services

Expert Witness	\$494 - \$568
Strategic Consulting	\$494 - \$568

Project Management & Oversight

Project Manager	\$201 - \$340
Sr. Project Manager	\$243 - \$427
Division Manager	\$275 - \$532

Project Support

Technical/Sr. Technical Writer	\$68 - \$230
Project/Sr. Project Assistant	\$78 - \$176
Project/Sr. Project Coordinator	\$107 - \$225
Graphic/Sr. Graphic Designer	\$113 - \$246
Project/Sr. Project Accountant	\$117 - \$238
Sr. Graphic Manager	\$162 - \$275
Project Accountant Manager	\$178 - \$286

Reimbursables including, but not limited to; reproductions, delivery and filing fees; outside consultant fees; and survey field expenses will be billed at *Cost Plus 5%*. **Mileage** will be billed per *current IRS Rate*.

Additional promotional steps exist within various rate categories.

This rate schedule expires June 30, 2027; rates are subject to escalation with new hourly rate schedule as of July 1, 2027.

** These charge rates are subject to Prevailing Wage laws and Union contract.*



2023-2024
(July 2023 through June 2024)

Hourly Billing Rates

Classification	Hourly Rate
Principal	\$250.00 - \$380.00
Senior Associate	\$210.00 - \$310.00
Associate	\$185.00 - \$275.00
Senior Engineer/Planner	\$160.00 - \$235.00
Engineer/Planner	\$130.00 - \$200.00
Senior Engineering Technician	\$150.00 - \$225.00
Senior Project Accountant	\$170.00 - \$210.00
Senior Project Coordinator	\$130.00 - \$215.00
Project Coordinator	\$115.00 - \$175.00
Technician	\$120.00 - \$185.00
Intern	\$100.00 - \$135.00

- *Other Direct Costs / Reimbursable expenses are invoiced at cost plus 10% for handling.*
- *Personal auto mileage is reimbursed at the then current IRS approved rate (67 cents per mile as of Jan 2024).*
- *Voice & Data Communications (Telephone, fax, computer, e-mail, etc.) are invoiced at cost as a percentage of project labor.*



FEE SCHEDULE Effective January 1, 2024

Staff		Billing Rate	Billing Rate Range	
			Low	High
Industry Advisor			\$440.00	\$550.00
Brad	McCrea	\$445.00		
Norma	Ortega	\$472.00		
Leo	Scott	\$488.00		
Principal Project/Program Manager			\$360.00	\$500.00
Terry	Bowen	\$462.00		
Carl	Haack	\$434.00		
Matt	Todd	\$392.00		
Senior Project/Program Manager			\$275.00	\$370.00
Roni	Hatrup	\$326.00		
Erin	Heltne	\$292.00		
Obaid	Khan	\$358.00		
Sheena	Patel	\$326.00		
Keith	Robinson	\$358.00		
Brian	Stewart	\$326.00		
Project/Program Manager			\$220.00	\$300.00
Karen	Boggs	\$222.00		
Chris	Doerksen	\$272.00		
Aron	Zerezghi	\$272.00		
Associate Project/Program Manager			\$175.00	\$245.00
Grace	Doi	\$178.00		
Anita	Smith	\$178.00		
Margaret	Strubel	\$188.00		
Project Specialist			\$225.00	\$310.00
Project Analyst			\$135.00	\$195.00
Debby	Chernila	\$160.00		
Tiffany	Gephart	\$145.00		
Debi	Lawrence	\$160.00		
Ericka	Leiva	\$160.00		
Project Administrator			\$115.00	\$155.00
Administrative Assistant			\$75.00	\$130.00
Intern			\$55.00	\$80.00

Memorandum

To: Board of Directors
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: February 28, 2024
Subject: **Measure X Citizens Oversight Committee Member Appointments**

RECOMMENDED ACTION:

APPROVE the appointment of Maria Vera to serve as the Building Healthy Communities Monterey County representative on the Measure X Citizens Oversight Committee; Andrea Manzo as the alternate representative; and Matine Watkins to serve as the Monterey Peninsula Hospitality Association representative; and Gary Cursio, to serve as their alternate representative.

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. Additional members may be appointed by the Transportation Agency Board of Directors to assure that a broad range of geographic and stakeholder interests are represented on the Committee.

FINANCIAL IMPACT:

The Transportation Safety & Investment Plan, approved by voters on November 8, 2016, was anticipated to generate an estimated \$600 million over thirty years through retail transactions and use tax of 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 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 Description for the Transportation Safety & Investment Plan, a Citizens Oversight Committee representing a diverse range of community interest was formed within six months of voter approved of Measure X. Members and their alternates were nominated by the organizations they were representing, and appointed by the Transportation Agency Board of Directors to assure that a broad range of geographic and stakeholder interests are represented on the Committee.

Maria Vera has been nominated by Building Healthy Communities Monterey County to replace Andrea Manzo as their representative on the Measure X Citizens Oversight Committee; and they are nominating Andrea Manzo to be appointed as their alternate representative.

Martine Watkins has been nominated by the Monterey County Hospitality Association to serve as their representative on the Measure X Oversight Committee. With her appointment, Gary Cursio will resume his previous role as the alternate representative for the association.

Staff is seeking Board approval of these appointments.

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board
Meeting Date: February 28, 2024
Subject: **MINUTES**

RECOMMENDED ACTION:

ACCEPT draft minutes of the Transportation Agency Committees:

- Rail Policy Committee - February 5, 2024 meeting cancelled
- Executive Committee - draft minutes of February 7, 2024
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of February 7, 2024
- [Technical Advisory Committee](#) - draft minutes of February 1, 2024
- [Measure X Citizens Oversight Committee](#) - No Meeting

SUMMARY:**FINANCIAL IMPACT:****DISCUSSION:****ATTACHMENTS:**

1. Exec draft minutes Feb_7_2024

WEB ATTACHMENTS:

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: Chris Lopez(Chair), Dave Potter (1st Vice Chair),
Wendy Root Askew (2nd Vice Chair), Michael LeBarre (Past Chair),
Luis Alejo (County representative), Chaps Poduri (City representative)*

Wednesday, February 7, 2024

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

Transportation Agency Conference Room, 55-B Plaza Circle, Salinas CA

Alternate locations:

2616 1st Avenue, Marina, CA 93933, Supervisor Askew's Office

599 El Camino Real, Greenfield, CA 93927, Supervisor Lopez's Office

EXECUTIVE COMMITTEE	MAR 23	APR 23	MAY 23	JUN 23	AUG 23	SEP 23	OCT 23	NOV 23	JAN 24	FEB 24
Chris Lopez, Chair Supr. Dist. 3 (P. Barba)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P (VC)	P(A) (VC)	P (VC)	P (VC)	P(A) (VC)
Dave Potter, 1st Vice Chair Carmel-By-The-Sea (J. Baron)	P*	P	P	P	P	P	P	P	P	P
Wendy Root Askew, 2nd Vice Chair Supr. Dist. 4 (Y. Anderson)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)
Michael LeBarre, Past Chair King City (C. DeLeon)	P	P	P	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P
Luis Alejo, County Representative Supr. Dist. 5 (C. Courtney)	P	P	P(A) (VC)	P	P(A) (VC)	P (VC)	P	P(A) (VC)	P	P*
Chaps Poduri, City Representative (Joe Amelio)	P	P	P	P (VC)	P	P	P	P	P	P

TC: via teleconference; VC: via video conference

P = Present

A = Absent

P(A) = alternate present

E = Excused

P(VC) Video Conference

P*= New Representative

1. CALL TO ORDER

Vice Chair Potter called the meeting to order at 9:00 a.m. Roll call was taken, and a quorum was confirmed.

Staff present: Guther, Kise, Muck, Rodriguez, Sambrano, Watson and Zeller.

Others present: Robert Brayer, County Counsel; Monica Hale, Supervisor 3 District office; and Javier Gomez, Supervisor District 1 office.

2. PUBLIC COMMENTS

No public comment

3. CONSENT AGENDA

On a motion by Committee Member Poduri seconded by Committee Member LeBarre, the Committee voted 5-0 to approve the minutes from the Executive Committee meeting of January 10, 2024; and recommended the Board of Directors adopt the revised Travel Policy.

Committee Member Alejo arrived after consent.

4. DRAFT OVERALL WORK PROGRAM, BUDGET, AND INTEGRATED FUNDING STRATEGY

On a motion by Committee Member LeBarre, seconded by Committee Member Alejo, the Committee voted 6-0 to recommend the Board of Directors authorize the Executive Director to submit the draft fiscal year 24/25 Overall Work Program to Caltrans for initial review; recommended that the Board provide direction and guidance to staff on the three-year budget for fiscal years 24/25 through 26/27, the Overall Work Program for fiscal year 24/25, and the 2024 Integrated Funding Strategy; and recommended that the Board direct the Executive Director to bring the final three-year budget, one-year Overall Work Program, and the 2024 Integrated Funding Strategy back to the Board on May 22, 2024 for approval.

Mike Zeller, Director of Programming & Project Delivery, highlighted the Draft Overall Work Program and the 2024 Integrated Funding Strategy. The Transportation Agency gets the majority of its funding from state sources. The funding is usually specific to the project or program for which it is granted and cannot be used to cover expenditures of a different project or program, e.g., the funding received for the call box program can only be used for motorist aid programs. The use of state funding is approved by Caltrans in the annual Overall Work Program. The draft 2024 Integrated Funding Strategy updates the 2023 version of the strategy with the latest funding and timing information for the projects and programs. The 2024 version of the strategy includes a few additional projects to be consistent with staff work identified in the budget and work program.

Jeff Kise, Director of Finance & Administration, presented the Agency's budget which separates expenditures into two types: operating and direct programs. Operating expenditures include salaries and benefits, materials and supplies, and equipment. Direct

program expenditures for outside consultants, construction contracts, and ongoing project and program delivery with continuous funding, such as Freeway Service Patrol and Call Boxes, are in the Agency's budget and the Overall Work Program. Staff proposed several assumptions for the operating budget, which were reviewed by the Executive Committee in January 2024.

The next steps in the process are to present the draft budget, Overall Work Program, and Integrated Funding Strategy to the Board of Directors in February, send the OWP to Caltrans to review, and to bring the final versions of the documents to the Executive Committee for review and the Board of Directors for adoption in May.

5. TAMC BOARD DRAFT AGENDA

Executive Director Todd Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of February 28, 2024. After Executive Committee discussion, directions were provided to staff to place the following items for consideration on the regular agenda:

- Employee of the Quarter
- Unmet Transit Needs Public Hearing
- Regional Transportation Plan Policy Element
- Federal Legislative Update-Community Funding Project
- Sand City Bike Trail and Parking Proposal
- Review Draft Budget

6. ANNOUNCEMENTS

Director Muck asked if two Committee Members would like to attend the Central Coast Coalition State Legislative Day on March 20, 2024 in Sacramento. Dave Potter has volunteered and Committee Members Askew and Poduri will check their schedules to see if they are available to attend.

7. ADJOURNMENT

Vice Chair Potter adjourned the meeting at 10:03 a.m.

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board
Meeting Date: February 28, 2024
Subject: **CORRESPONDENCE**

RECOMMENDED ACTION:

RECEIVE TAMC Correspondence for February 2024

SUMMARY:**FINANCIAL IMPACT:****DISCUSSION:****ATTACHMENTS:**

None

WEB ATTACHMENTS:

- [February 22, 2024, email to TAMC Board of Directors re: 9 Roundabouts Project for Highway 68 from Angela Grattan, Monterey County resident.](#)
- [February 13, 2024, letter to The Honorable Pete Buttigieg, United States Secretary of Transportation, re: Support for RAISE Funding for the King City Multimodal Transportation Center from TAMC Executive Director Todd Muck.](#)
- [February 12, 2024, letter to Ms. Tanisha Taylor Attn: Teresa Favila, Executive Director, California Transportation Commission \(CTC\) re: Monterey Branch Line: Proposition 116 Funding from TAMC Executive Director Todd Muck.](#)
- [February 8, 2024, letter to The Honorable Pete Buttigieg, United States Secretary of Transportation, re: Support for Monterey County's Application for RAISE Funding for the Davis Road Bridge Replacement and Road Widening Project from TAMC Executive Director Todd Muck.](#)
- [January 29, 2024, letter to Madilyn Jacobsen, Project Manager, Caltrans Office of Strategic Investment Planning, re: Support for Caltrans Internal Nomination of State Route 218 Complete Streets Project as a candidate Caltrans project to pursue Active Transportation Program \(ATP\) Cycle 7 from TAMC Executive Director Todd Muck.](#)
- [January 18, 2024, letter to Mr. Don Wilcox, Director of Public Works, City of Soledad re: Support for the City of Soledad's Pinnacles Parkway Application from TAMC Executive](#)

Director Todd Muck.

- January 17, 2024, letter to Vibeke Norgaard, City Manager, City of Sand City. re: Support for the City of Sand City's Caltrans Sustainable Communities Grant Application from TAMC Executive Director Todd Muck.

Memorandum

To: Board of Directors
From: Todd Muck, Executive Director
Meeting Date: February 28, 2024
Subject: **Employee of the Quarter**

RECOMMENDED ACTION:

PRESENT the Transportation Agency Employee of the Quarter to Theresa Wright.

SUMMARY:

It is hereby certified that Theresa Wright has been selected by her colleagues at the Transportation Agency for Monterey County as the Employee of the Quarter for October 1 – December 31, 2023.

FINANCIAL IMPACT:

None.

DISCUSSION:

The Agency employees recognize Theresa Wright for her professionalism and her diligence in handling media coverage, writing news releases and preparing the weekly Cone Zone Construction Report. Most notably, employees appreciate her outstanding job coordinating several public outreach efforts for the Scenic Highway 68 project, the US 101 South of Salinas project, the Highway 1 Elkhorn Slough project, and others.

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

ATTACHMENTS:

1. Employee of the Qtr Oct - December- Theresa Wright

WEB ATTACHMENTS:



EMPLOYEE OF THE QUARTER

Theresa Wright

It is hereby certified that Theresa Wright has been selected by her colleagues at the Transportation Agency for Monterey County as the Employee of the Quarter for October 1 – December 31, 2023.

