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

**Board of Directors**

**Wednesday, April 24, 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  
1441 Schilling Place, Salinas, California  
Cayenne Conference Room  
Wi-Fi Network: MontereyCty-Guest (no password required)

**Alternate Locations with Zoom Connection Open to the Public**  
168 West Alisal Street, 2nd Floor, Salinas, California 93901  
Supervisor Alejo's Office

**Members of the public & non-voting members may join meeting online at:**  
<https://us02web.zoom.us/j/446951513?pwd=QmNUODRtdXICSEFxlZlXVmh0Y21yUT09>

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

**1. QUORUM CHECK – CALL TO ORDER**

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

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

## **PLEDGE OF ALLEGIANCE**

### **2. PUBLIC COMMENTS**

Any member of the public may address the Board on any item not on the agenda but within the jurisdiction of the Board. All public comments are limited to three (3) minutes, unless specified otherwise by the committee chair. 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](mailto: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 March 27, 2024.

**- Elouise Rodriguez**

**3.1.2. ACCEPT** the list of checks written for March 2024 and the credit card statement for the month of February 2024.

**- 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.**

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

**3.2.1. Low Carbon Transit Operations Program:**

1. **ADOPT** resolution 2024-06 that the Transportation Agency for Monterey County shall act as a "contributing sponsor" and transfer its \$1,139,950 Fiscal Year 2023/24 allocation of Low Carbon Transit Operations Program funds to the Monterey Salinas-Transit District to support the fuel cell battery electric bus facility retrofits; and
2. **AUTHORIZE** the Executive Director or his designee to sign and execute on behalf of the Transportation Agency for Monterey County any actions and agreements necessary to pass funds through to Monterey-Salinas Transit.

**- Aaron Hernandez**

***The California Legislature established the Low Carbon Transit Operations Program to distribute cap and trade funds to implement transit priority projects that reduce greenhouse gas emissions, with a priority on serving disadvantaged communities. Program funds are distributed to regional transportation planning agencies based on population and to transit agencies based on transit operator revenues. The Transportation Agency's allocation of Program funds is \$1,139,950 and Monterey-Salinas Transit's allocation is \$355,571 for Monterey County total of \$1,495,521.***

**PLANNING**

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

**- Christina Watson**

***This report presents updates on state and federal legislative activities and draft legislation.***

**3.3.2. APPROVE** performance measures for the 2026 Regional Transportation Plan update.

**- Alissa Guther**

***Every four years, the Transportation Agency is responsible for developing an updated Regional Transportation Plan, pursuant to state and federal transportation planning requirements. Adoption of the goals, policy objectives and performance measures is a necessary step in the development of the 2026 Regional Transportation Plan. These collaboratively-developed measures will inform transportation decisions and investments for the 20-year vision for Monterey County.***

**PROJECT DELIVERY and PROGRAMMING**

**3.4.1. Regional Surface Transportation Program (RSTP) Fair Share Allocation:**

1. **APPROVE** the request by the City of Monterey to program RSTP fair share funds for the Del Monte / Washington Intersection Bicycle and Pedestrian Improvement Project in the amount of \$208,940; and
2. **APPROVE** amending Exhibit A of the local funding agreement to include these projects and funding.

- Michael Zeller

*The Agency has distributed Regional Surface Transportation Program fair share funding by a formula of population and lane miles to the local jurisdictions for a wide range of eligible transportation projects. Funding is available at the discretion of the local jurisdiction for their chosen projects, upon approval by the Transportation Agency Board.*

**RAIL PROGRAM**

- 3.5.1. ADOPT** Resolution 2024-05 authorizing the Executive Director, or their designee, to execute a Master Agreement and subsequent documents with Caltrans related to funding awards under the Transit and Intercity Rail Capital Program, pending approval by Agency Counsel.

- Christina Watson

*TAMC and Caltrans executed a Master Agreement in December 2018 to enable TAMC to spend allocations from Transit and Intercity Rail Capital Program (TIRCP) grant funds for the Monterey County Rail Extension project. The Master Agreement expired on April 7, 2024. Caltrans requires a new resolution to extend the Master Agreement for ten years.*

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

**COMMITTEE MINUTES and CORRESPONDENCE**

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

- Rail Policy Committee - draft minutes of April 1, 2024
- Executive Committee - draft minutes of April 3, 2024
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of April 3, 2024
- [Technical Advisory Committee](#) - draft minutes of April 4, 2024
- [Measure X Citizens Oversight Committee](#) - April 16, 2024

- Elouise Rodriguez

- 3.7.2. RECEIVE** TAMC Correspondence for April 2024

- Elouise Rodriguez

4. **AUTHORIZE** the Executive Director to submit recommendations to Caltrans on the Scenic State Route 68 Corridor Improvement Project to:
  1. Select Alternative 1 (Roundabouts) as the preferred project alternative that best meets the project objectives;
  2. Identify and pursue funding for a Phase I that includes improvements to the intersections at San Benancio Road, Corral de Tierra, and Laureles Grade and constructs associated wildlife crossings;
  3. Ensure that roundabout designs for Alternative 1 (the preferred alternative) enable upgrades to hybrid roundabouts for the Phase I intersections;
  4. Continue to work with emergency responders to address project impacts on emergency response times; and
  5. Request that Caltrans pursue interim operational improvements along the corridor focused on signal coordination including a pilot project to implement adaptive signal operations.

- Doug Bilse

***The Transportation Safety and Investment Plan (Measure X) identified the need to address safety issues and improve traffic flow along State Highway 68. The Scenic State Route 68 Corridor Improvement Project identifies improvements at nine signalized intersections along the roadway segment between Josselyn Canyon Road and San Benancio Road. The proposed project includes wildlife undercrossings and two alternatives are under consideration to meet the project purpose and need: Alternative 1 calls for conversion to roundabouts and Alternative 2 involves signal modifications. Staff will highlight comments received on the Draft Environmental Document and recommendations to submit to the Caltrans project team.***

5. **PROVIDE** direction on Transportation Agency membership in community organizations that endorse candidates and issues.

- Todd Muck

***Staff have received concerns about the Transportation Agency's membership in community organizations that endorse candidates and issues. Membership allows staff to participate in community organization committee meetings and be at the forefront of their discussions, sharing information and dispelling misinformation. In order to address concerns presented to staff about the endorsements, this agenda item seeks guidance on continued membership in chambers of commerce and other organizations that issue endorsements.***

6. **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

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

### **ANNOUNCEMENTS**

Next Transportation Agency for Monterey County regular meeting will be on  
Wednesday, May 22, 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](mailto: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](http://www.tamcmonterey.org)

55B Plaza Circle, Salinas, CA 93901

TEL: 831-775-0903

EMAIL: [info@tamcmonterey.org](mailto:info@tamcmonterey.org)

**Agenda Items:** The agenda will be prepared by Agency staff and will close at noon five (5) 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:** April 24, 2024  
**Subject:** TAMC Draft Minutes of March 27, 2024

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### **RECOMMENDED ACTION:**

**APPROVE** the Transportation Agency for Monterey County Board draft minutes of March 27, 2024.

### **SUMMARY:**

### **FINANCIAL IMPACT:**

### **DISCUSSION:**

### **ATTACHMENTS:**

1. TAMC Draft Minutes\_March\_27\_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 MARCH 27, 2024 TAMC BOARD MEETING**

1441 Schilling Place, Salinas, CA 93901, Cayenne Conference Room

Alternate locations: 168 W. Alisal Street, Salinas, CA 93901, 2<sup>nd</sup> Floor, Supervisor Alejo's Office

650 Canyon Del Rey Boulevard, Del Rey Oaks, CA 93940, Scott Donaldson's Office

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

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

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

<b>TAMC STAFF</b>	<b>MAR 23</b>	<b>APR 23</b>	<b>MAY 23</b>	<b>JUNE 23</b>	<b>AUG 23</b>	<b>OCT 23</b>	<b>DEC 23</b>	<b>JAN 24</b>	<b>FEB 24</b>	<b>MAR 24</b>
D. Bilse, Principal Engineer	P	P	P	P	P	P	P	P	E	P
R. Brayer, Legal Counsel	P	P	P	P	P	P	P	P(V)	P	P
A. Conlen, Senior Transp. Planner									P	P(V)
D. Delfino, Finance Officer/Analyst	P	P	P	P	P	P	E	E	P	P
A. Green, Principal Transp. Planner	P	P	E	P	P(V)	P(V)	P(V)	P(V)	P	P
A. Guther, Transportation Planner	P	P	P	P	P	P	P	P	E	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	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	P	P
J. Strause, Assoc. Transp. Planner	P	P	P	P	P	P	P	P	E	E
C. Watson, Director of Planning	P	P	E	P	P	P	P	P	P	P
L. Williamson, Senior Engineer	P	P	P	P	P	P	P	P	P(V)	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**

Javier Gomez	Supervisor District 1 Office	Chad Stoehr	Caltrans District 5
Lisa Rheinheimer	Monterey-Salinas Transit	Rachel Ortiz	City of Greenfield (V)
Nicole Hollingsworth	CSUMB	Bruce Delgado	City of Marina (V)
Tyler LeSage	Caltrans D5	John Guertin	City of Del Rey Oaks
Heather Adamson	AMBAG	Peter Le	Public
Dwight Stump	Corral de Tierra resident	Barry Jones	Public
Todd Clark	Handcar Tours	Bryan Rosen	Public
Mason Clark	Handcar Tours	Brian Jacobson	Public
		Ryan Western	Public

**1. QUORUM CHECK – CALL TO ORDER**

Chair Lopez called the meeting to order at 9:03 a.m. Elouise Rodriguez, Clerk of the Board, called the roll and confirmed a quorum was established. Past Chair LeBarre led the pledge of allegiance.

Chair Lopez welcomed Agency Counsel Shane Strong.

**2. PUBLIC COMMENTS**

Bryan Rosen, resident, commented on the proposed SURF! Project.

Dwight Stump, resident, commented on the proposed roundabouts on Highway 68.

**3. CONSENT AGENDA**

**M/S/C** Lopez/LeBarre/unanimous

The Board approved the consent agenda as follows:

***ADMINISTRATION and BUDGET***

**3.1.1** Approved minutes of the Transportation Agency for Monterey County, the Service Authority for Freeways and Expressways, and the Monterey County Regional Development Impact Fee Joint Powers Agency for Monterey County meeting of February 28, 2024.

**3.1.2** Accepted the list of checks written for the month of February 2024 and credit card statements for the months of January 2024.