The Agency employees recognize Theresa Wright for her professionalism and her diligence in handling media coverage, writing news releases and preparing the weekly Cone Zone Construction Report. Most notably, employees appreciate her outstanding job coordinating several public outreach efforts for the Scenic Highway 68 project, US 101 SOS project, Highway 1 Elkhorn Slough project, and others.

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

Recognized By

Acknowledged By

TAMC Chair
Chris Lopez

Executive Director
Todd A. Muck

Date: February 28, 2024

Memorandum

To: Board of Directors
From: Aaron Hernandez, Transportation Planner
Meeting Date: February 28, 2024
Subject: **Unmet Transit Needs Public Hearing**

RECOMMENDED ACTION:**Unmet Transit Needs Public Hearing**

1. **RECEIVE** presentation on the unmet transit needs process;
2. **OPEN** public hearing on unmet transit needs;
3. **RECEIVE** public comment; and
4. **CLOSE** the public hearing.

SUMMARY:

In its role as the Transportation Development Act fund administrator, the Transportation Agency annually seeks public input to identify unmet transit needs in Monterey County prior to allocating Local Transportation Funds.

FINANCIAL IMPACT:

For the current Fiscal year 2023-24, the Transportation Agency allocated \$19,395,686 from the Local Transportation Fund to Monterey-Salinas Transit. The Transportation Agency can direct public transit operators to implement new services with Local Transportation Funds available after funding existing services and commitments.

DISCUSSION:

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

The formation of the Monterey-Salinas Transit District and past unmet transit needs findings dictate how the Transportation Agency allocates Local Transportation funds. As Monterey-Salinas Transit District members, every city in the county allocates its annual fund apportionment to Monterey-Salinas Transit for public transit services.

Prior to allocating these transit funds, the Agency is required to provide for a public hearing and outreach to identify unmet transit needs. The Transportation Development Act statutes require transportation planning agencies using transit funds for local street and road projects, to implement a

public process, including a public hearing, to identify unmet transit needs of transit dependent or disadvantaged persons, and determine if unmet transit needs can be reasonably met. Because the Transportation Agency no longer allocates transit funds to local streets and roads, the Agency is no longer required to adopt a finding on unmet transit needs. However, the Agency still continues to solicit public input on unmet transit needs and places comments into the following categories:

- Transit service improvement requests that would improve an existing service.
- Transit service expansion requests that extend a transit route beyond its current limits and fill a gap in service.
- Capital improvement projects that would enhance existing public transit facilities.

All comments are reviewed with Monterey-Salinas Transit staff to consider options to implement requests and to evaluate comments based on the Unmet Transit Needs Criteria (see **web attachment**) and time frame in which unmet transit needs can be met. The unmet transit needs comments list serves as a public input tool for the Transportation Agency's short and long term transit planning and improvements.

Staff is requesting that the Board conduct a public hearing to accept public comments on unmet transit needs. In addition to public testimony provided at the hearing, the Transportation Agency accepts comments throughout the year in writing, by email, through a questionnaire posted on the agency website and through the Monterey-Salinas Transit Mobility Advisory Committee. The Transportation Agency has designed that committee as the Social Services Transportation Advisory Council for Monterey County to advise TAMC on unmet transit needs pursuant to the Transportation Development Act. The Transportation Agency's deadline for accepting public comments and questionnaires for the consideration as part of the annual unmet transit needs process is April 30, 2024.

Staff will present the final list of comments to the TAMC Board, prior to allocating Local Transportation Funds in June.

ATTACHMENTS:

None

WEB ATTACHMENTS:

[Unmet Transit Needs Criteria](#)

Memorandum

To: Board of Directors
From: Christina Watson, Director of Planning
Meeting Date: February 28, 2024
Subject: **Federal Legislative Update - Community Funding Project**

RECOMMENDED ACTION:

DISCUSS and **PROVIDE DIRECTION** to staff related to possible community funding project nominations for federal appropriations funding.

SUMMARY:

Project nominations for federal appropriations funding are expected to be due in March. The funding must be for federally eligible projects that can obligate the funding by 2028 and spend it by 2032.

FINANCIAL IMPACT:

Community Project Funding, also known as Congressionally Directed Spending, could bring in critical federal funding for priority projects. In the 2023 appropriations bill, Representative Panetta and Senator Padilla secured \$1 million for the US 101 South of Salinas auxiliary lane project. In the 2024 appropriations bill, Senator Padilla requested \$1.8 million for the G12 Pajaro-to-Prunedale corridor project.

DISCUSSION:

Community Project Funding (CPF) is a source of grants for public transportation projects whose recipients and purposes are specifically identified by Congress in an appropriations act, the annual process of funding transportation programs and projects. The Senate calls this funding Congressionally Directed Spending (CDS).

TAMC federal legislative consultants Paul Schlesinger and Jim Davenport of Thorn Run Partners notified TAMC staff of the potential for a March deadline for project nominations for this funding for the fiscal year 2025 federal appropriations bill. Projects must be eligible for federal funding and must be able to obligate the funds (i.e., get the project under contract) by 2028 and expend the funds by 2032. Successful requests for funding typically fully fund a phase of the project, so it helps if the project (or a phase of the project) is already mostly funded. It is possible to submit more than one project for this funding.

Staff recommends the following project nominations for the Board to consider:

- Elkhorn Slough Highway 1 climate resiliency project planning and environmental phase, in Representative Jimmy Panetta's district
- King City Multimodal Station project, in Representative Zoe Lofgren's district

The Elkhorn Slough Highway 1 climate resiliency project has secured a \$1 million state allocation from Assembly Member Dawn Addis and State Senator John Laird. TAMC staff has applied for federal and state grant funding to complete a Preliminary Environmental Linkages report, the first step towards federal and state environmental clearance, and to develop a Project Initiation Document with Caltrans. A federal earmark would help the project complete those phases of work and get the project ready to move into the Project Approval and Environmental Document phase.

The King City Multimodal Station project has secured approximately \$14 million from state rail funds and \$5 million from Amtrak and is seeking federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funding to fully fund construction of the platform and track improvements in King City. The TAMC Board approved a request to the state to allocate \$7.5 million to the project through the Senate Bill 125 funding for rail projects. A federal earmark would help the project complete the National Environmental Policy Act review required for federal funding.

Staff considered several other Agency priority projects, but they had difficulty meeting the eligibility requirements and schedule anticipated for fiscal year 2025 appropriation earmarks. Staff will continue to pursue all funding opportunities for the Agency's priority projects.

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Board of Directors
From: Todd Muck, Executive Director
Meeting Date: February 28, 2024
Subject: Sand City Bike Trail and Parking Proposal

RECOMMENDED ACTION:

RECEIVE information and **PROVIDE** direction to staff related to a proposal for a multi-use trail and parking on the Monterey Branch Line in Sand City.

SUMMARY:

Sand City is proposing a one-mile segment of a multi-use trail and parking in two areas within TAMC-owned right-of-way. The City promises that the "proposed multi-use trail will take into consideration the future use of the TAMC corridor for rail and/or bus transit and would not obstruct any of the existing rail infrastructure" and would "minimize conflict with the existing property leases." Staff would coordinate with the City on considerations for a possible future use agreement for an alignment of a trail that avoids conflict with future mass transit uses, and for fair market value lease agreements for non-trail uses such as parking.

FINANCIAL IMPACT:

The City was awarded a Monterey Bay Air Resources District AB2766 Clean Vehicle Program grant totaling \$250,000 to support planning and design, including project oversight, environmental review, engineering, and conceptual design. A small part of the Monterey Branch Line in Sand City's proposal is currently leased by TAMC to private businesses. Revenue from leases is used for trash and weed abatement along the length of the Monterey Branch Line right-of-way.

DISCUSSION:

The Monterey Branch Line was purchased with a State Proposition 116 rail bond grant. Proposition 116 funds are specifically intended for intercity rail use. All other uses shall be subordinate to that purpose. Transit projects using the right-of-way such as the SURF! Busway will develop transit ridership that will benefit future rail service. State funding used to purchase the Monterey Branch Line requires TAMC to be compensated at fair market value for any transfer of property rights (leases, easements, etc.) for incidental uses with the additional requirement that they do not interfere with development and operation of rail service within the Monterey Branch Line right-of-way.

TAMC's Executive Director has been part of discussions over the years about potential uses of Agency-owned property within Sand City with various Sand City representatives. The consistent message provided to the City is the TAMC Board of Directors would likely support a multi-use trail within the Monterey Branch Line right-of-way as long as it doesn't limit future rail uses or infringe upon TAMC's mandate to comply with Proposition 116 requirements; incidental uses such as parking can be allowed as long as TAMC is compensated at fair market value. TAMC staff recommends the proposed multi-use path and parking proposals be considered as separate and independent

proposals. Online as a **web attachment** is TAMC's adopted Real Property Ownership Policies.

Zane Mortensen, City Planner, Sand City, will present the City's proposal (**attached**).

ATTACHMENTS:

1. Sand City Bike Trail RPC

WEB ATTACHMENTS:

- [Real Property Ownership Policies](#)



City of Sand City
1 Pendergrass Way
Sand City, CA 93955

City of Sand City Proposed Multiuse Trail and Bike Lane Improvements

To: TAMC, Rail Policy Committee Chair and Board Members

From: Zane Mortensen, City Planner, Sand City (planning@sandcityca.org)

Meeting Date: January 8th, 2024

Dear Committee Members,

The TAMC Railway Corridor extends for approximately 1.5-miles through the City of Sand City (the “City”), and consists of primarily open space, as well as several portions leased to businesses. In an effort to enhance regional transportation through improved connectivity of the existing trail system - -while simultaneously promoting opportunities for active transportation-- the City has been considering options to utilize the TAMC Rail Corridor. To achieve these goals the City proposes the development of an approximately one-mile new trail system that would provide an extension from the existing Monterey Bay Coastal Trail at Del Monte Boulevard and Canyon Del Rey Boulevard to the future MST SURF! Bus Rapid Transit station located at Playa Avenue and California Avenue.

The proposed project includes two primary components; 1) implementation of a new multiuse trail system and parking in the TAMC railway corridor, and 2) improved bike lane striping at California Avenue and Holly Street, as shown in [Figure 1, Proposed Multiuse Trail and Bike Lane Improvements](#). The multiuse trail system would consist of a 12-foot-wide path to accommodate both pedestrian and bike traffic providing residents with opportunities for active transportation, as well as provide a logical connection to the MST SURF!, improving regional access to transit. The proposed parking within the TAMC railway corridor would further enhance public access to the MST SURF! station, providing a safe first and last mile for transit riders while reducing vehicle trips. The proposed multiuse trail will take into consideration the future use of the TAMC corridor for rail and/or bus transit and would not obstruct any of the existing rail infrastructure. In addition, the improvements resulting from the multiuse trail will enhance the existing area to better accommodate future transit projects.

In an effort to minimize conflict with the existing property leases, the proposed multiuse trail system would take place within three sections of the TAMC railway corridor. These trail sections are described below:

- 0.3-mile bike trail and potential parking extending from the future MST SURF station at Playa Avenue and California Avenue along the Transportation Agency for Monterey County (TAMC) corridor to the Graniterock Construction property, [Figure 2, Multiuse Trail Section 1](#);
- 0.2-mile bike trail and potential parking extending along the TAMC corridor from the corner of Holly Street and Ortiz Avenue to Contra Costa Street, [Figure 3, Multiuse Trail Section 2](#); and
- 0.2-mile bike trail extending along the TAMC corridor within the City of Seaside to connect to the existing Monterey Bay Coastal Trail at the corner of Del Monte Boulevard and Canyon Del Rey Boulevard, [Figure 3, Multiuse Trail Section 3](#).

The bike lane improvements would extend approximately 0.3-miles along California Avenue from Tioga Avenue to Holly Street and along Holly Street to Ortiz Avenue, [Figure 4, Bike Lane Improvements](#). These improvements would include enhanced bike lane striping on California and Holly Street in an effort to maintain regional trail connectivity while bypassing existing leased property within the TAMC railway corridor and eliminating the need for extensive demolition to facilitate the project.

In pursuit of this effort, the City recently applied for the Monterey Bay Air Resources District AB2766 Clean Vehicle Program (CAMP). On December 11, 2023, the City was awarded \$250,000 to support the initial steps of the proposed multiuse trail system and bike lane improvements. Funding provided through the CAMP grant will support the necessary planning and design, including project oversight, environmental review, engineering, and conceptual design, required for the future implementation of the project. The City believes that the multiuse trail provides a logical extension to close the gap in the existing Monterey Bay Recreational Trail in a way that enhances mobility, safety, access, environmental quality, and economic activities in Monterey County. We greatly appreciated the opportunity to present our proposal to the committee on January 8 and look forward to your consideration of the proposed project.



City Limit



Potential Parking Locations



Improved Bike Lanes



Connection to Monterey Recreational Trail



MST SURF Line Station



Proposed Bike Trail Route

Source: Monterey County GIS 2023, Google Earth 2023

Figure 1





Proposed Multiuse Trail and Bike Lane Improvements

MST SURF Station



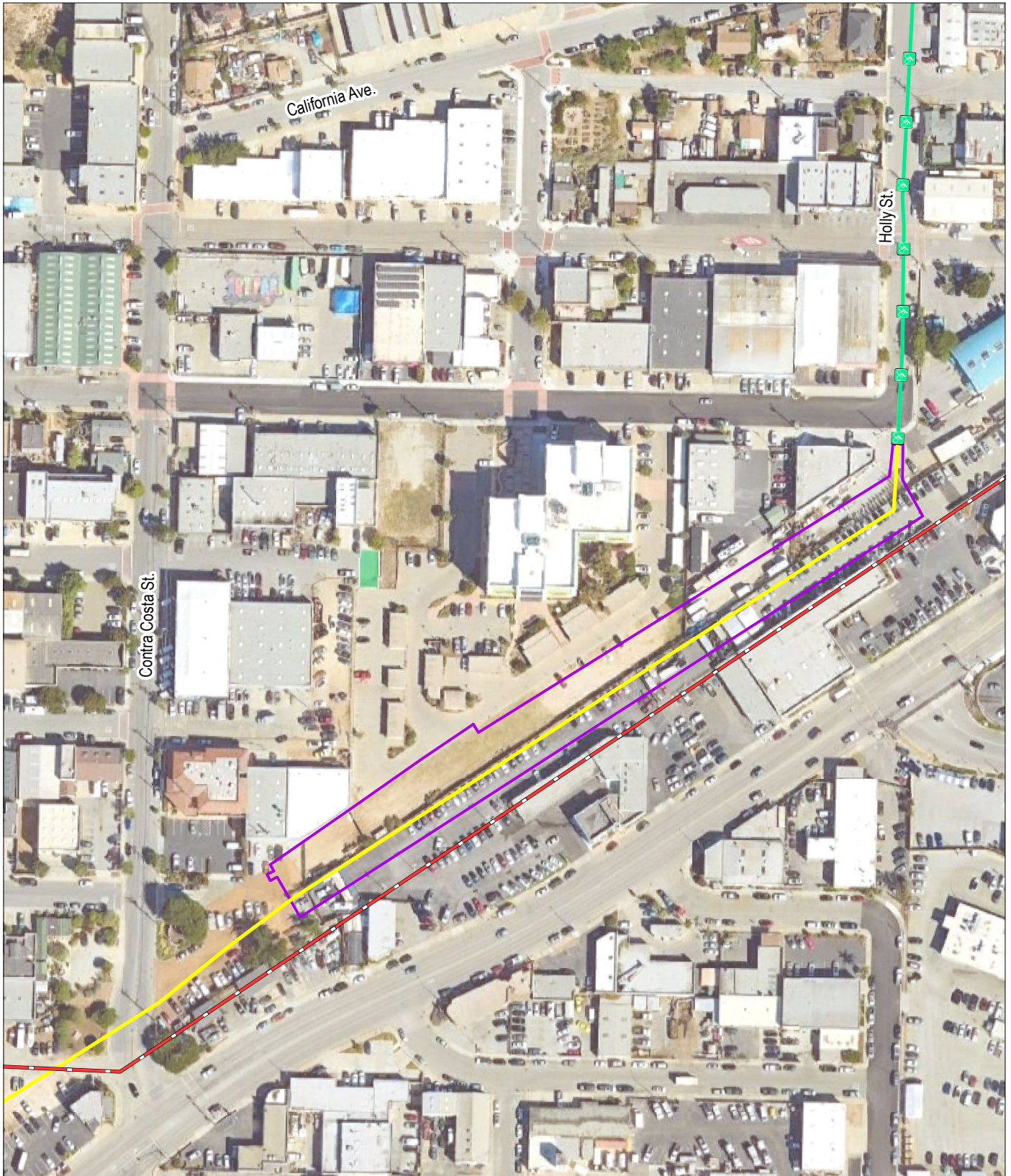
-  City Limit
-  Potential Parking Locations

-  MST SURF Line Station Proposed Location
-  Proposed Bike Trail Route

Source: Monterey County GIS 2023, Google Earth 2023



Figure 2
Multiuse Trail Section 1
 MST SURF Station



City Limit



Proposed Bike Trail Route



Potential Parking Locations



Improved Bike Lanes

Source: Monterey County GIS 2023,
Google Earth 2023

Figure 3

Multiuse Trail Section 2

MST SURF Station





City Limit



Proposed Bike Trail Route



Connection to Monterey
Recreational Trail

Source: Monterey County GIS 2023,
Google Earth 2023

Figure 4

Multiuse Trail Section 3

MST SURF Station





City Limit



Improved Bike Lanes



Potential Parking Locations



Proposed Bike Trail Route

Source: Monterey County GIS 2023, Google Earth 2023

Figure 5

Bike Lane Improvements

MST SURF Station



Memorandum

To: Board of Directors

From: Jefferson Kise, Director of Finance & Administration, Michael Zeller, Director of Programming & Project Delivery

Meeting Date: February 28, 2024

Subject: **Draft Overall Work Program, Budget, and Integrated Funding Strategy**

RECOMMENDED ACTION:

Draft Overall Work Program, Budget, and Integrated Funding Strategy:

1. **AUTHORIZE** the Executive Director to submit the draft fiscal year 24/25 Overall Work Program to Caltrans for initial review;
2. **PROVIDE** direction and guidance to staff on the three-year budget for fiscal years 24/25 through 26/27, the Overall Work Program for fiscal year 24/25, and the 2024 Integrated Funding Strategy; and
3. **DIRECT** the Executive Director to bring the final three-year budget, one-year Overall Work Program, and the 2024 Integrated Funding Strategy back to the Board on May 22, 2024 for approval.

SUMMARY:

Authorization to submit the draft Overall Work Program for fiscal year 2024/25 is necessary to meet Caltrans's review deadline. The Agency continues to control expenditures to stay within its current year's budget, and maintains a prudent cash reserve. The Overall Work Program describes the activities that the Agency will undertake during the next fiscal year and provides the basis for the 2024/25 budget.

FINANCIAL IMPACT:

The Transportation Agency gets the majority of its funding from state sources. The funding is usually specific to the project or program for which it is granted and cannot be used to cover expenditures of a different project or program, e.g., the funding received for the call box program can only be used for motorist aid programs. The use of state funding is approved by Caltrans in the annual Overall Work Program.

The Agency's budget separates expenditures into two types: operating and direct programs. Operating expenditures include salaries and benefits, materials and supplies, and equipment. Direct program expenditures for outside consultants, construction contracts, and ongoing project and program delivery with continuous funding, such as Freeway Service Patrol and Call Boxes, are in the Agency's budget and the Overall Work Program. The budgeting process was changed in fiscal year (FY) 2021/22 so that regional projects such as the Monterey County Rail Extension and Measure X programs are now listed in the Integrated Funding Strategy. The two documents are intended to complement each other, but not necessarily add up. Agency staff time spent working on regional projects continues to be included in the Agency's budget. Direct expenses for these regional projects

are only included in the Integrated Funding Plan.

Operating: The proposed fiscal year 2024-2025 operating expenditure budget is \$3,926,133, a net increase over fiscal year 2023-2024 of \$142,653.

Direct Program: The proposed fiscal year current direct program expenditure budget is \$5,642,276, an increase over fiscal year 23/24 of \$1,880,203. This increase is primarily due to Safe Routes to School program and FORTAG construction management.

DISCUSSION:

Three-Year Budget:

Attachment 1 is the budget for the three-year period from July 1, 2024, to June 30, 2027. Staff proposed several assumptions for the operating budget, which were reviewed by the Executive Committee in January 2024. At this meeting, staff proposed a 3-4% Cost of Living Adjustment (COLA), as the Consumer Price Index (CPI) inflation number for 2023 came in at 3.5% and over the past 10 years the TAMC cost of living adjustments lag the CPI for All Urban Consumers by 7.2%. The Executive Committee requested more research be done into other agency COLA rates and other measures of CPI. Staff obtained data from nine other agencies whose average COLA for FY 24-25 is 4.7%, and staff researched the CPI for Urban Wage Earners, which came in at 3.8% for the 12 months ending December 2023. The draft budget includes a 3.8% COLA increase. Were the board to elect a COLA in line with the research, a 4.5% COLA would add \$14,509 in salaries and \$3,636 in fringe benefits to the projected FY24-25 operating costs.

The January 2024 Executive Committee meeting discussion also introduced long range administration initiatives regarding computer systems and office space. Allowances for both are included in the future years FY25/26 and FY26/27 of the draft budget.

Operating Revenues:

The Agency receives regular state planning and related operating funds from three primary state sources: Rural Planning Assistance; Planning, Programming and Monitoring funds; and Local Transportation Funds. Since November 2016, 1% of the originally forecasted revenues for Measure X administration have also been budgeted. TAMC receives funding related to specific project and program administration from several sources, which are estimated conservatively: Service Authority for Freeways and Expressways program; state rail project grants; Measure X project/program funds; and railroad lease revenues. Staff will continue to budget staff time for grants, such as the Safe Routes to School. In FY 16/17, the Congestion Management Program assessment on cities and counties was changed to a Regional Transportation Planning Assessment; the contribution amounts will stay at the same dollar level as in prior years and monies will need to be paid from a local funding source. Staff time will be billed to all of these revenue sources, and expenditures will be tightly controlled.

The Transportation Agency continues to subsidize the activities of the Regional Impact Fee Agency. The budget is projecting the annual use of \$20,000 in fee revenue to pay for operating expenses, although the ongoing annual cost to the Transportation Agency for this activity is much higher. Expenditures on regional fee activities are being tracked with the expectation that this cost will be repaid to the Transportation Agency as more fees are collected in the future.

Potential revenue risks to the agency include a reduction in annual state planning fund allocations and minimal new development and therefore reduced administration funds for the Regional Development Impact Fee Agency. No state planning fund source is forecasted to be reduced over the three-year period covered in this budget. Should major revenue reductions occur, the agency would

have to reevaluate its revenues, costs, and mission to determine essential vs. discretionary activities. Billing staff time to specific projects, when possible, will continue to be a priority.

Operating Expenses:

A 3.8% cost of living allowance is proposed for FY 24/25. Merit increases and promotions will continue to be available, subject to performance. Funds are also being budgeted to conduct a compensation study which has not been done in over a decade.

The draft budget position control report reflects the addition of a Contracts Manager position. This would be a new position for the agency, the purpose of which would be to centralize procurement expertise, vendor solicitation, contracting, and ongoing contract management. The agency has a current open position for a part-time accounting clerk, and resumes budgeting for internships.

In order to seek ways to restrain rising health care costs, while still providing and protecting quality care, the Agency revised its cafeteria health benefit allowance for its active employees in FY 2011/12. The changes eliminated several variables that existed, permitted the Agency to better forecast its obligation under the cafeteria plan, and reduced the liability for future premium increases. Employees have the flexibility to choose from several plans that are offered by CalPERS. In order to offset recent premium cost increases, a change to TAMC's cafeteria plan health allowance is proposed, which would result in an increase of \$138.16 per month for general employees and \$276.35 per month for management as of FY 2024/25. The last change to this allowance was made in FY 23/24. However, the cash-out allowance amount will remain at \$375 in order to be in compliance with statutory regulations.

The Agency contribution to CalPERS in FY 2024/25 is projected to be slightly higher than last year. The Agency paid off its side-fund liability in December 2013 and made a sizable payment towards its unfunded liability in June 2016. These two factors help in keeping contributions lower than they would otherwise have been. The Public Employees' Pension Reform Act of 2013 continues to help curtail the agency's costs in the future due to the establishment of a 2nd tier, 3-year averaging, and required sharing of employee contributions with future new members. All Agency employees pay a total contribution of 3.5% towards their CalPERS. These contributions help cover increases in CalPERS retirement costs and have brought the member share by employees at the payment percentage recommended in the pension reform law.

The agency's lessor has given notice that the current lease will not be renewed, which means the agency must have new office space by the end of 2027. The FY26/27 period of the draft budget reflects the estimated cost of purchasing a building for TAMC's office.

Direct Program:

Projects, programs, and consultant work are funded out of the Direct Program budget. For example, the traffic counts program is funded by the Regional Surface Transportation Program. Caltrans audit repayment, Public Outreach, and State and Federal legislative costs are funded from the unassigned reserve. Regional Development Impact Fees have been designated by Board action to pay for project costs related to Highway 156 improvements and the Highway 68 Monterey to Salinas Scenic Highway corridor. The budgeting process was changed in FY 21/22 so that capital expenditures, e.g., the Monterey County Rail Extension project, are incorporated into the Integrated Funding Plan, while ongoing programs, e.g., Freeway Service Patrol (FSP) and the travel demand management program "Go831", remain in the budget. As a result of good fiscal management, the Agency has added to its reserve in past years. As designated in its Governmental Accounting Standards Board (GASB) 54 fund balance policy, the Agency will continue to maintain a minimum of a six-month operating budget balance in its undesignated reserve. As requested by the Executive Committee, any excess over the six-month level is designated as a "contingency" fund to cover short-term revenue shortfalls or

unanticipated expenses. A portion of the undesignated contingency fund is forecast to be used in some of the three budget years for Operating and Direct Program activities.

Overall Work Program:

The annual Agency Overall Work Program (**attachment 2** is a summary; the full OWP is online as a **web attachment**) describes the activities to be accomplished during the fiscal year beginning July 1 and ending June 30. After the draft Overall Work Plan is approved by the Transportation Agency Board of Directors at their February meeting, the draft plan will be submitted to Caltrans, who reviews the document and provides comments on the state-funded activities in the plan. Agency staff then incorporates comments from Caltrans, as well as comments received from the Transportation Agency Board, into a final proposed Overall Work Program to be presented to the Board of Directors in May for adoption in conjunction with the fiscal year 2024/25 budget.

Integrated Funding Strategy:

The Agency's initial Integrated Funding Strategy, developed in 2017, was designed to identify projects and programs 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 Strategy are the regional share of Measure X, Monterey County's share of the State Transportation Improvement Program, and the various Senate Bill 1 formula and grant funding programs.

The draft 2024 Integrated Funding Strategy (**attachment 3**) updates the 2023 version of the strategy with the latest funding and timing information for the projects and programs. The 2024 version of the strategy includes a few additional projects to be consistent with staff work identified in the budget and work program.

Project development phases do not naturally follow the Agency's July 1 to June 30 fiscal year calendar. Past Agency budgets included direct project costs, such as property acquisitions for the Monterey County Rail Extension. These costs would often carry over from year-to-year, artificially inflating the Agency's direct budget. The Integrated Funding Plan covers all expenses associated with a given project. More closely aligning the Integrated Funding Plan with the Budget and Overall Work Program provides a summary of the project's and program's timing and funding while allowing the Budget and Overall Work Program to focus on the Agency's planning activities and ongoing programs, e.g., Freeway Service Patrol, Call Boxes, and Go 831 traveler information program.