**3.1.3** Received list of contracts awarded under \$50,000.

- 3.1.4** Accepted the Triennial Performance Audits for the 3-year period ending June 30, 2022.

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

- 3.2.1** Regarding City of King - Participatory Budgeting Funding Request:
1. Approved the request by the City of King to program RSTP funds dedicated to the City's Participatory Budgeting process; and
  2. Approved amending Exhibit A of the local funding agreement to include these projects and funding.
- 3.2.2** Approved proposed amendments to the Bicycle and Pedestrian Facilities Advisory Committee bylaws, which the board noticed at the February 2024 Board meeting, 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.

***PLANNING***

- 3.3.1** Regarding Legislative Update:
1. Received update on state and federal legislative issues; and
  2. Adopted positions on proposed legislation.

**M/S/C** Askew/Smith/unanimous

The Board pulled item 3.3.1 for discussion and approved the consent agenda item.

Public comments:

Todd Clark, Handcar Tours Company, commented on Proposition 116 and the SURF! Busway project.

Mason Clark, Handcar Tours Company, commented on the SURF! Busway project.

Bruce Delgado, Marina Mayor, commented that the handcar business should be allowed to continue to operate until the SURF! Busway project moves forward, noting his long-standing support for the SURF! Busway project.

Board Member comments:

Board Member Askew expressed her disappointment with the protests, noting the SURF! Busway is a longtime TAMC project, with many options studied. She noted that Bus Rapid Transit is a step toward passenger rail, which is the intended project for the corridor in the long term.

**PROJECT DELIVERY and PROGRAMMING**

- 3.4.1** Regarding Safe Routes to School Education & Encouragement Consultant - Request for Proposals:
1. Approved the scope of work for a Request for Proposals for professional services to deliver Safe Routes to School education and encouragement programming across Monterey County, subject to agency counsel approval;
  2. Authorized 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. Approved the use of Active Transportation Program grant funding and regional Measure X funds allocated to the Safe Routes to Schools Program, for a total amount not to exceed \$3,622,091.
- 3.4.2** Regarding Regional Surface Transportation Program (RSTP) Fair Share Allocation:
1. Approved the request by the City of Soledad to program RSTP fair share funds for the Metz Road Traffic Calming Project in the amount of \$141,229; and
  2. Approved amending Exhibit A of the local funding agreement to include these projects and funding.

**RAIL PROGRAM**

- 3.5.1** No items this month.

**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 March 6, 2024
  - Rail Policy Committee – draft minutes of March 4, 2024
  - Bicycle and Pedestrian Facilities Advisory Committee – draft minutes of March 6, 2024
  - Technical Advisory Committee – draft minutes of March 7, 2024
  - Excellent Transportation Oversight Committee – No Meeting
- 3.7.2** Received Transportation Agency for Monterey County correspondence for March 2024.

**END OF CONSENT AGENDA**

**4. FORTAG CANYON DEL REY - CONSTRUCTION CONTRACT:**

**M/S/C** Smith/Oglesby/unanimous

1. Approved the project plans, Notice to Bidders and Special Provisions;
2. Approved and authorized the Executive Director to execute a contract with Granite Rock Company in an amount not to exceed \$17,994,608, with an anticipated completion date of May 2026, for construction of the Canyon Del Rey segment of the Fort Ord Regional Trail and Greenway (FORTAG) project, subject to (1) approval by Agency Counsel, the Independent Office of Audits and Investigations, and the Office of Civil Rights; and (2) the clearance of any protests related to the bid;
3. Approved the use of State and Measure X funds budgeted for this project in an amount not to exceed \$17,994,608, and \$2,700,000 in contingency funds for unforeseen circumstances; and
4. Authorized the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract amount or term.

The Board received a presentation from Laurie Williamson, Senior Engineer, who reported the vision for the FORTAG project is to create a multimodal route designated to accommodate people of all ages and abilities that connects communities in and around the former Fort Ord to each other and to education, employment, and community and recreation centers. She noted that the first segment of the FORTAG project is known as the Canyon Del Rey segment, which includes construction of the trail through the City of Del Rey Oaks from Fremont Boulevard to Del Rey Woods Elementary School in the City of Seaside.

Ms. Williamson reported that on December 15, 2023, the Agency advertised for construction bids, with a Disadvantaged Business Enterprise (DBE) goal of 22%. The bid opening was held on Thursday, February 15, 2024. The Agency received four bids for the Canyon Del Rey Segment 1 as follows:

• Engineering Estimates	\$12,296,500.00
• Granite Rock	\$17,994,607.40
• Precision Grade	\$18,572,725.29
• Monterey Peninsula Engineer	\$19,268,434.09
• Granite Construction	\$20,862,529.00

Ms. Williamson reported that Granite Rock Company was the apparent low bidder, with a DBE commitment of 10%, meaning that of their total bid, 10% of the contract work would be performed by certified DBE firms. Since Granite Rock Company did not meet the project DBE goal of 22%, Agency

staff submitted documentation to the Caltrans Office of Civil Rights detailing the good faith efforts made by Granite Rock Company to include DBE firms in their bid.

Board Member Church expressed concern with the steep cost increase.

Past Chair LeBarre commented that he supports the project but is concerned about the significant cost overrun.

Board Member Donaldson concurred the estimated construction cost is a lot of money, but noted it is important TAMC approve the project plans, noting that TAMC made a commitment to the Del Rey Oaks residents who voted for this project as proposed.

Board Member Smith commented that he understands the construction cost increase, but recommended the team proceed with caution and seek cost savings where appropriate.

## **5. REGIONAL TRANSPORTATION PLAN POLICY ELEMENT**

**M/S/C** Askew/Smith/unanimous

The Board of Directors adopted goals and policy objectives for the 2026 Regional Transportation Plan.

Alissa Guther, Transportation Planner, presented the 2026 Regional Transportation Plan, which is being prepared in-house by staff in coordination with Agency committees and the Board of Directors. The Plan's environmental document is led by the Association of Monterey Bay Area Governments not to exceed \$325,000, of which TAMC will pay \$75,000, and will cover the tri-county Metropolitan Transportation Plan as well as the individual Monterey, Santa Cruz, and San Benito County Regional Transportation Plans. The Plan will include cost estimates for transportation projects in Monterey County through the 2050 horizon year.

Board Member LeBarre asked whether the RTP goals should be more specific about safety concerns on roadways and highways, especially as regards the U.S. 101 South of Salinas project. Director Muck replied that safety is a top priority for TAMC, and that the RTP's safety goal description can be expanded to explicitly cover reducing collisions and fatalities.

**6. TRANSPORTATION AGENCY MEMBERSHIP IN BUSINESS ORGANIZATIONS**

**M/S/C**

Adams/Church/unanimous

The Board of Directors of the Transportation Agency for Monterey County deferred this item to a future meeting.

**7. REPORTS FROM TRANSPORTATION PROVIDERS**

Caltrans District 5 – Orchid Monroy Ochoa announced the following:

- Congratulated City of Greenfield for their connectivity community grant award.

Monterey Regional Airport District – Carl Miller announced the following:

- The airport is proceeding with their new terminal; the plan is going as scheduled.

Monterey Salinas Transit District – Carl Sedoryk announced the following:

- On April 13, MST will have a booth at the Marina Earth Day event, at the Marina Library, to discuss the SURF Busway project.

Monterey Bay Air Resources District – David Frisbey announced the following:

- A new round of AB 2766 motor vehicle emission reduction grants will start soon. Air District receives a \$4.00 per vehicle registration surcharge fee allocated to grant projects that reduce motor vehicle emissions.

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

Board Member Askew attended the Central Coast Coalition meeting in Sacramento on March 20, 2024.

**9. EXECUTIVE DIRECTOR'S REPORT**

Executive Director Todd Muck announced the following:

- Director Muck expressed appreciation for the discussion on the RTP goals and objectives, noting TAMC is developing a Vision Zero plan, focused on safety and how to reduce injuries and fatalities.
- Community meetings on how to make traveling along US 101 and State Route 98 safe will be held on Thursday, April 11, 2024, 6:00 p.m., at the Firehouse Recreation Center in Salinas.
- TAMC is working with the county on SR 68 issues at Toro Park; cut-through traffic is estimated to cause 20-minute delays. Board Member Adams noted that TAMC is getting many compliments from the residents, this has been an ongoing problem, noting the work is applauded.
- Fair Political Practices forms are due April 1, 2024.

**10. ANNOUNCEMENTS AND/OR COMMENTS**

Board Member LeBarre commented that the King City Participatory Budgeting Celebration Dinner on Tuesday, March 26, had great participation and leadership. He announced the King City High School Soccer Team State Title celebration parade would be held on Wednesday, March 27.

**11. ADJOURNMENT**

Chair Lopez adjourned the meeting at 10:42 a.m.

**Memorandum**

**To:** Board of Directors  
**From:** Dave Delfino, Finance Officer/Analyst  
**Meeting Date:** April 24, 2024  
**Subject:** **TAMC Payments for the month of March 2024**

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**RECOMMENDED ACTION:**

**ACCEPT** the list of checks written for March 2024 and the credit card statement for the month of February 2024.

**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 \$731,604.65 which included checks written for March 2024 and payment of the February 2024 Platinum Plus Credit Card statement.

**DISCUSSION:**

During the month of March 2024, normal operating checks were written and ACH transfers were processed, as well as a check for \$22,441.18 to HDR Engineering Inc., a check for \$5,109.79 to Union Pacific Railroad and a check for \$305.00 to MNS Engineers Inc. all for engineering design services for the Salinas Rail Extension Kick-Start Project, a check for \$133,024.23 to GHD Inc. for design engineering for the Del Rey Oaks and California Avenue segments of the FORTAG project, a check for \$20,146.37 MNS Engineers Inc., for preconstruction services and two checks totaling \$7,843.90 for FORTAG utility relocation for the FORTAG Canyon Del Rey segment, a check for \$13,136.66 to Ecology Action for the Salinas Valley Safe Routes to School project, two checks totaling \$13,195.00 to Smith and Enright Landscaping Inc. for Branch Line homeless cleanup, a check for \$166,893.24 to GHD Inc. for design engineering review services for the HWY 68 – Salinas to Monterey project, a check for \$26,500.00 to IDAX for Monterey County traffic counts, a check for \$6,570.02 to We Creative for print design services for the Annual Report and for the Gonzales Safe Routes to School project, a check for \$2,409.50 to Loch Unlimit Inc. for skateboard racks for North County H.S. and a check for \$781.60 to Treetop Products, LLC for a bike rack for the Monterey sector of California State Parks for the Complete Streets Active Transportation Program.