Draft 2024/25 Overall Work Program & 2024 Integrated Funding Strategy Highlights, by Agency Goal:

Deliver Projects (and Programs)

Measure X administration and implementation, including:

- Work with Caltrans on state highway projects:
 1. Monterey to Salinas Highway 68 Corridor: environmental review, final engineering design, and construction;
 2. Highway 156/Castroville Boulevard Interchange: funding construction; and,
 3. US 101 Safety Improvements – South of Salinas: initiate the environmental and preliminary engineering phases of the project.
- Imjin Road Improvements: work with the City of Marina to complete construction and support public information and outreach activities.
- Highway 1 SURF! busway and bus rapid transit project on the Monterey Branch Rail Line: work with MST on final design, funding, and construction.
- SR 156-Blackie Road Extension: coordinate with the County of Monterey to complete

environmental review and preliminary engineering.

- Fort Ord Regional Trail and Greenway: initiate construction for the Canyon Del Rey/SR 218 segment; coordinate with Federal Highways Administration on the Federal Lands Access Program grant segment; complete final design engineering for the California Avenue segment; and pursue grant funding for other Fort Ord Regional Trail and Greenway segments.
- Habitat Preservation/Advance Mitigation: pursue advanced mitigation opportunities based on the the Regional Conservation Investment Strategy.
- Safe Routes to School: continue implementing the Salinas Valley Safe Routes to Schools grant as part of a coordinated effort to advance education, enforcement, and engineering improvements to reduce collisions and encourage active transportation to improve the health of school children; and initiate work on the North Monterey County Safe Routes to Schools plan.
- Senior and Disabled Mobility program: oversee programs funded in the third grant cycle and develop and prepare for the fourth grant cycle.

Non-Measure X Projects:

- Monterey County Rail Extension: Continue the right-of-way acquisition and final design for the layover facility and Gilroy station modifications portions of the project; continue environmental review for the Pajaro Multimodal Station.
- King City Multimodal Transit Center: Work with city and regional partners to secure full funding for the first phase of the King City train station project.
- Active Transportation Support Program (formerly "Bicycle Secure Program"): fund racks, lockers and related secure storage for bicycles, skateboards, and scooters; bicycle safety trainings, and bicycle and pedestrian support kits.
- Highway 1 Elkhorn Slough: pursue additional funding to initiate a Planning and Environmental Linkages study and Project Initiation Documents for multimodal projects that address sea level rise and climate adaptation for the transportation facilities in and adjacent to Elkhorn Slough.

Maximize Funding

- Matching grants: work to secure Senate Bill (SB) 1 grants, potential new federal funding, and other matching grants for priority projects.
- Planning grants: evaluate the need for future corridor studies and safe routes to school grants. Begin implementation of any planning grants received in the prior cycle.
- Other agencies: assist Caltrans, Monterey-Salinas Transit, and member agencies in securing funding and delivering transportation improvements. Emphasis will be on supporting member agencies' Active Transportation Program applications and grant programs for the SR 156 / Castroville Boulevard Interchange and Scenic State Route 68 projects.

Communicate Early and Often

- Continue high level of public interaction during project development and construction. Projects that will be a focus of agency outreach are:
 1. Imjin Road Widening improvements,
 2. Segments 1-3 of the Fort Ord Regional Trail and Greenway project,
 3. SR 156 / Castroville Boulevard Interchange project,
 4. US 101 South of Salinas, and
 5. The Scenic State Route 68 project.

- Prepare Agency and Measure X annual report.
- Assist member agencies with public outreach.
- Continue ongoing agency media outreach, staff and Board member education.

Prepare for the Future

- Implement the Agency’s Racial Equity Program.
- Invest in transportation solutions that promote the safe travel of all modes and decrease fatalities and injuries for all travel modes through a Vision Zero strategy.
- Continue developing the 2026 Regional Transportation Plan.
- Participate in state and federal policy discussions advocating for the policies adopted in the Agency's legislative platform.
- Participate in Central Coast Counties efforts to coordinate electric vehicle charging infrastructure for freight and interregional passenger vehicle travel.
- Monitor emerging transportation technologies including autonomous cars and trucks and Urban Air Mobility.
- Complete streets: support local use of bicycle and pedestrian safety improvements as part of a “complete streets” policy.
- Intersection safety and roundabouts: continue to evaluate and support the installation of new engineering designs for intersections to improve safety.
- SAFE Callbox Program: coordinate with CHP to complete the removal of underutilized call boxes.
- Blue Zones: coordinate with the Blue Zone health and longevity program to promote active transportation and related safety improvements as the program expands countywide.

The next steps in the process are to present the draft budget, Overall Work Program, and Integrated Funding Strategy to the Board of Directors in February and in May to bring the final versions of the documents to the Executive Committee for review and the Board of Directors for adoption.

ATTACHMENTS:

1. FY 2024-2027 Draft Budget
2. Overall Work Program Summary - FY24/25
3. 2024 Integrated Funding Strategy - DRAFT

WEB ATTACHMENTS:

[FY24/25 Overall Work Program - DRAFT](#)

**TRANSPORTATION AGENCY
FOR MONTEREY COUNTY**

**3 YEAR
BUDGET**

FISCAL YEARS

2024 - 2025

to

2026 - 2027

TAMC-3 YEAR BUDGET JULY 1, 2024 - JUNE 30, 2027

TOTAL REVENUE & EXPENDITURES - SUMMARY

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE
	FY 23/24 Approved	FY 24/25 Estimated	FY 25/26 Estimated	FY 26/27 Estimated	FY 23/24 BUDGET vs FY 22-23 APPROVED
Operating Revenue	\$3,783,480	\$3,926,133	\$4,080,001	\$4,232,367	
Direct Program Revenue	\$3,762,073	\$5,642,276	\$5,159,501	\$5,650,094	50.0%
TOTAL REVENUE	\$7,545,553	\$9,568,409	\$9,239,502	\$9,882,461	26.8%
Operating Expenditures	\$3,783,480	\$3,926,133	\$4,080,001	\$4,232,367	3.8%
Direct Program Expenditures	\$3,762,073	\$5,642,276	\$5,159,501	\$5,650,094	50.0%
TOTAL EXPENDITURES	\$7,545,553	\$9,568,409	\$9,239,502	\$9,882,461	26.8%
REVENUE MINUS EXPENDITURES	\$0	\$0	\$0	\$0	

TAMC-3 YEAR BUDGET JULY 1, 2024 - JUNE 30, 2027

TOTAL REVENUE BY SOURCE

SOURCE OF REVENUE	FY PLAN	FUTURE 3 YR BUDGET			4 Years Cumulative Impact	% CHANGE FY 24/25 BUDGET vs FY 23-24 APPROVED
	FY 23/24 Approved	FY 24/25 Estimated	FY 25/26 Estimated	FY 26/27 Estimated		
Federal Grants-Operating	\$0	\$40,000	\$0	\$0		
Federal Grants-Direct	\$0	\$600,000	\$600,000	\$600,000		
State Grants-Operating	\$1,984,240	\$2,266,145	\$2,246,214	\$2,304,410		14.2%
State Grants-Direct	\$1,119,932	\$2,444,905	\$2,998,313	\$3,473,981		118.3%
RSTP-Direct	\$1,493,800	\$1,131,800	\$131,800	\$131,800		-24.2%
Local Funds-Operating	\$1,365,702	\$1,473,788	\$1,375,051	\$1,386,136		7.9%
Local Funds-Direct	\$400,060	\$1,195,621	\$1,195,621	\$1,260,546		198.9%
Sub Total Revenue	\$6,363,734	\$9,152,259	\$8,546,999	\$9,156,873		43.8%
SAFE Reserve Surplus/(Usage)	(\$275,638)	(\$274,767)	(\$270,767)	(\$270,767)	(\$1,091,939)	-0.3%
Rail-Leases ROW-Reserve Surplus/(Usage)	(\$8,000)	(\$8,000)	(\$8,000)	(\$8,000)	(\$32,000)	0.0%
Undesig. Contingency Surplus/(Usage)-Oper.	(\$50,538)	\$491,231	\$184,750	\$86,666	\$712,108	-1072.0%
Undesig. Contingency Surplus/(Usage)-Direct	(\$847,643)	(\$380,186)	(\$348,000)	(\$298,000)	(\$1,873,829)	-55.1%
Total Contingency Fund Surplus/ (Usage)	(\$1,181,820)	(\$171,722)	(\$442,017)	(\$490,101)	(\$2,285,660)	-85.5%
Interest Income		\$244,431	\$230,000	\$215,000		
TOTAL REVENUE	\$7,545,553	\$9,568,412	\$9,239,502	\$9,882,460		26.8%

TAMC-3 YEAR BUDGET JULY 1, 2024 - JUNE 30, 2027

OPERATING REVENUE

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE	\$ CHANGE
	FY 23/24 Approved	FY 24/25 Estimated	FY 25/26 Estimated	FY 26/27 Estimated	FY 24/25 BUDGET vs FY 23-24 APPROVED	FY 24/25 BUDGET vs FY 23-24 APPROVED
OPERATING REVENUE						
FEDERAL PLANNING GRANTS						
Monterey County Regional Vision Zero Plan	\$ -	\$ 40,000	\$ -	\$ -		
SUB TOTAL FEDERAL GRANTS	\$ -	\$ 40,000	\$ -	\$ -		\$40,000
STATE PLANNING GRANTS						
Local Transportation Fund	\$ 908,485	\$ 908,485	\$ 908,485	\$ 908,485	0.0%	\$0
Planning, Programming & Monitoring	\$ 201,000	\$ 277,000	\$ 277,000	\$ 277,000	37.8%	\$76,000
Rural Planning Assistance	\$ 422,000	\$ 422,000	\$ 392,000	\$ 392,000	0.0%	\$0
Complete Streets Project Implementation/SRTS-RSTP TAMC	\$ 110,000	\$ 88,000	\$ 88,000	\$ 88,000	-20.0%	-\$22,000
Alisal Greening -Clean Calif.	\$ 19,208	\$ -	\$ -	\$ -		-\$19,208
	\$ -	\$ -	\$ -	\$ -		\$0
Salinas Valley SRTS	\$ 1,184	\$ -	\$ -	\$ -		-\$1,184
Rail Extension to Salinas-Operating	\$ 275,000	\$ 275,000	\$ 275,000	\$ 275,000		\$0
ADA access program	\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000		\$0
ATP Cycle 5 Broadway Ave Complete Street Corridor	\$ 3,020	\$ 37,021	\$ 37,021	\$ 37,021		\$34,001
ATP Cycle 6 Alisal Safe Routes to School	\$ 1,500	\$ 2,025	\$ 2,025	\$ 2,025		\$525
ATP Cycle 6 Harden Parkway Safe Routes to School	\$ 12,800	\$ 20,800	\$ 30,869	\$ 30,869		\$8,000
ATP Cycle 6 San Antonio Path & Safe Routes to School	\$ 12,800	\$ 41,632	\$ 41,632	\$ 41,632		\$28,832
ATP Cycle 6 FORTAG & SRTS	\$ 8,243	\$ 17,718	\$ 17,718	\$ 17,718		\$9,475
Elkhorn Slough Climate Resiliancey	\$ -	\$ 66,667	\$ 66,667	\$ 66,667		\$66,667
N. Monterey Cnty SRTS	\$ -	\$ 38,797	\$ 38,797	\$ 96,993		\$38,797
Pajaro/Watsonville Multimodal Station	\$ -	\$ 62,000	\$ 62,000	\$ 62,000		\$62,000
SUB TOTAL STATE GRANTS	\$ 1,984,240	\$ 2,266,145	\$ 2,246,214	\$ 2,304,410	14.2%	\$281,905
LOCAL PLANNING CONTRIBUTIONS						
Regional Transportation Planning Assessment	\$ 243,076	\$ 243,076	\$ 243,076	\$ 243,076	0.0%	\$0
Impact Fee - Program Administration	\$ 10,000	\$ 20,000	\$ 20,000	\$ 20,000	100.0%	\$10,000
Sales Tax Authority Administration Fees	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	0.0%	\$0
Measure X Projects/Programs	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	0.0%	\$0
Alisal Greening -Clean Calif.-Measure X match	\$ 5,764	\$ -	\$ -	\$ -	-100.0%	-\$5,764
SRTS-ATP Cycle 4 Every Child-Measure X match	\$ -	\$ -	\$ -	\$ -		\$0
Salinas Safe Routes to School -Measure X match	\$ -	\$ -	\$ -	\$ -		\$0
Salinas Valley SRTS-Measure X match	\$ 2,305	\$ 95,314	\$ -	\$ -		\$93,009
Marina Rec Rail	\$ -	\$ 3,423	\$ -	\$ -		\$3,423
ATP Cycle 6 FORTAG & SRTS - Match	\$ 4,557	\$ 4,585	\$ 4,585	\$ 4,585	0.6%	\$28
N. Monterey Cnty SRTS - Measure X Match	\$ -	\$ 7,390	\$ 7,390	\$ 18,475		\$7,390
SUB TOTAL LOCAL FUNDS	\$ 1,365,702	\$ 1,473,788	\$ 1,375,051	\$ 1,386,136	7.9%	\$108,086
OTHER CONTRIBUTIONS						
FSP- Staff Support	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	0.0%	\$0
SAFE- Staff Support	\$ 40,000	\$ 50,000	\$ 40,000	\$ 40,000	25.0%	\$10,000
SAFE- Go831 Staff Support/Vision Zero	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	0.0%	\$0
Rail-Monterey Branch Line /Leases Staff Support	\$ 58,000	\$ 58,000	\$ 58,000	\$ 58,000	0.0%	\$0
SUB TOTAL STAFF SUPPORT	\$ 383,000	\$ 393,000	\$ 383,000	\$ 383,000	2.6%	\$10,000
Sub Total Operating Revenue	\$ 3,732,942	\$ 4,172,933	\$ 4,004,265	\$ 4,073,546	11.8%	\$439,991
Interest Income	\$ -	\$ 244,431	\$ 230,000	\$ 215,000		
Reserves: Usage / (Contribution)	\$ 50,538	\$ (491,231)	\$ (154,264)	\$ (56,180)	-1072.0%	(\$541,769)
TOTAL OPERATING REVENUE	\$ 3,783,480	\$ 3,926,133	\$ 4,080,001	\$ 4,232,367	3.8%	\$142,653