**ATTACHMENTS:**

1. Checks March 2024
2. Credit Card February 2024

**WEB ATTACHMENTS:**

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

DATE	ITEM NAME	CHECK	DEPOSIT	DESCRIPTION
03/01/2024	EFT Payroll	49,976.55		Payroll
03/01/2024	EFT Pers Retirement	9,175.79		Employee Benefits
03/01/2024	EFT Pers Retirement PEPRA	3,510.84		Employee Benefits
03/01/2024	EFT CalPERS	8,791.07		Employee Benefits
03/04/2024	EFT CalPers Health Benefits	13,294.35		Employee Benefit
03/07/2024	21333 AAMCOM LLC	888.00		SAFE Call Box - Answering Service
03/07/2024	21334 Alvarez Technology Group, Inc. (CA)	3,009.55		Computer Support
03/07/2024	21335 Void	0.00		Void
03/07/2024	21336 Elouise Rodriguez	111.66		Office and Meeting Supplies
03/07/2024	21337 GHD Inc.	166,893.24		Design Engineering Review Services for the HWY 68 - Salinas to Monterey Project
03/07/2024	21338 Khouri Consulting LLC	6,000.00		State Legislative Consultant
03/07/2024	21339 Knightscope Inc.	1,684.16		SAFE Call Box - Maintenance
03/07/2024	21340 MNS Engineers, INC.	305.00		Preconstruction Services for the Salinas Rail Extension Kick-Start Project
03/07/2024	21341 Smith & Enright Landscaping Inc.	7,055.00		Branch Line Homeless Clean Up
03/07/2024	21342 The Maynard Group	354.31		Telephone Equipment Lease
03/07/2024	21343 Thorn Run Partners, LLC	10,000.00		Federal Legislative Consultant
03/07/2024	21344 Void	0.00		Void
03/07/2024	21345 AAMCOM LLC	296.00		SAFE Call Box - Answering Service
03/07/2024	21346 AT & T (Carol Stream, Il.)	494.90		Telephone Expense
03/07/2024	EFT Graniterock		9,047.40	Railroad Right of Way Rent
03/07/2024	EFT TAMC County Acct. 691		400,000.00	Funds Transfer From TAMC County Acct. 691
03/12/2024	DEP Newton Bros., Haedrich, Lithia, Mty. Motors and Cardinale		12,388.57	Railroad Right of Way Rent
03/12/2024	DEP State of California		117,743.35	Rural Planning Assistance (RPA) 2nd 23/24
03/12/2024	DEP State of California		19,376.45	Salinas Valley Safe Routes to School Grant
03/14/2024	EFT U.S. Bancorp	75.23		Bank Charges
03/15/2024	EFT Payroll	49,975.11		Payroll
03/15/2024	EFT United States Treasury	11,439.98		Payroll Taxes & Withholding
03/15/2024	EFT EDD	84.09		Payroll Taxes & Withholding
03/15/2024	EFT EDD	4,815.22		Payroll Taxes & Withholding
03/15/2024	EFT Pers Retirement	9,175.80		Employee Benefits
03/15/2024	EFT Pers Retirement PEPRA	3,511.77		Employee Benefits
03/15/2024	EFT CalPERS	8,791.07		Employee Benefits
03/15/2024	DEP State of California		35,587.16	SAFE - Revenue - January 2024
03/15/2024	DEP City of Marina, Cappo and Marina Concrete Inc.		9,076.21	Railroad Right of Way Rent
03/19/2024	21347 Alvarez Technology Group (TX)	680.09		Computer Equipment Lease
03/19/2024	21348 Business Card	7,645.31		Office and Meeting Supplies, Staff Travel, Payroll Service & Professional Training
03/19/2024	21349 Comcast	255.94		Telecommunications
03/19/2024	21350 De Lage Landen Financial Services	319.02		Office Copier Lease
03/19/2024	21351 Delta Dental	1,018.97		Employee Benefits
03/19/2024	21352 Ecology Action	13,136.65		Salinas Valley - Safe Routes to School Program
03/19/2024	21353 Lincoln National Life Insurance Co.	1,539.52		Employee Benefits
03/19/2024	21354 Oppidea, LLC	2,685.00		Accounting Services

03/19/2024	21355	Sentry Alarm Systems	283.50	Office Security
03/19/2024	21356	Shell	37.34	Auto Expense - Gasoline
03/19/2024	21357	Smile Business Products Inc.	382.02	Office Copier Expenses
03/19/2024	21358	Smith & Enright Landscaping Inc.	6,140.00	Branch Line Homeless Clean Up
03/19/2024	21359	Union Pacific Railroad Company	5,109.79	Engineering Design for Salinas Rail Extension Kick-Start Project
03/19/2024	21360	We The Creative	6,570.02	Design Services for the Annual Report and Gonzales Safe Routes to School
03/21/2024	21361	Alvarez Technology Group, Inc. (CA)	1,087.50	Computer Support
03/21/2024	21362	GHD Inc.	133,024.23	Design Engineering Services for FORTAG Del Rey Oaks and California Segments
03/21/2024	21363	Pacific Gas and Electric Company	7,643.90	Deposit for FORTAG Utility Relocation
03/21/2024	21364	The Maynard Group	358.83	Telephone Equipment Lease
03/26/2024	21365	VSP	207.94	Employee Benefits
03/26/2024	21366	Void	0.00	Void
03/26/2024	21367	FedEx	1,525.68	Printing
03/26/2024	21368	IDAX	26,150.00	Traffic Counts
03/26/2024	21369	Pacific Gas and Electric Company	200.00	Deposit for FORTAG Utility Relocation
03/26/2024	21370	Clinica de Salud del Valle de Salinas	9,038.42	Office Rent
03/27/2024	EFT	Graniterock		9,047.40 Railroad Right of Way Rent
03/28/2024	EFT	Christina Watson	870.50	125 Plan Reimbursement
03/28/2024	EFT	Dave Delfino	288.88	125 Plan Reimbursement
03/28/2024	EFT	Jefferson Kise	575.05	125 Plan Reimbursement
03/28/2024	EFT	Laurie Williamson	180.00	Reimbursement for License
03/29/2024	21371	HDR Engineering Inc.	22,441.18	Engineering Design Review for Salinas Rail Extension Kick-Start Project
03/29/2024	21372	Loch Unlimit Inc	2,409.50	Active Transportation - North County Skateboard Racks
03/29/2024	21373	MNS Engineers, INC.	20,146.37	Preconstruction Services for the FORTAG Canyon Del Rey Segment
03/29/2024	21374	Treetop Products, LLC	781.60	Active Transportation - Bike Rack - Monterey Sector California State Parks
03/29/2024	EFT	Payroll	50,910.06	Payroll
03/29/2024	EFT	United States Treasury	11,799.56	Payroll Taxes & Withholding
03/29/2024	EFT	EDD	4,974.96	Payroll Taxes & Withholding
03/29/2024	EFT	Pers Retirement	9,175.79	Employee Benefits
03/29/2024	EFT	Pers Retirement PEPRA	3,511.77	Employee Benefits
03/29/2024	EFT	CalPERS	8,791.07	Employee Benefits
03/29/2024	DEP	Quatro LLC and Haedrich		4,446.22 Railroad Right of Way Rent
<b>TOTAL</b>			<b>731,604.65</b>	<b>616,712.76</b>

Credit Card February 2024



ELOUISE RODRIGUEZ

Business Card

February 05, 2024 - March 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 ..... \$7,645.31  
Minimum Payment Due ..... \$76.45  
Payment Due Date ..... 03/31/24

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 ..... \$3,636.45  
Payments and Other Credits ..... -\$3,636.45  
Balance Transfer Activity ..... \$0.00  
Cash Advance Activity ..... \$0.00  
Purchases and Other Charges ..... \$7,645.31  
Fees Charged ..... \$0.00  
Finance Charge ..... \$0.00  
New Balance Total ..... \$7,645.31

Credit Limit ..... \$20,000  
Credit Available ..... \$12,354.69  
Statement Closing Date ..... 03/04/24  
Days in Billing Cycle ..... 29

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
<b>Payments and Other Credits</b>				
02/21	02/21	PAYMENT - THANK YOU		- 3,636.45
<b>TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD</b>				<b>-\$3,636.45</b>
<b>Purchases and Other Charges</b>				
02/06	02/05	LA PLAZA BAKERY - EAST 8317516028 CA		141.47
02/07	02/06	DEVICEMAGIC 8559970800 NC		192.60
02/07	02/06	SQ *TOP NOTCH MOVERS L 8774174551 CA		150.00
02/08	02/07	TST* THE BAGEL CORNER 8317718670 CA		28.20
02/08	02/07	AMZN MKTP US*RB17Q10K2 8007728574 WA		18.31
02/08	02/08	RALEY'S ONLINE #905 9163766606 CA		113.16

Account Number:  
February 05, 2024 - March 04, 2024

New Balance Total ..... \$7,645.31  
Minimum Payment Due ..... \$76.45  
Payment Due Date ..... 03/31/24

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

ELOUISE RODRIGUEZ

February 05, 2024 - March 04, 2024

Page 3 of 4

**Transactions**

Posting Date	Transaction Date	Description	Reference Number	Amount
02/09	02/08	INTUIT *TSheets 8338309255 CA		132.00
02/12	02/08	ODP BUS SOL LLC # 1011 5104971900 CA		341.47
02/12	02/08	ODP BUS SOL LLC # 1051 5624901000 CA		13.55
02/13	02/12	LA PLAZA BAKERY - EAST 8317516028 CA		134.48
02/14	02/13	ZOOM.US 888-799-9666 8887999666 CA		39.55
02/22	02/20	STARBUCKS STORE 08659 8314420460 CA		20.00
02/22	02/20	FOODMAXX #405 SALINA SALINAS CA		27.14
02/22	02/21	LA PLAZA BAKERY - GONZ 8316752337 CA		174.48
02/23	02/22	SALINAS VA* CA SALINAS CA		50.00
02/23	02/22	DNH*GODADDY.COM 4805058855 AZ		191.76
02/26	02/22	WTS INTERNATIONAL 2029555085 DC		1,049.00
02/26	02/23	ACME CAR WASH 8314223332 CA		14.99
02/26	02/23	DNH*GODADDY.COM 4805058855 AZ		72.32
02/26	02/23	ASAP SIGNS AND PRINTIN SALINAS CA		24.85
02/27	02/26	ADOBE INC. 4085366000 CA		4,606.08
02/27	02/26	WWW.TAX1099.COM 8778113829 AR		4.36
02/27	02/26	AMAZON.COM*RZ9XX46V0 8007728574 WA		65.54
02/29	02/27	STARBUCKS STORE 06629 8317513420 CA		40.00
<b>TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD</b>				<b>\$7,645.31</b>

**Finance Charge Calculation**

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

	Annual Percentage Rate	Balance Subject to Interest Rate	Finance Charges by Transaction Type
PURCHASES	17.99%	\$0.00	\$0.00
CASH	29.49% V	\$0.00	\$0.00

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

**Important Messages**

**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](https://bankofamerica.com/SmallBusiness) by clicking on Alerts in the Activity Center.