**TAMC- OPERATING REVENUE CHANGES FY 2023-2024
FROM FY 2022-2023 APPROVED BUDGET**

<u>Operating Revenue</u>	FY 23-24 APPROVED BUDGET	FY 24-25 PROPOSED BUDGET	FY 24/25 BUDGET vs FY 23-24	
			\$ CHANGE	% CHNG
1 <u>FEDERAL PLANNING GRANTS</u>	\$0	\$40,000	\$40,000	
2 <u>STATE PLANNING GRANTS</u>	\$1,984,240	\$2,266,145	\$281,905	14.2%
Local Transportation Fund (Current)- LTF	\$908,485	\$908,485	\$0	0.0%
Planning & Programming -PPM	\$201,000	\$277,000	\$76,000	37.8%
Rural Planning Assistance-RPA	\$422,000	\$422,000	\$0	0.0%
Complete Streets Project Implementation/SRTS	\$110,000	\$88,000	-\$22,000	-20.0%
Alisal Greening -Clean Calif.	\$19,208	\$0	-\$19,208	-100.0%
Salinas Valley SRTS	\$1,184	\$0	-\$1,184	-100.0%
Rail Extension to Sailnas-Operating	\$275,000	\$275,000	\$0	0.0%
ADA access program (UBER/LYFT)	\$9,000	\$9,000	\$0	0.0%
ATP Cycle 5 Broadway Ave Complete Street Corridor	\$3,020	\$37,021	\$34,001	1125.9%
ATP Cycle 6 Alisal Safe Routes to School	\$1,500	\$2,025	\$525	35.0%
ATP Cycle 6 Harden Parkway Safe Routes to School	\$12,800	\$20,800	\$8,000	62.5%
ATP Cycle 6 San Antonio Path & Safe Routes to School	\$12,800	\$41,632	\$28,832	225.3%
ATP Cycle 6 FORTAG & SRTS	\$8,243	\$17,718	\$9,475	114.9%
Elkhorn Slough Climate Resiliancecy	\$0	\$66,667	\$66,667	
N. Monterey Cnty SRTS	\$0	\$38,797	\$38,797	
Pajaro/Watsonville Multimodal Station	\$0	\$62,000	\$62,000	
3 <u>LOCAL PLANNING FUNDS</u>	\$1,365,702	\$1,473,788	\$108,086	7.9%
Regional Transportation Planning Assessment	\$243,076	\$243,076	\$0	0.0%
Sales Tax Authority Administration Fees	\$200,000	\$200,000	\$0	0.0%
Measure X Projects/Programs	\$900,000	\$900,000	\$0	0.0%
Alisal Greening -Clean Calif.-Measure X match	\$5,764	\$0	-\$5,764	-100.0%
SRTS-ATP Cycle 4 Every Child-Measure X match	\$0	\$0	\$0	
Salinas Safe Routes to School -Measure X match	\$0	\$0	\$0	
Salinas Valley SRTS-Measure X match	\$2,305	\$95,314	\$93,009	4034.3%
Marina Rec Rail	\$0	\$3,423	\$3,423	
ATP Cycle 6 FORTAG & SRTS - Match	\$4,557	\$4,585	\$28	0.6%
N. Monterey Cnty SRTS - Measure X Match	\$0	\$7,390	\$7,390	
4 <u>OTHER CONTRIBUTIONS</u>	\$383,000	\$393,000	\$10,000	2.6%
FSP- Staff Support	\$35,000	\$35,000	\$0	0.0%
SAFE- Staff Support	\$40,000	\$50,000	\$10,000	25.0%
SAFE- Go831 Staff Support	\$250,000	\$250,000	\$0	0.0%
Rail-Monterey Branch Line /Leases Staff Support	\$58,000	\$58,000	\$0	0.0%
5 <u>INTEREST INCOME</u>	\$0	\$244,431	\$244,431	
6 <u>UNDESIGNATED CONTINGENCY SURPLUS/ (USAGE)</u>	(\$50,538)	\$491,231	\$541,769	-1072.0%
OPERATING REVENUE TOTAL	\$3,783,480	\$3,926,133	\$142,653	3.8%

**TAMC- OPERATING EXPENSE CHANGES
FY 24-25 BUDGET vs FY 23-24 APPROVED**

<u>Operating Expenses</u>	FY 23-24 APPROVED BUDGET	FY 24-25 PROPOSED BUDGET	FY 24/25 BUDGET vs FY 23-25	
			\$ CHANGE	% CHNG
1 Salaries Changes Cost of Living Adjustments Step increases/Promotions Contract Manager Position Added	\$2,183,553	\$2,209,234	\$25,682	1.2%
2 Fringe Benefit Changes Health benefits and others PERS contributions & unfunded liability	\$1,001,370	\$1,097,721	\$96,351	9.6%
3 Materials and Services Changes Accounting Services- OPEB/GASB 75 Insurance (Liability, Crime & Property) Rent (Utilities &Janitorial Incl.) Supplies	\$588,557	\$609,178	\$20,620	3.5%
4 Depreciation/Amortization Changes	\$ 10,000	\$10,000	\$0	0.0%
OPERATING EXPENSE TOTAL	\$ 3,783,480	\$ 3,926,133	\$ 142,653	3.8%

TAMC-3 YEAR BUDGET JULY 1, 2024 - JUNE 30, 2027

CAPITAL OUTLAY

<u>CAPITAL OUTLAY</u>	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE	\$ CHANGE
	FY 23/24 Approved	FY 24/25 Estimated	FY 25/26 Estimated	FY 26/27 Estimated	FY 24/25 BUDGET vs FY 23-24 APPROVED	FY 24/25 BUDGET vs FY 23-24 APPROVED
Vehicle Replacement	\$0	\$45,000	\$0	\$0		\$45,000
TAMC Office	\$0	\$0	\$0	\$4,000,000		\$0
TOTAL CAPITAL OUTLAY	\$0	\$45,000	\$0	\$4,000,000		\$45,000

TAMC-3 YEAR BUDGET JULY 1, 2024 - JUNE 30, 2027

Direct Program - Summary

WE	Direct Program Description	Revenue Source	FY PLAN				FUTURE 3 YR BUDGET				FY 24/25 BUDGET vs FY 23-24	
			FY 23/24 Approved	FY 24/25 Estimated	FY 25/26 Estimated	FY 26/27 Estimated	FY 24/25 Estimated	FY 25/26 Estimated	FY 26/27 Estimated	\$ CHANGE	% CHNG	
0000	Caltrans audit repayment (fy 15-16 thru fy 24-25)	Oper Resv	Oper Resv	\$82,186	\$82,186	\$0	\$0	\$0	\$0	\$0	0%	
1020	Triennial Audit	Oper Resv	Oper Resv	\$0		\$50,000	\$0	\$0	\$0			
1122	Legislative Advocates	Oper Resv	Oper Resv	\$159,000	\$159,000	\$159,000	\$159,000	\$0	\$0	\$0	0%	
1130	Public Outreach Program	Oper Resv	Oper Resv	\$70,000	\$70,000	\$70,000	\$70,000	\$0	\$0	\$0	0%	
1130	Public Outreach Software	Oper Resv	Oper Resv	\$49,000	\$49,000	\$49,000	\$49,000	\$0	\$0	\$0	0%	
1770	Freeway Service Patrol	State	FSP	\$232,206	\$230,320	\$230,320	\$230,320	-\$1,886			-1%	
1770	FSP-SAFE Match (25% FSP Grant)	State	FSP	\$58,051	\$57,580	\$57,580	\$57,580	-\$471			-1%	
1770	FSP- Staff Support	Operating	FSP	(\$35,000)	(\$35,000)	(\$35,000)	(\$35,000)	\$0			0%	
1770	Freeway Service Patrol-SB1	State	FSP	\$181,520	\$179,920	\$179,920	\$179,920	-\$1,600			-1%	
1770	FSP-SAFE Match (25% FSP Grant)-SB1	State	FSP	\$45,380	\$44,980	\$44,980	\$44,980	-\$400			-1%	
1780	SAFE	State	SAFE	\$340,000	\$340,000	\$340,000	\$340,000	\$0			0%	
1780	SAFE - FSP Match	State	SAFE	(\$58,051)	(\$57,580)	(\$57,580)	(\$57,580)	\$471			-1%	
1780	SAFE - FSP Match-SB1	State	SAFE	(\$45,380)	(\$44,980)	(\$44,980)	(\$44,980)	\$400			-1%	
1780	SAFE- Staff Support	Operating	SAFE	(\$40,000)	(\$40,000)	(\$40,000)	(\$40,000)	\$0			0%	
1790	SAFE- Go831 Staff Support	Operating	SAFE	(\$250,000)	(\$250,000)	(\$250,000)	(\$250,000)	\$0			0%	
1780	SAFE- Reserve (Surplus)/Usage	reserve	SAFE	\$275,638	\$274,767	\$270,767	\$270,767	-\$871			0%	
1791	Monterey County Regional Vision Zero Plan	Fed	Fed	\$0	\$600,000	\$600,000	\$600,000	\$600,000				
1791	Monterey County Regional Vision Zero Plan	State	SAFE	\$0	\$150,000	\$150,000	\$150,000	\$150,000				
2310	Traffic Counts/Bike & Ped	RSTP TAMC	RSTP TAMC	\$43,800	\$43,800	\$43,800	\$43,800	\$0			0%	
6145	Bike Map update	Oper Resv	Oper Resv	\$0	\$0	\$0	\$0	\$0				
6148	Bike and Ped Events/Active Trans. Program	Local	TDA	\$57,500	\$0	\$0	\$0	-\$57,500			-100%	
6220	RTP/EIR update shared	State	RPA	\$0	\$22,517	\$37,500	\$37,500	\$22,517				
6220	RTP/EIR update shared	State	PPM	\$0	\$13,046	\$0	\$0					
6262	RDIF Validation & Nexus Study	Local	RDIF	\$0	\$0	\$0	\$0	\$0				
6550	Active Transportation Support Program	RSTP TAMC	RSTP TAMC	\$0	\$0	\$0	\$0	\$0				
6550	On Call Engg.	RSTP TAMC	RSTP TAMC	\$100,000	\$88,000	\$88,000	\$88,000	-\$12,000			-12%	
6729	Salinas Safe Routes to School -Measure X match	Local	Measure X	\$0	\$0	\$0	\$0	\$0				
6730	Salinas Valley Safe Routes to School SB1	State	SB1-Adapt.	\$96,256	\$0	\$0	\$0	-\$96,256			-100%	
6730	Salinas Valley Safe Routes to School -Measure X match	Local	Measure X	\$18,335	\$0	\$0	\$0	-\$18,335			-100%	
6731	Monterey Cnty Regional Transp. Vulnerability Assmnt	State	State	\$0	\$61,464	\$66,831	\$201,655	\$61,464				
6731	Monterey Cnty Regional Transp. Vulnerability Assmnt	State	RPA	\$0	\$24,710	\$14,320	\$48,977	\$24,710				
6732	N Monterey County SRTS	State	State	\$0	\$227,239	\$227,239	\$568,098	\$227,239				
6732	N Monterey County SRTS - Measure X match	Local	Measure X	\$0	\$43,284	\$43,284	\$108,209	\$43,284				
7103	ATP Cycle 5 Broadway Ave Complete Street Corridor	State	State	\$1,906	\$299,677	\$299,677	\$299,677	\$297,771			15623%	
7104	ATP Cycle 6 Alisal Safe Routes to School	State	State	\$1,702	\$7,802	\$34,672	\$0	\$6,100			358%	
7105	ATP Cycle 6 Harden Parkway Safe Routes to School	State	State	\$35,634	\$0	\$529,627	\$529,627	-\$35,634			-100%	
7106	ATP Cycle 6 San Antonio Path & Safe Routes to School	State	State	\$0	\$718,978	\$718,978	\$718,978	\$718,978				
7303	FORTAG Construction Management	Local	Measure X	\$0	\$897,337	\$897,337	\$897,337	\$897,337				
6803	Rail-Rail Extension -HDR Amendment # 1	Oper Resv	Oper Resv	\$467,457	\$0	\$0	\$0	-\$467,457			-100%	
6803	Rail-Rail Extension -HDR Amendment # 2	RSTP	RSTP	\$1,350,000	\$1,000,000	\$0	\$0	-\$350,000			-26%	
6804	Rail-Leases ROW	Local	Leases	\$210,000	\$210,000	\$210,000	\$210,000	\$0			0%	
6804	Rail-Leases ROW-Staff Support	Operating	Leases	(\$58,000)	(\$68,000)	(\$68,000)	(\$68,000)	-\$10,000			17%	
6804	Rail-Leases ROW-Reserve (Surplus)/Usage	reserve	Leases	\$8,000	\$8,000	\$8,000	\$8,000	\$0			0%	
6807	Rail Leases-Salinas	Oper Resv	Oper Resv	\$20,000	\$20,000	\$20,000	\$20,000	\$0			0%	
7102	Alisal Greening -Clean Calif.	State	State	\$230,708	\$0	\$0	\$0	-\$230,708			-100%	
7102	Alisal Greening -Clean Calif.-Measure X match	Local	Measure X	\$69,225	\$0	\$0	\$0	-\$69,225			-100%	
7303	ATP Cycle 6 FORTAG & SRTS	State	State	\$0	\$169,229	\$169,229	\$169,229	\$169,229				
8010	Public Outreach Program -Measure X	Local	Measure X	\$40,000	\$40,000	\$40,000	\$40,000	\$0			0%	
8010	Measure X - Materials & Services-Audits etc.	Local	Measure X	\$5,000	\$5,000	\$5,000	\$5,000	\$0			0%	
Total Direct Program Revenue				\$3,762,073	\$5,642,276	\$5,159,501	\$5,650,094	\$1,867,157			49.6%	

TAMC-3 YEAR BUDGET JULY 1, 2024 - JUNE 30, 2027								
Direct Program Revenue- Summary by Funding Source								
WE	Direct Program Description		Revenue Source	CURRENT FY PL				\$ CHANGE FY 24/25 BUDGET vs FY 23-24 APPROVED
				FY 23/24 Approved	FY 24/25 Estimated	FY 25/26 Estimated	FY 26/27 Estimated	
1791	Monterey County Regional Vision Zero Plan	Fed	Fed	\$0	\$600,000	\$600,000	\$600,000	\$600,000
	SUB TOTAL FEDERAL			\$0	\$600,000	\$600,000	\$600,000	\$600,000
1770	Freeway Service Patrol	State	FSP	\$232,206	\$230,320	\$230,320	\$230,320	-\$1,886
1770	FSP-SAFE Match (25% FSP Grant)		FSP	\$58,051	\$57,580	\$57,580	\$57,580	-\$471
1770	Freeway Service Patrol-SB1	State	FSP	\$181,520	\$179,920	\$179,920	\$179,920	-\$1,600
1770	FSP-SAFE Match (25% FSP Grant)-SB1	State	FSP	\$45,380	\$44,980	\$44,980	\$44,980	-\$400
1780	SAFE - FSP Match (25% FSP Grant)	State	SAFE	(\$58,051)	(\$57,580)	(\$57,580)	(\$57,580)	\$471
1780	SAFE - FSP Match (25% FSP Grant)-SB1	State	SAFE	(\$45,380)	(\$44,980)	(\$44,980)	(\$44,980)	\$400
1780	SAFE	State	SAFE	\$340,000	\$340,000	\$340,000	\$340,000	\$0
1791	Monterey County Regional Vision Zero Plan	State	SAFE	\$0	\$150,000	\$150,000	\$150,000	\$150,000
6220	RTP/EIR update shared (RPA)	State	RPA	\$0	\$22,517	\$37,500	\$37,500	\$22,517
6220	RTP/EIR update shared (RPA)	State	PPM	\$0	\$13,049	\$0	\$0	\$0
6730	Salinas Valley Safe Routes to School SB1	State	SB1-Adapt.	\$96,256	\$0	\$0	\$0	-\$96,256
6731	Monterey Cnty Regional Transp. Vulnerability Assmnt	State	State	\$0	\$61,464	\$66,831	\$201,655	\$61,464
6731	Monterey Cnty Regional Transp. Vulnerability Assmnt	State	RPA	\$0	\$24,710	\$14,320	\$48,977	\$24,710
6732	N Monterey County SRTS	State	State	\$0	\$227,239	\$227,239	\$568,098	\$227,239
7103	ATP Cycle 5 Broadway Ave Complete Street Corridor	State	State	\$1,906	\$299,677	\$299,677	\$299,677	\$297,771
7104	ATP Cycle 6 Alisal Safe Routes to School	State	State	\$1,702	\$7,802	\$34,672	\$0	\$6,100
7105	ATP Cycle 6 Harden Parkway Safe Routes to School	State	State	\$35,634	\$0	\$529,627	\$529,627	-\$35,634
7106	ATP Cycle 6 San Antonio Path & Safe Routes to School	State	State	\$0	\$718,978	\$718,978	\$718,978	\$718,978
7102	Alisal Greening -Clean Calif.	State	State	\$230,708	\$0	\$0	\$0	-\$230,708
7303	ATP Cycle 6 FORTAG & SRTS	State	State	\$0	\$169,229	\$169,229	\$169,229	\$169,229
	SUB TOTAL STATE			\$1,119,932	\$2,444,905	\$2,998,313	\$3,473,981	\$1,311,924
2310	Traffic Counts/Bike & Ped			\$43,800	\$43,800	\$43,800	\$43,800	\$0
6550	Active Transportation Support Program	RSTP TAMC	RSTP TAMC	\$0	\$0	\$0	\$0	\$0
6550	On Call Engg.	RSTP TAMC	RSTP TAMC	\$100,000	\$88,000	\$88,000	\$88,000	-\$12,000
6803	Rail-Rail Extension -HDR Amendment # 2	RSTP	RSTP	\$1,350,000	\$1,000,000	\$0	\$0	-\$350,000
	SUB TOTAL RSTP			\$1,493,800	\$1,131,800	\$131,800	\$131,800	-\$362,000
6148	Bike and Ped Events/Active Trans. Program	Local	TDA	\$57,500	\$0	\$0	\$0	-\$57,500
6262	RDIF Validation & Nexus Study	Local	RDIF	\$0	\$0	\$0	\$0	\$0
6729	Salinas Safe Routes to School -Measure X match	Local	Measure X	\$0	\$0	\$0	\$0	\$0
6730	Salinas Valley Safe Routes to School -Measure X match	Local	Measure X	\$18,335	\$0	\$0	\$0	-\$18,335
6732	N Monterey County SRTS - Measure X match	Local	Measure X	\$0	\$43,284	\$43,284	\$108,209	\$0
6804	Rail-Leases ROW	Local	Leases	\$210,000	\$210,000	\$210,000	\$210,000	\$0
7102	Alisal Greening -Clean Calif.-Measure X match	Local	Measure X	\$69,225	\$0	\$0	\$0	-\$69,225
8010	Public Outreach Program -Measure X	Local	Measure X	\$40,000	\$40,000	\$40,000	\$40,000	\$0
8010	Measure X - Material & Services-Audits etc.	Local	Measure X	\$5,000	\$5,000	\$5,000	\$5,000	\$0
7303	ATP Cycle 6 FORTAG & SRTS - Match	Local	Measure X	\$0	\$897,337	\$897,337	\$897,337	\$897,337
	SUB TOTAL LOCAL			\$400,060	\$1,195,621	\$1,195,621	\$1,260,546	\$752,277
0000	Caltrans audit repayment (fy 15-16 thru fy 24-25)	Oper Resv	Oper Resv	\$82,186	\$82,186	\$0	\$0	\$0
1020	Triennial Audit	Oper Resv	Oper Resv	\$0	\$0	\$50,000	\$0	\$0
1122	Legislative Advocates	Oper Resv	Oper Resv	\$159,000	\$159,000	\$159,000	\$159,000	\$0
1130	Public Outreach Program	Oper Resv	Oper Resv	\$70,000	\$70,000	\$70,000	\$70,000	\$0
1130	Public Outreach Software	Oper Resv	Oper Resv	\$49,000	\$49,000	\$49,000	\$49,000	\$0
6145	Bike Map update	Oper Resv	Oper Resv	\$0	\$0	\$0	\$0	\$0
6803	Rail-Rail Extension -HDR Amendment # 1	Oper Resv	Oper Resv	\$467,457	\$0	\$0	\$0	-\$467,457
6807	Rail-Leases - Salinas	Oper Resv	Oper Resv	\$20,000	\$20,000	\$20,000	\$20,000	\$0
	SUB TOTAL OPERATING RESERVE			\$847,643	\$380,186	\$348,000	\$298,000	-\$467,457
1770	FSP- Staff Support	Operating	Operating	(\$35,000)	(\$35,000)	(\$35,000)	(\$35,000)	\$0
1780	SAFE- Staff Support	Operating	Operating	(\$40,000)	(\$40,000)	(\$40,000)	(\$40,000)	\$0
1790	SAFE- Go831 Staff Support	Operating	Operating	(\$250,000)	(\$250,000)	(\$250,000)	(\$250,000)	\$0
6804	Rail-Leases ROW-Staff Support	Operating	Operating	(\$58,000)	(\$68,000)	(\$68,000)	(\$68,000)	-\$10,000
	SUB TOTAL STAFF SUPPORT			(\$383,000)	(\$393,000)	(\$393,000)	(\$393,000)	(\$10,000)
1780	SAFE- Reserve (Surplus)/Usage	State	Reserve	\$275,638	\$274,767	\$270,767	\$270,767	-\$871
6804	Rail-Leases ROW-Reserve (Surplus)/Usage	Local	Reserve	\$8,000	\$8,000	\$8,000	\$8,000	\$0
	SUB TOTAL DIRECT RESERVES			\$283,638	\$282,767	\$278,767	\$278,767	(\$871)
	SUB TOTAL OTHER			\$748,281	\$269,953	\$233,767	\$183,767	(\$478,328)
	Total Direct Program Revenue			\$3,762,073	\$5,642,279	\$5,159,501	\$5,650,094	\$1,823,873

TAMC-3 YEAR BUDGET JULY 1, 2024 - JUNE 30, 2027

Direct Program - Significant Changes

WE	Direct Program Description	Revenue Source	CURRENT YR FY 23/24 Approved	3 YR BUDGET	
				FY 24/25 Estimated	
<u>PROJECTS ADDED</u>					
1791	Monterey County Regional Vision Zero Plan	Fed	Fed	\$0	\$600,000
1791	Monterey County Regional Vision Zero Plan-match	State	SAFE	\$0	\$150,000
6220	RTP/EIR update shared	State	RPA	\$0	\$22,517
6220	RTP/EIR update shared-match	State	PPM	\$0	\$13,046
6731	Monterey Cnty Regional Transp. Vulnerability Assmnt	State	State	\$0	\$61,464
6731	Monterey Cnty Regional Transp. Vulnerability Assmnt-match	State	RPA	\$0	\$24,710
6732	N Monterey County SRTS	State	State	\$0	\$227,239
6732	N Monterey County SRTS - Measure X match	Local	Measure X	\$0	\$43,284
7106	ATP Cycle 6 San Antonio Path & Safe Routes to School	State	State	\$0	\$718,978
7303	FORTAG Construction Management	Local	Measure X	\$0	\$897,337
Sub-Total					\$2,758,575
<u>PROJECTS NOT BUDGETED</u>					
6148	Bike and Ped Events/Active Trans. Program	Local	TDA	\$57,500	\$0
6730	Salinas Valley Safe Routes to School SB1	State	SB1-Adapt.	\$96,256	\$0
6730	Salinas Valley Safe Routes to School -Measure X match	Local	Measure X	\$18,335	\$0
7105	ATP Cycle 6 Harden Parkway Safe Routes to School	State	State	\$35,634	\$0
6803	Rail-Rail Extension -HDR Amendment # 1	Oper Resv	Oper Resv	\$467,457	\$0
7102	Alisal Greening -Clean Calif	State	State	\$230,708	\$0
7102	Alisal Greening -Clean Calif.-Measure X match	Local	Measure X	\$69,225	\$0
Sub-Total				\$975,115	
NET TOTAL					\$1,783,460

**TAMC- STAFF POSITION LIST
FISCAL YEAR 2024-2025**

	FY 2023-2024 AUTHORIZED	FY 2024-2025 PROPOSED	CHANGE
<u>Management</u>			
Executive Director	1	1	0.0
Director of Planning	1	1	0.0
Director of Programming/Proj. delivery	1	1	0.0
Director of Finance & Administration	1	1	0.0
<u>Planning</u>			
Transportation Planners	7	7	0.0
<u>Engineering</u>			
Transportation Engineers	2	2	0.0
<u>Support</u>			
Finance Officer/Analyst	1	1	0.0
Sr.Administrative Assistant	1	1	0.0
Administrative Assistant	1.5	1	-0.5
Part Time Finance	0.5	0.5	0.0
Contract Manager	0	1	1.0
Sub-total Regular Full-Time	17	17.5	0.50
<u>Support</u>			
Student Interns (Full Time Equivalent)	0	1	1.0
Sub-total Part-Time		1	1.0
TAMC TOTAL	17	18.5	1.5

Overall Work Program Summary - Funding & Activities for FY 2024/25



CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
1010	Overall Work Program, Budget and Administration	\$ 63,787	\$ -	\$ 63,787	Prepare billing and quarterly reports, develop and monitor Work Program and budget, oversee agency funding and activities.
1020	Transportation Development Act Administration	\$ 71,602	\$ -	\$ 71,602	Conduct unmet needs process, allocate and manage Local Transportation Funds.
1120	Plans Coordination, Legislation Monitoring, and Interagency Liaison	\$ 260,697	\$ -	\$ 260,697	Coordinate with partner and member agencies on short- and long-range transportation plans; conduct legislative monitoring.
1122	Legislative Advocacy	\$ 56,737	\$ 159,000	\$ 215,737	Prepare legislative program; propose law changes as appropriate; support or oppose legislation or policies.
1130	Public Involvement Program	\$ 202,340	\$ 119,000	\$ 321,340	Issue news releases, conduct public meetings, update website, annual report and awards program.
1770	Freeway Service Patrol	\$ 55,341	\$ 477,800	\$ 533,141	Emergency tow truck services.
1780	Service Authority for Freeway Emergencies	\$ 60,206	\$ 173,207	\$ 233,413	Call-box and motorist aid program.
1790	Vision Zero and Traveler Information Program	\$ 87,825	\$ 49,000	\$ 136,825	Identify and develop transportation solutions that decrease fatalities and injuries for all travel modes through a Vision Zero strategy. Includes traveler information programs such as notices for construction related closures and other activities that educate and improve mobility and safety for Monterey County travelers.
1791	Monterey County Regional Vision Zero Plan	\$ 237,291	\$ 750,000	\$ 987,291	Develop individual Vision Zero Action Plans to be approved by each participating jurisdiction and a regional action plan to be approved by TAMC.
1795	Access Fund Administration	\$ 14,289	\$ -	\$ 14,289	Administer California Public Utilities Commission mandated program to increase accessibility for persons with disabilities as part of its regulation of Transportation Network Companies.
2310	Data Collection, Uniformity, and Access	\$ 38,506	\$ 43,800	\$ 82,306	Collect traffic data for regional model and planning uses, including data to support the implementation of the Agency's Racial Equity Program.
4110	Environmental Document Review	\$ 7,684	\$ -	\$ 7,684	Review development proposals for transportation impacts, ensure consistency with regional transportation system, propose mitigation measures such as Complete Street features.
6140	Bicycle and Pedestrian Planning, Education, and Improvements	\$ 98,419	\$ -	\$ 98,419	Hold bike committee meetings, review projects for consistency with the Regional Transportation Plan.
6145	Monterey County Bike & Ped Plan / Map Update	\$ 53,897	\$ -	\$ 53,897	Develop strategy and explore grant opportunities to update the 2018 Monterey County Active Transportation Plan.
6220	Regional Transportation Plan	\$ 72,135	\$ 35,566	\$ 107,701	Engage with cities and the County when they are developing circulation elements and other transportation related planning efforts. Coordinate with AMBAG, Caltrans and other regional agencies to implement the 2022 Regional Transportation Plan and initiate development of the 2026 Plan.
6262	Regional Development Impact Fee	\$ 20,000	\$ -	\$ 20,000	Collect fees and allocate funds to fee program projects.
6410	Transportation Improvement Programs	\$ 77,620	\$ -	\$ 77,620	Coordinate with Caltrans and other regional agencies on project programming.
6415	Senate Bill 125 Transit Funding	\$ 25,485	\$ -	\$ 25,485	Coordinate with CalSTA and Monterey-Salinas Transit on programming SB125 transit and rail funding.
6500	Project Development and Grant Implementation	\$ 117,617	\$ -	\$ 117,617	Participate in environmental review, right-of-way acquisition, and engineering for regional projects; apply for fund allocations, amendments or extensions, apply for grant funds, monitor fund sources and assist implementing agencies in utilizing funds.
6550	Complete Street Project Implementation	\$ 113,353	\$ 88,000	\$ 201,353	Conduct activities related to implementing "Complete Streets" projects. Activities include: purchasing bicycle racks and other security devices as part of the Active Transportation Support Program; and assist agencies in incorporating Complete Street features in local and state road projects.