**Memorandum**

**To:** Board of Directors  
**From:** Aaron Hernandez, Transportation Planner  
**Meeting Date:** April 24, 2024  
**Subject:** Cap and Trade Funds for Transit

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**RECOMMENDED ACTION:****Low Carbon Transit Operations Program:**

1. **ADOPT** resolution 2024-06 that the Transportation Agency for Monterey County shall act as a "contributing sponsor" and transfer its \$1,139,950 Fiscal Year 2023/24 allocation of Low Carbon Transit Operations Program funds to the Monterey Salinas-Transit District to support the fuel cell battery electric bus facility retrofits; and
2. **AUTHORIZE** the Executive Director or his designee to sign and execute on behalf of the Transportation Agency for Monterey County any actions and agreements necessary to pass funds through to Monterey-Salinas Transit.

**SUMMARY:**

The California Legislature established the Low Carbon Transit Operations Program to distribute cap and trade funds to implement transit priority projects that reduce greenhouse gas emissions, with a priority on serving disadvantaged communities. Program funds are distributed to regional transportation planning agencies based on population and to transit agencies based on transit operator revenues. The Transportation Agency's allocation of Program funds is \$1,139,950 and Monterey-Salinas Transit's allocation is \$355,571 for Monterey County total of \$1,495,521.

**FINANCIAL IMPACT:**

This action will authorize the Executive Director to designate the Transportation Agency's allocation of \$1,139,950 for FY 2023/24 to the Monterey-Salinas Transit District for fuel cell battery electric bus facility retrofits.

**DISCUSSION:**

The Low Carbon Transit Operations Program provides operations and capital assistance for transit projects that reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This program is administered by Caltrans in coordination with the California Air Resources Board and the State Controller's Office. The program receives an ongoing cap and trade revenue allocation of five percent (5%).

As a regional transportation planning agency, TAMC is a designated recipient of Program funds for Monterey County, and can act as a lead agency on eligible projects or as a "contributing sponsor" that can pass through funds to Monterey-Salinas Transit to support an eligible project. Program funds are allocated using the State Transit Assistance distribution formula, which allocates funding to

transportation planning agencies based on population and to transit operators based on transit operator revenues. For agencies who service disadvantaged communities (DAC), at least 50% of the projects must benefit the disadvantaged community.

The Transportation Agency does not currently have an eligible project, so the Agency will act as a contributing sponsor to support Monterey-Salinas Transit's proposal. Monterey-Salinas Transit is required to submit an allocation request to Caltrans by April 26, 2024 including a Board resolution from the contributing sponsor. MST is permitted to submit a draft resolution from TAMC with their application.

The Transportation Agency's contribution of \$1,139,950 and Monterey-Salinas Transit's allocation of \$355,571 will both go towards the following component of Monterey-Salinas Transit's proposal:

- Fuel Cell Battery Electric Bus Facility Retrofits - Operations and maintenance facility retrofits in preparation for deploying hydrogen fuel cell buses.

Monterey-Salinas Transit's proposal is an eligible project that is consistent with the Low Carbon Transit Operations Program guidelines. Staff recommends allocating the Transportation Agency's share to support Monterey-Salinas Transit's project.

**ATTACHMENTS:**

1. MST Spending Proposal
2. Resolution 2024-06: LCTOP Allocation FY 2023-24

**WEB ATTACHMENTS:**

# Monterey-Salinas Transit District's Spending Proposal

	<b>Project 1</b>	<b>Project 2</b>
Project Name:	Zero Emission Heavy Duty Bus	FCEB Facility Retrofits
LCTOP Request:	\$319,919	\$1,175,602
Description:	Replacement zero emission heavy-duty fixed route bus	O&M Facility Retrofits in Preparation for Deploying Hydrogen Fuel Cell Buses
Contrib. Sponsor:	-	Transportation Agency for Monterey County
Benefit to a Priority Pop.:	DAC	Low-Income & DAC
DAC Funding:	\$319,919	\$427,842
TAMC (99313) Funds:	-	\$1,139,950
MST (99314) Funds:	\$319,919	\$35,652



**RESOLUTION NO. 2024-06  
OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

***ALLOCATION OF \$1,139,950 OF LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)  
FUNDS TO THE MONTEREY-SALINAS TRANSIT DISTRICT FOR FUEL CELL BATTERY ELECTRIC BUS  
FACILITY RETROFITS, AND AUTHORIZING EXECUTION OF AGREEMENTS***

**WHEREAS**, the State of California enacted the Transit, Affordable Housing and Sustainable Communities Program (SB 862) in 2014 to reduce greenhouse gas emissions from the transportation sector; and

**WHEREAS**, SB 862 established the Low Carbon Transit Operating Program (LCTOP) to receive revenue from the sale of emission allowances in California’s Cap-and-Trade program and distribute these funds to Regional Transportation Planning Agencies (RTPAs) and transit operators eligible to receive State Transit Assistance funds pursuant to Sections 99313 and 99314 of the Public Utility Code (PUC) for transit projects which reduce greenhouse gas emissions; and

**WHEREAS**, the Transportation Agency for Monterey County (TAMC) and the Monterey-Salinas Transit District (MST) are the eligible recipients of LCTOP funds in Monterey County; and

**WHEREAS**, TAMC may elect to act as a contributing sponsor and transfer its share of funds to MST; and

**WHEREAS**, MST has determined that the Fuel Cell Battery Electric Bus Facility Retrofits is the most appropriate use for the allocation of LCTOP funds to MST; and

**WHEREAS**, MST has committed these funds in accordance with applicable statutes, regulations, and guidelines for the Low Carbon Transit Operations Program; and

**WHEREAS**, the Fuel Cell Battery Electric Bus Facility Retrofits is expected to reduce greenhouse gas emissions, increase transit ridership, serve low-income and disadvantaged communities within MST’s county-wide service area, and is consistent with the Monterey County Regional Transportation Plan.

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

1. The Transportation Agency for Monterey County shall act as a “contributing sponsor” and transfer its \$1,139,950 Fiscal Year 2023/2024 allocation of Low Carbon Transit Operations Program funds to the Monterey-Salinas Transit District to support the fuel cell battery electric bus facility retrofits.
2. The Executive Director or his designee is authorized to sign and execute on behalf of the Transportation Agency for Monterey County any actions and agreements necessary to pass funds through to Monterey-Salinas Transit.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 24<sup>th</sup> day of April 2024, by the following votes:

**AYES:**

**NOES:**

**ABSENT:**

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**CHRIS LOPEZ, CHAIR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

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

## Memorandum

**To:** Board of Directors  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** April 24, 2024  
**Subject:** **Legislative Update**

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### **RECOMMENDED ACTION:**

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

### **SUMMARY:**

This report presents updates on state and federal legislative activities and draft legislation.

### **FINANCIAL IMPACT:**

The legislative proposals may have a financial impact on TAMC if they are enacted. The 2024 federal transportation appropriations bill included \$1,811,000 for the G12 Pajaro to Prunedale project. TAMC submitted funding requests to Senators Butler and Padilla for \$2 million for the Elkhorn Slough Highway 1 Corridor Climate Resiliency project and \$1.5 million for the King City Multimodal Transportation Center.

### **DISCUSSION:**

Agency state legislative analyst Gus Khouri prepared a written update on state legislative activities and Agency federal legislative analysts Paul Schlesinger and Jim Davenport prepared a written update on federal legislative activities.

**Attachment 1** is the draft state bill list. Priorities listed in the bill list refer to the adopted 2024 legislative program, online as a **web attachment**.

**Attachment 2** is a state legislative update and **Attachment 3** is the federal legislative update.

### **ATTACHMENTS:**

1. State Bill Matrix
2. State Legislative Update
3. Federal Legislative Update

### **WEB ATTACHMENTS:**

- [TAMC 2024 Legislative Program](#)

**TAMC Bill Matrix – April 2024**

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 6 (Friedman)</b> <b>Transportation Planning: regional transportation plans: Solutions for Congested Corridors</b></p>	<p>6/14/23 Senate Transportation Two-year bill</p>	<p>As amended on March 16, this bill would require the State Air Resources Board (ARB) to establish additional greenhouse gas emission targets for automobiles and light trucks. The bill adds a 60-day timeline before the public participation process for a Metropolitan Planning Organization (MPO) to submit its technical methodology to ARB to determine greenhouse gas emissions reductions. An MPO must submit its sustainable communities strategy to ARB within 120 days of adoption, and ARB would be provided with 180 days, rather than 60, to review a sustainable communities strategy. This bill would require each Solutions for Congested Corridors project nomination to demonstrate how the project would contribute to achieving the state’s greenhouse gas emission reduction targets.</p>	<p align="center"><b>Watch Priority 1S</b></p>
<p><b>AB 7 (Friedman)</b> <b>Transportation: project selection processes</b></p>	<p>9/11/23 Senate Floor Two-year bill</p>	<p>As amended on September 1, this bill would require the California State Transportation Agency (CalSTA), the Department of Transportation (Caltrans), and the California Transportation Commission (CTC) to incorporate principles outlined in the Climate Action Plan for Transportation Infrastructure (CAPTI), the federal Infrastructure Investment and Jobs Act of 2021 (IIJA), and the federal Justice40 initiative into their existing program funding guidelines and processes.</p>	<p align="center"><b>Watch Priority 1S</b></p>
<p><b>AB 817 (Pacheco)</b> <b>Open meetings: teleconferencing: subsidiary body</b></p>	<p>1/25/24 Senate Rules</p>	<p>This bill allows, until January 1, 2026, a subsidiary body of a local agency to teleconference without meeting all of the teleconferencing requirements of the Ralph M. Brown Act (Brown Act). A subsidiary body is defined as a commission, committee, board, or other body of a local agency, whether permanent or temporary, decision-making or advisory, created by charter, ordinance, resolution, or formal action of a legislative body that does not take final action on behalf of a local entity.</p>	<p align="center"><b>SUPPORT Priority 15S</b></p>