Overall Work Program Summary - Funding & Activities for FY 2024/25



CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
6710	Corridor Studies and Regional Multi-Modal Planning	\$ 65,030	\$ -	\$ 65,030	Participate in pre-environmental review corridor planning.
6730	Salinas Valley Safe Route to Schools Plan	\$ 122,315	\$ -	\$ 122,315	Develop Safe Routes to Schools Plan that serves all K-12 schools in the cities of Gonzales, Soledad, Greenfield and King City.
6731	Monterey County Regional Transportation Vulnerability Assessment	\$ 47,638	\$ 86,174	\$ 133,812	Identify transportation infrastructure in the coastal areas of the county that are at risk of sea level rise, coastal flooding, and erosion, and create a project prioritization list.
6732	North Monterey County Safe Routes to Schools Plan	\$ 155,801	\$ 270,523	\$ 426,324	Develop Safe Routes for Schools plan for eleven K-12 public schools in the unincorporated communities of Castroville, Pajaro, Las Lomas, Prunedale, Royal Oaks, Oak Hills, Aromas, Moss Landing and Elkhorn.
6733	Highway 1 Elkhorn Slough Climate Resiliency Project	\$ 66,667	\$ -	\$ 66,667	Evaluate the climate vulnerability of Highway 1 in north Monterey County and develop multimodal and nature-based transportation solutions to address this vulnerability.
6800	Rail Planning	\$ 133,837	\$ -	\$ 133,837	Staff TAMC Rail Policy Committee, Participate in Coast Rail Coordinating Council meetings, and freight facility planning
6803	Salinas Rail Extension Project	\$ 146,481	\$ 1,000,000	\$ 1,146,481	Prepare engineering for stations, layover facility and track improvements; acquire rights-of-way for stations, platforms and layover facility
6804	Monterey Branch Line ROW Leases	\$ 95,392	\$ 150,000	\$ 245,392	Conduct maintenance and operational activities related to real property owned by TAMC; including negotiating new leases or easements for compatible uses.
6805	Railroad Fort Ord Property Planning	\$ 5,720	\$ -	\$ 5,720	Plan for mixed use facility on TAMC land on former Fort Ord base.
6807	Rail to Salinas ROW Leases	\$ 245	\$ 20,000	\$ 20,245	Conduct activities related to real property owned by TAMC at the Salinas station and future train layover facility.
6811	Pajaro/Watsonville Multimodal Station	\$ 79,867	\$ -	\$ 79,867	Prepare environmental documents for the Pajaro / Watsonville Multimodal Station.
6821	Marina Rec Rail	\$ 4,410	\$ -	\$ 4,410	Manage lease agreement with the City of Marina that allows them to contract with a vendor to run recreational service on the Monterey Branch Line.
7000 series	Measure X Projects and Programs	\$ 1,431,161	\$ 2,093,023	\$ 3,524,184	Implementation of projects and programs in Measure X.
8000	Measure X Administration	\$ 200,917	\$ 45,000	\$ 245,917	Administer Measure X implementation and operation.
0000	Caltrans Repayment	\$ -	\$ 82,186	\$ 82,186	Caltrans audit repayment (FY 15-16 thru FY 24-25).
		Operating Expenditures	Direct Expenditures	Total Expenditures	
Totals:		\$ 4,290,312	\$ 5,642,279	\$ 9,932,591	

Transportation Agency for Monterey County
2024 Integrated Funding Strategy
(all dollars in \$1,000s)



	Prior	2024/25	2025/26	2026/27	2027/28	2028/29	Funding
State Route 68 Safety & Traffic Flow	Env't	Design		Con			
<i>State Transportation Improvement Program</i>	\$ 5,487	\$ 23,516		\$ 6,300			\$ 35,303
<i>Highway Infrastructure Program</i>	\$ 3,393						\$ 3,393
<i>Measure X</i>	\$ 640			\$ 6,300			\$ 6,940
<i>SB1 Local Partnership Formula</i>	\$ 1,949						\$ 1,949
<i>SB1 Solutions for Congested Corridors - Cycle 4 (future)</i>				\$ 57,000			\$ 57,000
	\$ 11,469	\$ 23,516	\$ -	\$ 69,600	\$ -	\$ -	\$ 104,585
State Route 156 - A: Castroville Boulevard Interchange	Design & ROW		ROW & Con				
<i>State Transportation Improvement Program</i>	\$ 25,700						\$ 25,700
<i>Federal DEMO</i>	\$ 312						\$ 312
<i>Measure X</i>			\$ 13,463				\$ 13,463
<i>Developer Fees</i>			\$ 5,000				\$ 5,000
<i>SB1 Trade Corridors - Cycle 4 (future)</i>			\$ 70,000				\$ 70,000
	\$ 26,012	\$ -	\$ 88,463	\$ -	\$ -	\$ -	\$ 114,475
State Route 156 - B: Blackie Road Extension	Env't						
<i>Measure X</i>							\$ -
<i>Developer Fees</i>	\$ 250						\$ 250
<i>SB 1 Local Partnership Formula</i>	\$ 250						\$ 250
	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500
US 101 South of Salinas	Study & Env't			Design			
<i>Measure X</i>	\$ 440			\$ 8,550			\$ 8,990
<i>State Transportation Improvement Program</i>	\$ 9,989			\$ 8,450			\$ 18,439
	\$ 10,429	\$ -	\$ -	\$ 17,000	\$ -	\$ -	\$ 27,429
Highway 1 Rapid Bus Corridor	Env't & Design	Con					
<i>Measure X</i>	\$ 7,432	\$ 19,962					\$ 27,394
<i>SB 1 Local Partnership Formula (MST)</i>	\$ 100	\$ 1,300					\$ 1,400
<i>Federal Transit & Earmarks</i>	\$ 69	\$ 24,600					\$ 24,669
<i>SB 1 TIRCP</i>		\$ 25,000					\$ 25,000
	\$ 7,601	\$ 70,862	\$ -	\$ -	\$ -	\$ -	\$ 78,463
Holman Highway 68 - Pacific Grove Roundabout	Env't						
<i>Measure X</i>	\$ 1,500						\$ 1,500
	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500

Funds showing "-->" indicate a time extension on the use of the funds to shift into the next fiscal year from when the funds were originally programmed.

	Prior	2024/25	2025/26	2026/27	2027/28	2028/29	Funding
Multimodal Corridor: Imjin Parkway	Env't & Design						
State Transportation Improvement Program	\$ 1,650						\$ 1,650
Developer Fees	\$ 1,000						\$ 1,000
Multimodal Corridor: Imjin Parkway	Con						
SB 1 Local Partnership Competitive	\$ 19,000						\$ 19,000
SB 1 Local Partnership Formula - FY23/24	\$ 1,250						\$ 1,250
Developer Fees	\$ 2,000						\$ 2,000
Measure X	\$ 18,250						\$ 18,250
	\$ 43,150	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,150
Fort Ord Trails and Greenway - Segment 1 (Highway 218)	Design & ROW						
Measure X	\$ 1,367						\$ 1,367
SB 1 Local Partnership Formula	\$ 600						\$ 600
Active Transportation Program	\$ 1,198						\$ 1,198
Fort Ord Trails and Greenway - Segment 1 (Highway 218)	Con						
Measure X	\$ 1,016						\$ 1,016
Active Transportation Program	\$ 9,181						\$ 9,181
	\$ 13,362	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,362
Fort Ord Trails and Greenway - Segment 2 (Jerry Smith Trailhead)	Scoping	Design		Con			
Measure X	\$ 38	\$ 389		\$ 4,663			\$ 5,090
Federal Lands Access Program		\$ 560		\$ 6,588			\$ 7,148
	\$ 38	\$ 949	\$ -	\$ 11,251	\$ -	\$ -	\$ 12,238
Fort Ord Trails and Greenway - Segment 3 (California Avenue)	Design	Con					
Measure X	\$ 800	\$ 1,200					\$ 2,000
Active Transportation Program	\$ 528	\$ 6,921					\$ 7,449
Active Transportation Program (Non-Infrastructure Component)	\$ 980						\$ 980
	\$ 1,328	\$ 8,121	\$ -	\$ -	\$ -	\$ -	\$ 9,449
Fort Ord Trails and Greenway - Segment 4 (Laguna Grande) + N. Fremont		Design		Con			
Measure X		\$ 500		\$ 1,000			\$ 1,500
Active Transportation Program - Cycle 7 (future)		\$ 500		\$ 5,000			\$ 5,500
	\$ -	\$ 1,000	\$ -	\$ 6,000	\$ -	\$ -	\$ 7,000
Salinas Rail Extension - Kick Start Construction Management	Con Mgt						
Traffic Congestion Relief Program	\$ 4,382						\$ 4,382
	\$ 4,382	\$ -	\$ -	\$ -			\$ 4,382

Funds showing "--->" indicate a time extension on the use of the funds to shift into the next fiscal year from when the funds were originally programmed.

	Prior	2024/25	2025/26	2026/27	2027/28	2028/29	Funding
Monterey County Rail Extension - Packages 2 (Layover) & 3 (Gilroy)	Design	Con					
<i>State Transportation Improvement Program</i>		\$ 12,573					\$ 12,573
<i>Traffic Congestion Relief Program</i>	\$ 5,500	\$ 15,742					\$ 21,242
<i>SB 1 TIRCP</i>		\$ 8,033					\$ 8,033
<i>TAMC RSTP</i>	\$ 437	\$ 2,600					\$ 3,037
<i>Coronavirus Response and Relief Supplemental Appropriations Act</i>		\$ 2,003					\$ 2,003
<i>SB 125 TIRCP</i>		\$ 5,000					\$ 5,000
	\$ 5,937	\$ 45,951	\$ -	\$ -	\$ -	\$ -	\$ 51,888
Salinas Rail Extension - Positive Train Control	Con						
<i>SB 1 TIRCP</i>	\$ 1,615						\$ 1,615
<i>SB 125 TIRCP</i>	\$ 4,695						\$ 4,695
	\$ 6,310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,310
King City Multimodal Transit Center	Con	Con					
<i>SB 125 TIRCP</i>	\$ 7,500						\$ 7,500
<i>Interregional Transportation Improvement Program</i>	\$ 7,500						\$ 7,500
<i>Amtrak</i>	\$ 5,000						\$ 5,000
<i>State Rail Assistance</i>	\$ 6,375						\$ 6,375
<i>SB 1 TIRCP - Cycle 7 (future)</i>		\$ 11,475					\$ 11,475
	\$ 26,375	\$ 11,475	\$ -	\$ -	\$ -	\$ -	\$ 37,850
Pajaro / Watsonville Multimodal Station	Env't	Design					
<i>SB 1 TIRCP</i>	\$ 2,274						\$ 2,274
<i>SB 125 TIRCP</i>		\$ 8,781					\$ 8,781
	\$ 2,274	\$ 8,781	\$ -	\$ -	\$ -	\$ -	\$ 11,055
Highway 1 Elkhorn Slough Climate Resiliency Project	Study						
<i>State Member Designated Funding</i>	\$ 1,000						\$ 1,000
	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000
Habitat Preservation / Advance Mitigation	Study	ROW					
<i>Measure X</i>	\$ 96	\$ 4,904					\$ 5,000
<i>SB 1 Adaptation Planning Grant</i>	\$ 376						\$ 376
<i>SB 1 Statewide Habitat Grant</i>		\$ 4,904					\$ 4,904
	\$ 472	\$ 9,808	\$ -	\$ -	\$ -	\$ -	\$ 10,280
Regional Wayfinding (Bikeway Signs)	Con						
<i>SB 1 Local Partnership Formula</i>	\$ 887						\$ -
<i>Regional Surface Transportation Program</i>	\$ 1,044						\$ -
	\$ 1,931	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Funds showing "---->" indicate a time extension on the use of the funds to shift into the next fiscal year from when the funds were originally programmed.