**TAMC Bill Matrix – April 2024**

Measure	Status	Bill Summary	Recommended Position
<b>AB 1773 (Dixon)</b> <b>Vehicles: bicycles on boardwalks</b>	2/26/24 Assembly Transportation	This bill would authorize a local authority to adopt rules and regulations by ordinance or resolution regarding the operation of bicycles on boardwalks.	<b>Watch</b> <b>Priority 9S</b>
<b>AB 1904 (Ward)</b> <b>Transit buses: yield right-of-way sign</b>	4/12/24 Senate Rules	This bill would allow transit agencies statewide to equip buses with a yield right-of-way sign on the left rear of the bus designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers.	<b>Watch</b> <b>Priority 9S</b>
<b>AB 2302 (Addis)</b> <b>Open meetings: local agencies: teleconferences</b>	4/12/24 Assembly Floor	This bill revises the Brown Act to allow local legislative bodies to meet virtually more frequently based on the number of meetings that they convene. While there are no changes to those entities that meet monthly, entities that meet twice per month can meet virtually five times annually, and those that meet three times or monthly can meet seven times virtually annually. This bill would not impact any TAMC meeting as none of them meet twice per month.	<b>Watch</b> <b>Priority 15S</b>
<b>AB 2234 (Boerner)</b> <b>Vehicles: electric bikes</b>	4/12/24 Assembly Transportation	This bill would prohibit people under the age of 12 from operating an electric bicycle of any class. This bill would require the California Highway Patrol, on or before June 30, 2025, to issue a skills waiver for those who completed an electric bicycle safety and training program.	<b>Watch</b> <b>Priority 9S</b>
<b>AB 2259 (Boener)</b> <b>Transportation: bicycle safety handbook</b>	4/10/24 Assembly Appropriations – Suspense File	This bill would require the California State Transportation Agency (CalSTA) to develop and distribute, on or before September 1, 2025, a bicycle safety handbook that includes information on, among other things, existing laws regulating bicycles and e-bikes.	<b>SUPPORT</b> <b>Priority 9S</b> <b>Letter sent 4/10/24</b>

**TAMC Bill Matrix – April 2024**

Measure	Status	Bill Summary	Recommended Position
<b>AB 2266 (Petrie-Norris)</b> <b>California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project</b>	2/26/24 Assembly Transportation	This bill would require the ARB to authorize a voucher issued under the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project to be used for the acquisition of any zero-emission vehicle that meets specified requirements.	<b>Watch</b> <b>Priority 13S</b>
<b>AB 2290 (Friedman)</b> <b>Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program</b>	4/12/24 Assembly Appropriations	This bill would prohibit the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a residential street with a posted speed limit of 20 miles per hour or less. A Class III bikeway is defined as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. This bill would establish the Bikeway Quick-Build Project Pilot Program to expedite development and implementation of bikeways on the state highway system.	<b>Watch</b> <b>Priority 2S</b>
<b>AB 2401 (Ting)</b> <b>Clean Cars 4 All Program</b>	4/12/24 Assembly Transportation	This bill would require the Clean Cars 4 All Program to ensure that incentives provided under the program are available in all areas of the state and that, in those areas where a local air district has not elected to manage the distribution of incentives, the ARB manages the distribution of incentives to eligible residents of those areas.	<b>SUPPORT</b> <b>Priority 4S</b> <b>Letter sent 4/10/24</b>
<b>AB 2535 (Bonta)</b> <b>Trade Corridor Enhancement Program</b>	4/12/24 Assembly Transportation	This bill would require the CTC to ensure that at least 50% of the funds allocated under the Trade Corridor Enhancement Program in any fiscal year are allocated to investments in zero-emission freight infrastructure. The bill would prohibit funding any capacity projects or general purposes lanes on the state highway system.	<b>OPPOSE</b> <b>Priority 1S</b> <b>Letter sent 4/10/24</b>

**TAMC Bill Matrix – April 2024**

Measure	Status	Bill Summary	Recommended Position
<b>AB 2583 (Berman)</b> <b>School Zones and Routes</b>	4/12/24 Assembly Transportation	This bill would establish a default speed limit of 15 miles per hour in school zones during the hours before the school day begins and after the school day ends.	<b>Watch</b> <b>Priority 9S</b>
<b>AB 2744 (McCarty)</b> <b>Vehicles: pedestrian, bicycle, and vehicle safety</b>	4/12/24 Assembly Transportation	This bill would prohibit the addition of a right-turn or travel lane within 20 feet of a marked or unmarked crosswalk where there is not already a dedicated and marked right-turn or travel lane, and would prohibit vehicles from using this 20-foot area for right turns unless the area is already marked as a dedicated right-turn lane.	<b>Watch</b> <b>Priority 9S</b>
<b>AB 2796 (Alvarez)</b> <b>Equitable Access to Zero-Emissions Vehicles Fund</b>	3/11/24 Assembly Transportation	This bill would require the ARB to establish the Equitable Access to Zero-Emission Vehicles Fund to offer rebates for the purchase of zero-emission vehicles.	<b>Watch</b> <b>Priority 4S</b>
<b>AB 2815 (Petrie-Norris)</b> <b>Clean Transportation Program: electric vehicle charging infrastructure</b>	4/12/24 Assembly Transportation	This bill would require the State Energy Resources Conservation and Development Commission to establish a program under the Clean Transportation Program to provide grants for repairs to electric vehicle charging infrastructure that has been in operation for at least 5 years and that is in a publicly available parking space. The bill would require the commission to allocate at least 50% of grant funding to low-income communities and disadvantaged communities.	<b>Watch</b> <b>Priority 4S</b>
<b>AB 2869 (Friedman)</b> <b>Department of Transportation: trail access: infrastructure projects</b>	4/3/24 Assembly Transportation	This bill requires Caltrans to mitigate the impact of infrastructure projects on safe access to parks and recreational areas and trails.	<b>Watch</b> <b>Priority 11S</b>

**TAMC Bill Matrix – April 2024**

Measure	Status	Bill Summary	Recommended Position
<b>AB 3005 (Wallis)</b> <b>Motor Vehicle Fuel Tax Law: adjustment suspension</b>	3/11/24 Assembly Transportation	This bill would suspend the annual inflationary adjustment of gas tax revenues, which would create a deficit of funding for the State Transportation improvement Program, State Highway Operations and Protection Program, and local streets and roads.	<b>OPPOSE</b> <b>Priority 1S</b> <b>Letter sent 4/10/24</b>
<b>SB 537 (Becker)</b> <b>Open meetings: multijurisdictional, cross-county agencies: teleconferences</b>	9/14/23 Assembly Floor Two-year bill	As amended on September 5, this bill authorizes multi-jurisdictional, cross-county legislative bodies to use alternate teleconferencing provisions if the authorizing agency has adopted a resolution. The bill would require a legislative body to provide a record of attendance of the members of the legislative body, the number of community members in attendance in the teleconference meeting, on its internet website within <u>10</u> days after a teleconference meeting. The bill requires a quorum of members of the legislative body to participate from one or more physical locations that are open to the public and within the boundaries of the agency’s jurisdiction. The bill would require a member who receives compensation for their service on the legislative body to participate from a physical location that is open to the public. The bill requires the legislative body to identify in the agenda each member who plans to participate remotely and to include the address of the publicly accessible building from each member will participate via teleconference. The bill would prohibit a member from participating remotely pursuant to these provisions unless the remote location is the member’s office or another location in a publicly accessible building and is more than 40 miles from the in-person location of the meeting.	<b>SUPPORT</b> <b>Priority 15S</b> <b>Letter sent 6/27/23</b>
<b>SB 768 (Caballero)</b> <b>CEQA: ARB: vehicle miles traveled: study</b>	1/29/24 Assembly Rules	As amended on January 11, 2024, this bill would require the ARB to coordinate with relevant agencies, including Regional Transportation Planning Agencies (RTPAs), to conduct a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to the California Environmental Quality Act (CEQA).	<b>SUPPORT</b> <b>Priority 2S</b>

**TAMC Bill Matrix – April 2024**

Measure	Status	Bill Summary	Recommended Position
<b>SB 947 (Seyarto)</b> <b>Caltrans: state highway projects: agreements with public entities: project design changes</b>	2/14/24 Senate Transportation	This bill would require Caltrans, in an agreement with a city, county, or other public entity for the contribution of funds for the acquisition, construction, or improvement of any portion of state highway, to include a provision that makes Caltrans responsible for any additional costs associated with a new project design adopted by Caltrans after the project is included in the state transportation improvement program or the state highway operation and protection program.	<b>Watch</b> <b>Priority 8S</b>
<b>SB 955 (Seyarto)</b> <b>Office of Planning and Research: Infrastructure Gap-Fund Program</b>	4/4/24 Senate Appropriations	This bill would require the Governor’s Office of Planning & Research (OPR) to establish the Infrastructure Gap-Fund Program. The bill requires OPR to develop guidelines and criteria to provide grants to help local agencies complete broadband construction, fire stations, schools, health and safety improvements, and road projects that lead to a reduction in the vehicle miles traveled on roads and improve the public health, safety, and welfare. Only a city, county or a city and county can receive funding.	<b>Watch</b> <b>Priority 3S</b>
<b>SB 960 (Wiener)</b> <b>Transportation: planning: transit priority projects: multimodal</b>	4/12/24 Senate Transportation	This bill would require the Caltrans asset management plan for the state highway operation and protection program (SHOPP) to prioritize the implementation of comfortable, convenient, and connected facilities for pedestrians, bicyclists, and transit users on all projects in the program. The bill would repeal the requirement for the CTC to adopt targets and performance measures and instead require the CTC to adopt 4-year and 10-year objective targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit facilities on the state highway system. The bill would require Caltrans plain language performance report to include a description of pedestrian, bicycle, and transit facilities on each project. The bill would require Caltrans, in consultation with the CTC, to update the asset management plan and use it to guide the selection of transit priority projects for the SHOPP.	<b>Watch</b> <b>Priority 1S</b>