	Prior	2024/25	2025/26	2026/27	2027/28	2028/29	Funding
Safe Routes to Schools: Every Child	Plan						
<i>Measure X</i>	\$ 82						\$ 82
<i>Active Transportation Program</i>	\$ 2,143						\$ 2,143
	\$ 2,225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,225
Safe Routes to Schools: Measure X Regional Program							
<i>Measure X</i>	\$ 2,467	\$ 667	\$ 667	\$ 667	\$ 667	\$ 667	\$ 5,802
	\$ 2,467	\$ 667	\$ 667	\$ 667	\$ 667	\$ 667	\$ 5,802
Senior and Disabled Transportation: Measure X Regional Program							
<i>Measure X</i>	\$ 2,415	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 4,915
	\$ 2,415	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 4,915
Commuter Bus, Salinas Valley Transit Centers - B: Salinas Bus O&M Facility							
Env't & Con							
<i>Measure X</i>	\$ 10,000						\$ 10,000
	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
Planning, Programming, and Monitoring							
<i>State Transportation Improvement Program</i>	\$ 916	\$ 277	\$ 277	\$ 277	\$ 276	\$ 253	\$ 2,276
Total	\$ 916	\$ 277	\$ 277	\$ 277	\$ 276	\$ 253	\$ 2,276

Funds showing "-->" indicate a time extension on the use of the funds to shift into the next fiscal year from when the funds were originally programmed.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 28, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
1.	SR 1 Big Sur South (1Q760)	In San Luis Obispo and Monterey Counties, Near Big Sur, From Ragged Point to Limekiln Creek Bridge (SLO PM 71.8/ MON 20.9)	Storm Damage Repairs	Winter 2023/ Spring 2024	\$18.35 Million	SHOPP	Victor Devens	S. Chaves Construction, Inc.	Construction in progress.
2.	SR 1 Big Sur Central (1Q770)	In Monterey Counties, Near Big Sur, Limekiln Creek Bridge to 0.9 Mile south of Castro Canyon Bridge (PM 20.9/42.2)	Storm Damage Repairs	Winter 2023/ Summer 2024	\$45.6 Million	SHOPP	Victor Devens	Papich Construction, Inc.	Construction in progress.
3.	SR 1 Big Sur North (1Q800)	In Monterey County, Near Big Sur, From 0.9 Mile south of Castro Canyon Bridge to 0.3 Mile south of Carmel River Bridge (PM 42.2/72.0)	Storm Damage Repairs	Winter 2023/ Spring 2024	\$25.4 million	SHOPP	Victor Devens	Granite rock Construction	Construction in progress.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 28, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
4.	SR 1 Flooding 1Q960	In Monterey and Santa Cruz Counties from Approximately 1 mile North and South of the Pajaro River Bridge (PM T100.0/R1.0)	Storm Damage Repairs	Winter 2023/ Summer 2024	\$1,850,000	SHOPP	Victor Devens	Teichert Construction	Construction in progress.
5.	Coastal RSP Repair (05-1R190)	In Monterey County from 3 miles to 1 mile south of the town of Gorda. MON-1-7.2/9.2	Repair RSP and gabion baskets	Winter 2024/ Winter 2025	\$51,000,000	SHOPP	Victor Devens	John Madonna Construction	Construction in progress
6.	St. Francis Concrete Revetment (05-1R210)	On Route 1 in Monterey County 2.2 miles north of the Pfeiffer Canyon Bridge MON-1-47.8	Replace failed concrete revetment	Winter 2024/ Fall 2024	\$7,500,000	SHOPP	Victor Devens	Granite Rock Construction	Construction in progress
7.	Dolan Point Slide (05-1R630)	In Monterey County 1.7 miles south of the Dolan Creek Bridge. MON-1-29.5	Remove slide material. Restore roadway. Install rockfall netting.	Winter 2024/ Spring 2024	\$1,800,000	SHOPP	Victor Devens	Papich Construction	Construction in progress
8.	SR 1 Pfeiffer Canyon Mitigation (1K080)	At Pfeiffer Canyon Bridge (PM 45.4/45.6)	Environmental mitigation (planting, erosion control) for project EA 05-1J130.	April 2023 – May 2026	\$0.2 million	SHOPP	Aaron Wolfram	CON	Contract Approved on 4/11/2023. 3 Year Plant Establishment.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 28, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
9.	MON/SB† Storm Damage (1Q810)	In Monterey and San Benito Counties on various routes at various locations	Storm Damage Repairs	Winter 2023/ Spring 2024	\$2.8 million	SHOPP	Victor Devens	Brough Construction	Construction in progress.
10.	SR 68 Toro Park Pump Plant (1R490)	On Route 68 in Monterey County at the Toro Park UC.	Replace storm water pumps	Fall 2023/ Spring 2024	\$225,000	SHOPP Minor	Victor Devens	Monterey Peninsula Engineering	Construction in progress
11.	US 101 Spence Rd Acceleration Lane (1M760)	South of Salinas at Spence Rd (PM 81.03)	Extend NB acceleration lane	July 2023 – March 2024	\$1 million	MINOR	Jackson Ho	PS&E/RW	Construction in progress. Acceleration lane opened to travel on 11/10/23.
12.	US 101 North Soledad OH Deck Replacement (0F970)	North Soledad Bridge (PM 62.2/62.9)	Bridge deck rehabilitation	April 2022 – November 2023	\$4.7 million	SHOPP	Aaron Wolfram	Granite Rock Company	Contract Approval achieved on or around 1/10/24.
13.	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	March 2021 – October 2023	\$6.2 million	SHOPP	Doug Hessing	Newton Construction	Southbound rest area opened 8/22. Northbound opened 10/2. Construction completed 12/27/2023.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 28, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
14.	US 101 Market Street Northbound On-ramp Improvements (1H050)	Near Salinas from East Market Street to South of Sherwood Drive (PM 87.4/87.8)	Roadway and Retaining Wall	September 2022 – October 2024	\$6.0 million	SHOPP	Aaron Wolfram	Granite Construction Company	Construction in Progress. Ramp opened Nov. 10.
	US 101 Prunedale Rehab (1H690)	Near Prunedale North of Boronda Road overcrossing to Monterey/San Benito County Line (PM R91.3/98.8 & 100.3/101.3)	Pavement rehabilitation	Mar 2023–November 2024	\$36.2 million	SB 1 SHOPP	Doug Hessing	Desilva Gates Construction	Construction in progress.
16.	US 101 Salinas Clean CA (1P534)	At US 101 and Market, Alisal, and Sandborn (PM 86.12/87.33)	Beautify three blighted undercrossing structures, and the adjacent infrastructure and roadside landscape.	February 2023 – February 2024	\$1.8 million	Clean California	Nic Heisdorf	Gordon N. Ball, INC	Construction substantially complete. Waiting for completion of electrical lighting.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 28, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
17.	US 101 King City Clean California Project (1Q100)	On Route 101 in Monterey County at the First St, Canal St, and Broadway St (PM 40.1/41.1)	Install beautification, transportation art, and safety measure enhancement project in Caltrans Right of Way	February 2023 – December 2024	\$0.75 million	Clean California	Mike Lew	Wabo Landscape & Construction, Inc.	Project is currently in Plant Establishment period.
18.	SR156 Castroville Overhead (0A090)	On SR 156 between the SR 183/156 separation and Castroville Boulevard (PM R1.1/R2.1)	Replace Bridge Railing	January 2022 – March 2024	\$7.0 million	SHOPP	Aaron Wolfram	Granite Rock Company	Construction in progress.
19.	SR 218 Seaside ADA (1H230)	From Del Monte Road to Fremont Boulevard (PM R0.2/L0.9)	ADA compliant pedestrian access	July 2023 – February 2024	\$1.7 million	SHOPP	Aaron Wolfram	FBD Vanguard Construction Company	Utility relocation in process and Construction in progress.
20.	SR 1,68 Storm Damage (1R130)	In Monterey on various routes at various locations	Storm Damage Repairs (slides, slip-outs, sinkhole)	Spring 2023/ Spring 2024	\$700,000	SHOPP	Victor Devens	Granite Rock	Construction in progress.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 28, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
21.	SR 198 Pavement Settlement (1R150)	In Monterey County on SR 198 7 miles east of SR 25	Extreme Pavement Settlement - Storm Damage	Spring 2023/ Fall 2024	\$3.0 million	SHOPP	Victor Devens	Brough Construction	Geotechnical Investigations ongoing, Construction in progress.
22.	US 101 Gonzales to Salinas Flood mitigation (1Q730)	On Highway 101 in Monterey County near Salinas	Drainage cleaning and preparation	Spring 2023/ Spring 2024	\$388,000	SHOPP Minor	Victor Devens	Top Tier Grading	Construction in progress



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 28, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
1.	SR 1 Mud Creek Permanent Restoration (1K020)	In Monterey County 0.8 miles north of Alder Creek Bridge to 1.2 miles north of Alder Creek Bridge (PM 8.7/9.1)	Coastal Development Permit Requirements	April 2025 – October 2025	\$2.1 million	SHOPP MAJOR	Luis Duazo	PS&E/RW	Right of Way Acquisition is Ongoing
2.	SR 1 Big Creek Tieback Wall (1K010)	Near Lucia south of Big Creek Bridge (PM 27.5/27.7)	Construct tieback wall, restore roadway and facilities, place Water Pollution Control BMPs, and erosion control	February 2025 – December 2026	\$7.3 million	SHOPP	Meg Henry	PA&ED	Project is in the PS&E phase and working on the design. CDP application has been submitted to Coastal.
3.	SR 1 Castro Canyon Bridge Rail Upgrade (1H490)	At Castro Canyon Bridge (PM 43.1)	Replace bridge rail	August 2024 - April 2028	\$2.5 million	SHOPP	Meg Henry	PS&E/RW	Project is delayed due to AT&T. Due to these delays a second time extension was requested but denied by HQ CTC staff. D5 is now reprogramming the project in the 24/25 SHOPP. New project EA will be effective March 22, 2024, when the project is programmed: EA 05-1H495.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 28, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
4.	SR 1 Coastlands II Wall Permanent Restoration (1P210)	Near Big Sur at 1.1 Miles south of Pfeiffer Canyon Bridge (PM -44.34/44.34)	Construct soldier pile wall or mechanically stabilized embankment wall.	January 2026-October 2027	\$3.2 million	SHOPP	Carla Yu	PS&E	Design phase began in January 2024.
5.	SR 1 Garrapata Creek Bridge Rail Replacement (1H800)	At Garrapata Creek Bridge (PM 62.97)	Bridge rail rehabilitation	April 2024 – April 2025	\$3.6 million	SHOPP	Carla Yu	PS&E	Project is in Design phase. 6th ADAC community recommended to use CA Type 86H rail when given that option and Texas rail type C412. CDP application submitted in March 2022. Monterey County Historic Records Review Board recommended project for approval to Monterey County Planning Commission (MCPC) at 1/5/23 meeting. MCPC denied CDP on 2/22/2023 and denied appeal on 3/8/23. Additional ADAC meeting held 10/2/23 to discuss 5 modified design options. Motion with intent to deny was filed at the Dec 6, 2023 Board of Supervisors meeting.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 28, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
6.	SR 68 Drainage Improvements (1J880)	From west of Sunset Dr to Toro Park (PM 0.2/15.7)	Drainage improvement, replace lighting, and install count stations	December 2024 – January 2026	\$8 million	SHOPP	Mark Leichtfuss	PS&E	Project is currently in Design phase, estimated Ready to List date is June 2024.
7.	SR 68 Corridor Improvements (1J790)	On State Route 68 from Josselyn Canyon Road to San Benancio Road. (PM 4.87-13.7)	Operational Improvements	February 2028 – September 2023	\$105 million	STIP & AUTHORIZED	Carla Yu	PAE&ED	Project is currently in Environmental studies phase, and analysis on the two alternatives is ongoing. Draft Environmental Document was released in November 2023.
8.	US 101 Drainage (1J890)	In and near King City, Greenfield, Soledad, Gonzales, and Salinas, from Paris Valley Road Overcrossing to Dunbarton Road (PM R28.23/100)	Rehabilitate drainage systems, replace overhead signs and structures, and update Transportation Management System (TMS) elements	July 2025 – July 2026	\$19.4 million	SHOPP MAJOR	Mark Leichtfuss	PS&E	PS&E phase in progress.
9.	US 101 King City CAPM (1K440)	Near King City from Jolon Road undercrossing to Lagomarsino Ave (PM R41.9/R49.0)	Pavement Preservation, TMS Elements, Lighting and Drainage	January 2025 - August 2025	\$ 27 million	SHOPP	Mark Leichtfuss	PS&E	PS&E phase in progress. Ready to list scheduled on 5/22/24.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 28, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
10.	US 101 Prunedale Drainage (1H691)	At and near Prunedale between 0.4 mile north of Crazy Horse Canyon Overcrossing and 1.1 mile south of San Juan Road Overcrossing (PM 98.8./100.3)	Drainage System Rehab	Jan 2025 - December 2026	\$ 6.2 million	SHOPP MAJOR	Aaron Wolfram	PS&E/RW	In PS&E Phase working towards 60% PS&E.
11.	SR 156 Castroville Boulevard Interchange (31601)	Castroville Boulevard and Highway 156 (PM R1.6/1.4)	Construct a new interchange	December 2024 – December 2026	\$43 million	STIP Measure X Federal Demo	Chad Stoehr	PS&E/RW	Final R/W and Environmental activities are ongoing with regards to utilities and obtaining CDFW permits.
12.	SR 183 Salinas to Castroville CAPM (1K430)	South of Old Cemetery Rd near Salinas south of Del Monte Ave at Castroville (PM 2.1/8.3)	Roadway rehabilitation, TMS elements, lighting, and sign panel replacement	April 2024 - January 2025	\$6.9 million	SHOPP	Mark Leichtfuss	PS&E/RW	Construction contract approved on 12/21/23. Construction phase in progress.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 28, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
13.	SR 183 Castroville Improvement Project (1H650)	Community of Castroville from Del Monte Ave. to Washington St (PM R8.3/9.98)	Asset Management Pilot Project	Nov 2024 – Sept 2027	\$20 million	SHOPP	Jackson Ho	PS&E/R W	100% PSE to OE on 4/3/2023. ROW Certification delayed by acquisitions. New Target of 4/10/23.
14.	SR 183 Castroville Arch (1P540)	On Route 183 at Preston St (PM 9.46/9.46)	Restore a community landmark.	May 2024 – July 2024	\$0.5 million	Clean California	Jackson Ho	PS&E/R W	Working on maintenance agreement. Encroachment permit #1 approved for foundation testing. Performing testing and working towards submitting EP #2.
15.	SR 218 FORTAG Bike Trail (1M570)	Located in the City of Seaside (PM 0.1/1.5)	Construct Bicycle and Pedestrian Trail. The project provides a safe alternative to Hwy 218 from Del Rey Woods Elementary in City Del Rey Oaks to Laguna Grande Regional Park	TBD	\$1.2 million	100% LOCAL FUNDED	Doug Hessing	PS&E/R W	100% Design completed. CTC approved Construction funding. TAMC is administering construction.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE FEBRUARY 28, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

ACRONYMS USED IN THIS REPORT:

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

California Department of Transportation

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

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