TAMC Bill Matrix – April 2024

Measure	Status	Bill Summary	Recommended Position
<b>SB 961 (Wiener)</b> <b>Vehicles: safety equipment</b>	4/12/24 Senate Transportation	This bill would require certain vehicles, commencing with the 2027 model year, to be equipped with an intelligent speed limiter that would limit the speed of the vehicle to 10 miles per hour over the speed limit. The bill would exempt emergency vehicles from this requirement and would authorize the California Highway Patrol to authorize the disabling of the system on other vehicles.	<b>Watch</b> <b>Priority 9S</b>
<b>SB 1098 (Blakespear)</b> <b>Passenger and freight rail: LOSSAN Rail Corridor</b>	4/12/24 Senate Appropriations	This bill would require the Secretary of Transportation to provide <u>guidance and recommendations to, and coordination between, stakeholders as necessary</u> <del>strategic guidance, recommendations, and facilitate all necessary coordination, when necessary, between stakeholders,</del> to ensure the performance of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor. While TAMC is not part of the LOSSAN Rail Corridor today, the Coast Rail Coordinating Council has been in discussions with LOSSAN for many years about the potential for extending their service north from San Luis Obispo to close the gap on the coast rail line.	<b>Watch</b> <b>Priority 16S</b>
<b>SB 1387 (Newman)</b> <b>California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project</b>	4/12/24 Senate Environmental Quality	<del>Spot bill related to the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project.</del> <u>As amended on March 18, this bill requires the State Air Resources Board to authorize a zero-emission vehicle voucher issued under the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project to be used for the acquisition of any zero-emission vehicle has a gross vehicle weight rating that exceeds 8,500 pounds and the vehicle is purchased for fleet operations by a public or private fleet or for personal and commercial use by an individual. If the voucher is provided to an individual to acquire a vehicle for personal and commercial use, the bill would require that individual to attest under penalty of perjury that the vehicle will be substantially used in furtherance of a valid commercial or business purpose.</u>	<b>Watch</b> <b>Priority 13S</b>



March 25, 2024

TO: Board Members, Transportation Agency for Monterey County  
FROM: Gus Khouri, President  
Khoury Consulting LLC  
RE: **STATE LEGISLATIVE UPDATE – MARCH**

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### **General Outlook**

The legislature adjourned for Spring Recess on March 21 and will reconvene on April 1. Policy committee hearings will take place until April 26. The 2024 Calendar states that August 31 will be the final day of the 2023-24 Legislative Session. The legislature is currently going through its budget subcommittee process to take public comment on the Governor's proposed FY 24-25 State Budget. Items will remain open without action until the May Revise is released on or by May 14. The State Budget must be enacted by the legislature on June 15 and signed by the Governor by June 30. Governor Newsom will have until September 30 to sign or veto legislation.

### **State Budget**

On March 14, Senate President pro Tempore Mike McGuire (North Coast) and Senate Budget & Fiscal Review Committee Chair Scott Wiener (San Francisco) announced a plan by Senate Democrats to "*Shrink the Shortfall*" through early action on the state budget. On March 20, Governor Gavin Newsom, Senate President pro Tempore Mike McGuire, and Speaker of the Assembly Robert Rivas issued a statement agreeing to budget solutions worth \$12 to \$18 billion, using Rainy Day Funds and constitutional minimums to education, to address the Governor's \$38 billion deficit figure published in January's proposed fiscal year (FY) 2024-25 State Budget as a baseline. The plan also accounts for the Legislative Analyst's Office (LAO) assumption in January that the deficit could grow by an additional \$15 billion to \$53 billion due

to underperforming revenue projections. This action is anticipated in April before the May Revision, published by May 14, to help score solutions and avert a larger deficit.

### **Central Coast Coalition Legislative Day**

On March 20, the Central Coast Coalition, which is composed of TAMC, Council of San Benito County Governments, San Luis Obispo Council of Governments, Santa Barbara, Santa Cruz County Regional Transportation Commission, and the Association of Monterey Bay Area Governments, met with the region's delegation on priority issues. TAMC 2<sup>nd</sup> Vice Chair Wendy Root Askew and Executive Director Todd Muck were in attendance, representing TAMC. Meetings were held with Assembly Member Dawn Addis, Senator John Laird, and representatives from Assembly Speaker Robert Rivas' office. Discussion items included extending the Cap and Trade Program, finding a successor source for the gas tax, protecting state budget funding for the Regional Early Action Plan (REAP) for affordable housing, and addressing the application of vehicle miles traveled for rural areas.

Date: March 26, 2024

To: Christina Watson

From: Paul Schlesinger

Jim Davenport

Re: April 3 Executive Committee Report

The past month has been a significant one with important developments for TAMC.

With federal appropriations bills having been divided into two tranches for consideration by Congress nearly six months into the “new” fiscal year; FY 2024, the first tranche was approved by the House and Senate at the beginning of March and signed into law by President Biden. This tranche included funding for the Department of Transportation. Among the earmarks included in that title, at the initial request of Senator Padilla, is \$1.811 million for the Pajaro to Prunedale G12 Corridor Project.

The following week, 1<sup>st</sup> Vice Chair Potter was in Washington, and on March 12 visited with Representative Panetta, Representative Lofgren, and the transportation advisors to Senators Padilla and Butler. While thanking them all for helping to secure our FY 2024 earmark, Director Potter continued laying the groundwork for Agency efforts to secure funding for two additional projects being requested for special consideration by Congress as part of its FY 2025 budget; \$2 million for Project Approval and Environmental Documents for the Elkhorn Slough Highway 1 corridor climate resiliency project, and \$1.5 million to fund the environmental phase of a project to make improvements to restore rail at the King City Multimodal Transportation Center.

TAMC staff has since worked to meet the deadlines imposed by our Senators and Members of Congress to submit forms as required to secure funding for these requests.

The Administration has submitted to Congress its budget request for FY 2025. With regard to transportation, there appear to be few significant changes from the FY 2024 budget recently approved by Congress, with overall highway spending of about \$72.2 billion, transit funding of about \$21.1 billion, including about \$4 billion for Capital Investment Grants and \$14.3 billion in formula grants. The \$1.25 billion requested for CRISI grants (Consolidated Rail Infrastructure and Safety Improvements), through the Federal Railroad Administration, including \$1 billion from the Bipartisan Infrastructure Law, represents a decrease from FY 2024.

**Memorandum**

**To:** Board of Directors  
**From:** Alissa Guther, Transportation Planner  
**Meeting Date:** April 24, 2024  
**Subject:** **Regional Transportation Plan Performance Measures**

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**RECOMMENDED ACTION:**

**APPROVE** performance measures for the 2026 Regional Transportation Plan update.

**SUMMARY:**

Every four years, the Transportation Agency is responsible for developing an updated Regional Transportation Plan, pursuant to state and federal transportation planning requirements. Adoption of the goals, policy objectives and performance measures is a necessary step in the development of the 2026 Regional Transportation Plan. These collaboratively-developed measures will inform transportation decisions and investments for the 20-year vision for Monterey County.

**FINANCIAL IMPACT:**

The 2026 Regional Transportation Plan is being prepared in-house by staff in coordination with Agency committees and the Board of Directors. The Plan's environmental document is budgeted by the Association of Monterey Bay Area Governments not to exceed \$325,000, of which TAMC will pay \$75,000, and will cover the tri-county Metropolitan Transportation Plan as well as the individual Monterey, Santa Cruz and San Benito County Regional Transportation Plans. The Plan will include cost estimates for transportation projects in Monterey County through the 2050 horizon year. The 2022 Regional Transportation Plan's financial estimate identified a total of approximately \$6.7 billion in projected funding for transportation projects in Monterey County through the 2045 horizon year of the plan.

**DISCUSSION:**

The Regional Transportation Plan for Monterey County is a long range (20+ year) plan, updated every four years. The Plan forms the basis for the tri-county Metropolitan Transportation Plan prepared by the Association of Monterey Bay Area Governments (AMBAG) for the Monterey Bay Area pursuant to Federal Highway Administration and Caltrans transportation planning requirements. The Metropolitan Transportation Plan, which also serves as the Sustainable Communities Strategy (2050 MTP/SCS), will incorporate the financial assumptions and project lists included in the Regional Transportation Plans for Monterey, Santa Cruz and San Benito Counties.

Pursuant to state and federal guidelines, the Regional Transportation Plan includes a countywide multi-modal needs assessment, transportation policy element, long-range funding forecast, funding-constrained project list, and a program-level environmental review document assessing the probable environmental impacts associated with implementation of the Plan. Public participation is sought after in the development of the Regional Transportation Plan for each of the project steps.

With each Regional Transportation Plan update, the Transportation Agency starts the planning process by establishing a framework of policy objectives and goals to guide the development of the Plan. This is a key first step, as it is the policy foundation for the Plan and identifies the “big picture” of what we aim to achieve. The 2026 RTP policy objectives and goals were approved by the Transportation Agency Board of Directors in March 2024. Performance measures allow us to quantify regional goals, estimate the impacts of proposed investments, and evaluate progress over time.

On April 10, 2024, the AMBAG Board of Directors approved the Performance Measures for the 2050 MTP/SCS. The performance measures TAMC plans to use for the Regional Transportation Plan use the final AMBAG measures to maintain consistency and ensure that the data is available. The draft 2026 RTP performance measures were presented to the TAMC Board of Directors at its March 2024 meeting. The performance measures presented in that staff report remain the same (Attachment 1), except for those that reflect Goal 2: Safety and Health for Performance Measure 2.1 and 2.4, which have been changed to reflect Board direction.

Staff will finalize the methodologies for the performance measures as well as continue to develop the other components of the 2050 MTP/SCS working with the Planning Directors Forum, Technical Advisory Committees, partner agencies and key stakeholders and engaging with the members of the public.

**ATTACHMENTS:**

1. 2026 RTP Performance Measures

**WEB ATTACHMENTS:**

[AMBAG Performance Measures Approved April 10, 2024](#)

<b>GOAL</b>	<b>#</b>	<b>MEASURES OF PERFORMANCE</b>
<b>Goal 1: Access &amp; Mobility</b>		
<b>Deliver a reliable and efficient transportation system that promotes viable transportation alternatives</b>	1.1	Population Near High Quality Transit (Percentage)
	1.2	Peak Period Congested Vehicle Miles of Travel (miles)
	1.3	Alternative Transportation Trips (percentage)
	1.4	Access to transit w/in 1/2 mile (%): low income, non-low income, minority, non-minority, low community engagement
<b>Goal 2: Safety &amp; Health</b>		
<b>Create a safe transportation system that fosters county-wide health and well-being while promoting active lifestyles</b>	2.1	Fatalities and Injuries per 1,000 VMT
	2.2	Harmful airborne pollutants (tons/day)
	2.3	Jobs near Bike Facilities (percentage)
	2.4	Annual projected bike/ped fatalities and injuries per 1,000 VMT
<b>Goal 3: Sustainability &amp; Environment</b>		
<b>Protect and enhance the County's built and natural environment</b>	3.1	Green-house gas reductions (% reduction from 2005 baseline)
	3.2	Open Space Consumed (acres)
	3.3	Farmland Converted (acres)
	3.4	Population in Climate Risk areas (percentage)
<b>Goal 4: Equity</b>		
<b>Promote social and geographic equity through transportation planning, engineering and design</b>	4.1	Distribution of MTP/SCS investments by percentage in: low-income, non-low income, minority, non-minority, low mobility and low-community engagement areas
	4.2	Access to transit within ½ mile by percentage in: low-income, non-low income, minority, non-minority, low mobility and low-community engagement areas
	4.3	Estimated number of youth and seniors reached through TAMC's Safe Routes to Schools and Senior and Disabled programs (H)
	4.4	Distribution of MTP/SCS Investments (%): low income, non-low income, minority, non-minority, low mobility, low community engagement
<b>Goal 5: Economic Benefit</b>		
<b>Foster an economically viable, sustainable, transportation system that supports the regional economy</b>	5.1	Maintain the Transportation System (%)
	5.2	Distribution of MTP/SCS Investments (%): low income, non-low income, minority, non-minority, low mobility, low community engagement

	5.3	Daily Truck Delay (hours)
	5.4	Access to transit w/in 1/2 mile (%): low income, non-low income, minority, non-minority, low mobility, low community engagement

**Memorandum**

**To:** Board of Directors  
**From:** Michael Zeller, Director of Programming & Project Delivery  
**Meeting Date:** April 24, 2024  
**Subject:** **City of Monterey Regional Surface Transportation Program Fair Share Allocation**

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**RECOMMENDED ACTION:****Regional Surface Transportation Program (RSTP) Fair Share Allocation:**

1. **APPROVE** the request by the City of Monterey to program RSTP fair share funds for the Del Monte / Washington Intersection Bicycle and Pedestrian Improvement Project in the amount of \$208,940; and
2. **APPROVE** amending Exhibit A of the local funding agreement to include these projects and funding.

**SUMMARY:**

The Agency has distributed Regional Surface Transportation Program fair share funding by a formula of population and lane miles to the local jurisdictions for a wide range of eligible transportation projects. Funding is available at the discretion of the local jurisdiction for their chosen projects, upon approval by the Transportation Agency Board.

**FINANCIAL IMPACT:**

The Regional Surface Transportation Program was established by the State of California to utilize gas tax revenues on a wide variety of local transportation projects. The Transportation Agency receives these funds, which total approximately \$6 million per year, and distributes them to the Cities and County in two methods: fair share and competitive share. The Transportation Agency distributes \$1.2 million per year as the fair share component to the cities and County based on population and lane miles. The City of Monterey has a sufficient balance in its fair share reserve to program a total of \$208,940 to this project.

**DISCUSSION:**

The Transportation Agency is tasked with reviewing projects proposed for Regional Surface Transportation Program fair share monies and approving the funding if the project is deemed eligible under state law. Examples of the types of transportation projects that are eligible for funding include: local street and roadway rehabilitation, bicycle facilities, pedestrian facilities, public transit capital, signal coordination, and other safety and operational improvements.

The City of Monterey is requesting that the Transportation Agency program \$208,940 of fair share Regional Surface Transportation Program funds to the Del Monte / Washington Intersection Bicycle and Pedestrian Improvement Project. See attached resolution from the City of Monterey for more

details. The Del Monte / Washington Intersection Bicycle and Pedestrian Improvement project in Monterey proposes to improve safety, mobility and access through intersection improvements that will create more pedestrian and bike-friendly intersections as well as ensure the city's signal infrastructure remains reliable and dependable.

The City has a remaining balance of \$208,940 of fair share funding available to program to this project, and staff has confirmed this amount with the City. Staff confirms that this project is eligible for this funding and recommends that the Board approve this request.

**ATTACHMENTS:**

1. Exhibit A - Monterey
2. City of Monterey - Funding Request Letter

**WEB ATTACHMENTS:**

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

**City of Monterey**

Agency	Board Approval Date	Fund Expiration Date	Type	Active Projects	Budget	Paid	Balance Outstanding
Monterey	8/23/2023	8/22/2026	RSTP Quick-build	Madison/Hermann/Larkin Traffic Circle	\$ 119,120.00	\$ -	\$ 119,120.00
Monterey	8/25/2020	8/24/2024	RSTP Fair Share	Traffic System, Pedestrian and Bike Upgrades Citywide	\$ 431,352.19	\$ -	\$ 431,352.19
Monterey	8/26/2020	8/25/2024	RSTP Competitive	Traffic System, Pedestrian and Bike Upgrades Citywide	\$ 1,680,000.00	\$ 1,019,783.68	\$ 660,216.32
Monterey	4/24/2024	4/24/2027	RSTP Fair Share	Del Monte / Washington Intersection Bicycle / Pedestrian Improvements	\$ 208,940.31	\$ -	\$ 208,940.31
					<b>\$ 2,439,412.50</b>	<b>\$ 1,019,783.68</b>	<b>\$ 1,419,628.82</b>

Agency	Board Approval Date	Fund Expiration Date	Type	Completed Projects	Budget	Paid	Balance Outstanding
Monterey	3/26/2014	Completed	RSTP Fair Share	North Fremont Bicycle & Pedestrian Improvement Project	\$ 367,985.02	\$ 367,985.02	\$ -
Monterey	8/27/2014	Completed	RSTP Competitive	Holman Highway 68 Roundabout	\$ 1,329,671.00	\$ 1,329,671.00	\$ -
Monterey	8/27/2014	Completed	RSTP Competitive	Holman Highway 68 Roundabout - Public Outreach	\$ 117,675.00	\$ 117,675.00	\$ -
Monterey	8/27/2014	Completed	RSTP Competitive	Holman Highway 68 Roundabout - Construction	\$ 1,414,158.00	\$ 1,414,158.00	\$ -
Monterey	8/27/2014	Completed	RDIF	Holman Highway 68 Roundabout	\$ 792,514.00	\$ 792,514.00	\$ -
Monterey	9/24/2014	Completed	RSTP Competitive	Holman Highway 68	\$ 146,991.42	\$ 146,991.42	\$ -
Monterey	8/23/2017	Completed	RSTP Competitive	North Fremont Bicycle & Pedestrian Improvement Project	\$ 1,684,750.88	\$ 1,684,750.88	\$ -
Monterey	8/23/2017	Completed	TDA 2%	North Fremont Bicycle & Pedestrian Improvement Project	\$ 248,249.00	\$ 248,249.00	\$ -
Monterey	12/4/2019	Completed	RSTP Safe Streets	Case Verde / Helvic / Portola / McNear Intersection Improvements	\$ 200,000.00	\$ 200,000.00	\$ -
Monterey	2/24/2021	Completed	RSTP Reserve	North Fremont Gap Closure Project	\$ 35,000.00	\$ 35,000.00	\$ -
Monterey	8/26/2020	Completed	RSTP Competitive	Holman Highway 68 Roundabout	\$ 131,990.00	\$ 131,990.00	\$ -
					<b>\$ 6,468,984.32</b>	<b>\$ 6,468,984.32</b>	<b>\$ -</b>

Last Revised: 4/24/2024

Approved by: Todd Muck, Executive Director

**RESOLUTION NO. 23-051 C.S.**

**A RESOLUTION OF THE COUNCIL OF THE CITY OF MONTEREY**

**AUTHORIZE THE CITY MANAGER TO ENTER INTO A MASTER PROGRAMS FUNDING AGREEMENT WITH THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY TO RECEIVE ALLOCATIONS FROM THE REGIONAL SURFACE TRANSPORTATION PROGRAM, REGIONAL DEVELOPMENT IMPACT FEE, AND TRANSPORTATION DEVELOPMENT 2% PROGRAM, AMEND RESOLUTION 22-135 TO INCLUDE THE DEL MONTE/ WASHINGTON INTERSECTION BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT, AND AUTHORIZE AN INCREASE OF FY23 REVENUE AND APPROPRIATION OF REGIONAL SURFACE TRANSPORTATION FUNDS IN THE AMOUNT OF \$208,940.31  
\*\*\*CIP\*\*\***

WHEREAS, the Regional Surface Transportation Program was established by the State of California to utilize federal Surface Transportation Program funds for a wide variety of transportation projects;

WHEREAS, the State allows the Transportation Agency to exchange these federal funds for state funds to maximize the ability of local public works departments to use the funds on a wide variety of transportation projects;

WHEREAS, the Transportation Agency for Monterey County ("TAMC") is authorized by Chapter 2, Title 21, Rule 6640 of the Transportation Development Act and one of the duties of TAMC is to administer the provisions of the Transportation Development Act in apportioning Local Transportation Funds for the Transportation Development Act 2% program for bicycle and pedestrian projects pursuant to Article 3 of that law, and to the Cities, County, and Monterey-Salinas Transit;

WHEREAS, TAMC is authorized by the Joint Powers Agreement for the Monterey County Regional Development Impact Fee Agency and is designated to administer and allocate regional development impact fee revenues (RDIF) to projects identified in the approved Strategic Expenditure Plan;

WHEREAS, funds allocated from the Regional Surface Transportation Program, Transportation Development Act 2% program, and Regional Development Impact Fees would potentially fund infrastructure improvement projects to improve transportation safety, mobility and access in the City of Monterey;

WHEREAS, the Del Monte/ Washington Intersection Bicycle and Pedestrian Improvement Project proposes to improve safety, mobility and access through intersection improvements;

WHEREAS, these improvements will create more pedestrian and bike friendly intersections as well as ensuring our signal infrastructure remains reliable and dependable; and;

WHEREAS, the City of Monterey City Council certified a Mitigated Negative Declaration on February 16<sup>th</sup>, 2016 for the Waterfront Master Plan. which includes the Del Monte/ Washington Intersection Bicycle and Pedestrian Improvement Project,

Per the California Environmental Quality Act (CEQA), a Notice of Intent to Adopt a Mitigated Negative Declaration was posted according to the California Environmental Quality Act (CEQA) Section 15072 and a Draft Initial Study and Mitigated Negative Declaration (IS/MND) were circulated for public review for the required 30-day public review period, from August 20, 2015 to September 21, 2015 (CEQA Section 15073), during which time all related documents were made available at the Monterey City Hall Planning Office by appointment and on the City's website; and the IS/MND identifies that the project could result in potentially significant environmental impacts associated with biological resources and cultural resources, and Mitigation Measures have been required that reduce the potential impacts to a less-than-significant level, and;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONTEREY that that the above recitals are true and correct and are hereby incorporated and adopted as findings of the City Council as if fully set forth herein.

NOW, THEREFORE, BE IT FURTHER RESOLVED BY THE COUNCIL OF THE CITY OF MONTEREY it hereby:

1. Authorizes the City Manager to enter into a Master Programs Funding Agreement with the Transportation Agency for Monterey County (TAMC) to receive allocations from Regional Surface Transportation Program ("RSTP"), Regional Development Impact Fee ("RDIF"), and Transportation Development Act 2% Program;
2. Amends Resolution 22-135 to include the Del Monte/Washington Intersection Bicycle and Pedestrian Improvement Project in the Capital Improvement Program (CIP);
3. Authorizes the Finance Director to increase FY23 revenue and appropriate \$208,940.31 to the Capital Projects Fund, Del Monte/Washington Intersection Bicycle and Pedestrian Improvement Project, This appropriation is fully funded by the Regional Surface Transportation Program Fair Share reimbursements.

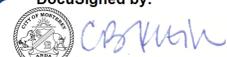
PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY this 16th day of May 2023, by the following vote:

AYES:	5	COUNCILMEMBERS:	Barber, Garcia, Haffa, Smith, Williamson
NOES:	0	COUNCILMEMBERS:	None
ABSENT:	0	COUNCILMEMBERS:	None
ABSTAIN:	0	COUNCILMEMBERS:	None

APPROVED:

ATTEST:

DocuSigned by:  
  
 1B38B5C4EE3E4F5...  
 \_\_\_\_\_  
 Mayor of said City

DocuSigned by:  
  
 ED8452A4F62C4AA...  
 \_\_\_\_\_  
 City Clerk thereof

**Memorandum**

**To:** Board of Directors  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** April 24, 2024  
**Subject:** **Master Agreement for Transit and Intercity Rail Capital Program Projects**

---

**RECOMMENDED ACTION:**

**ADOPT** Resolution 2024-05 authorizing the Executive Director, or their designee, to execute a Master Agreement and subsequent documents with Caltrans related to funding awards under the Transit and Intercity Rail Capital Program, pending approval by Agency Counsel.

**SUMMARY:**

TAMC and Caltrans executed a Master Agreement in December 2018 to enable TAMC to spend allocations from Transit and Intercity Rail Capital Program (TIRCP) grant funds for the Monterey County Rail Extension project. The Master Agreement expired on April 7, 2024. Caltrans requires a new resolution to extend the Master Agreement for ten years.

**FINANCIAL IMPACT:**

This Master Agreement governs a 2018 grant of \$10.148 million in Transit and Intercity Rail Capital Program (TIRCP) funds for the Monterey County Rail Extension project and a 2023 grant of \$2.274 million for the Pajaro/Watsonville Multimodal Station project, as well as possible future TIRCP grant allocations.

**DISCUSSION:**

The California State Transportation Agency (CalSTA) awarded TAMC a grant of \$10.148 million in Transit and Intercity Rail Capital Program (TIRCP) funds for the Monterey County Rail Extension project in 2018. That grant included \$500,000 for the Monterey Bay Rail Network Integration Study; \$1.615 million for Positive Train Control via a Funds Transfer Agreement with Caltrans, who is leading that project; and \$8.033 million for construction of the Salinas layover facility. In 2023, CalSTA awarded TAMC a grant of \$2.274 million for the environmental review of the Pajaro/Watsonville Multimodal Station.

The State requires recipient agencies to adopt a TIRCP Master Agreement prior to the first expenditure of awarded funds from the grant. The first allocation from this grant occurred at the October 2018 California Transportation Commission (CTC) meeting, which was \$500,000 to prepare the Monterey Bay Rail Network Integration Study. TAMC and Caltrans executed the TIRCP Master Agreement in December 2018, which expired on April 7, 2024. The CTC approved the allocation of \$2.274 million to the Pajaro/Watsonville Multimodal Station at its December 2023 meeting. Staff is reviewing responses to a Request for Proposals for that work and anticipate bringing a contract to the May TAMC Board meeting.

The attached resolution authorizes the Executive Director or their designee to negotiate and execute

the Master Agreement, Program Supplements, and other relevant agreements, so as to enable TAMC to spend the grant funds and deliver the projects.

**ATTACHMENTS:**

1. 2024-05 - TIRCP Master Agreement extension

**WEB ATTACHMENTS:**



**RESOLUTION NO. 2024-05 OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

**AUTHORIZATION FOR THE EXECUTION OF A  
MASTER AGREEMENT,  
BASELINE AGREEMENT AND  
PROGRAM SUPPLEMENTS FOR  
STATE-FUNDED TRANSIT PROJECTS**

**WHEREAS**, the Transportation Agency for Monterey County (TAMC) may receive state funding from the California Department of Transportation (Caltrans) now or sometime in the future for transit projects; and

**WHEREAS**, Caltrans utilizes Master Agreements for State-Funded Transit Projects, along with associated Baseline Agreements and Program Supplements for the purpose of administering and reimbursing state transit funds to local agencies; and

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

**WHEREAS**, the Transportation Agency for Monterey County previously entered into Master Agreement No. 64TAMCMA with Caltrans, effective April 8, 2019, relative to the Transit and Intercity Rail Capital program funding, that expired on April 7, 2024; and

**NOW, THEREFORE, BE IT HEREBY RESOLVED** by the Board of Directors of the Transportation Agency for Monterey County that the fund recipient agrees to comply with all conditions and requirements set forth in this agreement and applicable statutes, regulations, and guidelines for all state-funded transit projects; and

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the Executive Director or their designee be authorized to execute the Master Agreement, all Award Agreements, and all Program Supplements for State-Funded Transit Projects and any Amendments thereto with the California Department of Transportation.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 24<sup>th</sup> day of April 2024, by the following votes:

**AYES:**

**NOES:**

**ABSENT:**

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**CHRIS LOPEZ, CHAIR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

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

**Memorandum**

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board  
**Meeting Date:** April 24, 2024  
**Subject:** **MINUTES**

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**RECOMMENDED ACTION:**

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

- Rail Policy Committee - draft minutes of April 1, 2024
- Executive Committee - draft minutes of April 3, 2024
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of April 3, 2024
- [Technical Advisory Committee](#) - draft minutes of April 4, 2024
- [Measure X Citizens Oversight Committee](#) - April 16, 2024

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

1. Draft\_RPC\_Minutes\_April\_1\_2024\_Meeting
2. Exec draft minutes APRIL\_3\_2024

**WEB ATTACHMENTS:**

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

**RAIL POLICY COMMITTEE MEETING**

*Draft Minutes of April 1, 2024*

55-B Plaza Circle, Salinas, California 93901 - Transportation Agency Conference Room

Alternate locations: 2616 1st Avenue, Marina, California 93933 - Supervisor Askew's Office

11140 Speegle Street, Castroville CA, 95012 Supervisor Church's Office

168 West Alisal Street, 2nd Floor, Salinas, CA 93901, Supervisor Alejo's Office

	APR 23	MAY 23	JUN 23	JUL 23	AUG 23	SEP 23	OCT 23	NOV 23	JAN 24	FEB 24	MAR 24	APR 24
L. Alejo, Dist. 1 (L. Gonzalez, <del>J. Gomez</del> )	P	P	<b>C</b>	<b>N</b>	P	P	P(A) (VC)	P	P	<b>C</b>	P(A) (VC)	P(A) (VC)
G. Church, Dist. 2 ( <del>M. Vierra</del> , L. Gray)	P(A)	P(A)	<b>A</b>	<b>O</b>	P(A)	P(A) (VC)	P(A) (VC)	P(A) (VC)	P(A) (VC)	<b>A</b>	P(A) (VC)	P(A) (VC)
W. Askew, Dist. 4 (Y. Anderson, <del>E. Mora</del> )	P (VC)	P(A) (VC)	<b>N</b>		P(A)	P(A) (VC)	P(A) (VC)	P(A) (VC)	P (VC)	<b>N</b>	P(A) (VC)	P(A) (VC)
M. Adams, Dist. 5, (C. Courtney)	P(A) (VC)	E	<b>C</b>	<b>M</b>	E	A	P(A) (VC)	P(A) (VC)	P(A) (VC)	<b>C</b>	P(A) (VC)	E
M. LeBarre, King City, Chair (C. DeLeon)	P	P	<b>E</b>	<b>E</b>	P	P	P	P	P	<b>E</b>	P	P
B. Delgado, Marina (J. McAdams)	A	A	<b>L</b>	<b>E</b>	A	A	A	P (VC)	A	<b>L</b>	P (VC)	A
E. Smith, Monterey (K. Barber, M. Garcia, A. Renny)	P	A	<b>L</b>	<b>T</b>	P	A	P	P	E	<b>L</b>	P	P
A. Sandoval, Salinas, (A. Rocha)	E	P	<b>E</b>	<b>I</b>	A	P	P	P	P(A)	<b>E</b>	P	A
M. Carbone, Sand City (J. Blackwelder)	A	A	<b>D</b>	<b>N</b>	A	A	A	P	A	<b>D</b>	P	P
I. Oglesby, Seaside (D. Pacheco)	P	P		<b>G</b>	P	P	P	A	P		A	A
F. Cabrera, Soledad (A. Velazquez)	P	P			P	P	A	A	P		P	E
D. Potter, At Large Member, Vice Chair (J. Barron)	E	P			E	A	E	P	P		P	P
M. Twomey, AMBAG ( <del>H. Adamson</del> , P. Hierling)	P(A)	P(A) (VC)			P(A) (VC)	P(A) (VC)	E	P (VC)	P(A) (VC)		P(A) (VC)	P(A) (VC)
A. Lopez, Caltrans District 5	A	P (VC)			A	A	P(A) (VC)	P (VC)	P (VC)		P (VC)	A
C. Sedoryk, MST (L. Rheinheimer/ <del>M. Overmeyer</del> )	P(A)	P (VC)			P(A) (VC)	P(A) (VC)	P(A) (VC)	P (VC)	P(A)		P(A) (VC)	P(A) (VC)

STAFF												
T. Muck, Executive Director	E	P			E	P	P	P	P		P	P
C. Watson, Director of Planning	P	P			P	P	P	P	P		P	P
M. Zeller, Director of Programming & Project Delivery	P	P (VC)			P (VC)	E	E	P (VC)	E		P (VC)	E
M. Montiel Admin Assistant	P	P			P	P	P	P	P		P	E
L. Williamson, Senior Engineer	P	P (VC)			P (VC)	P (VC)	A	P	P		E	E
D. Bilse, Principal Engineer	P	P (VC)			P (VC)	A	P (VC)	P (VC)	A		P (VC)	A
A. Guther, Assis. Transp. Planner	P	E			P	P	P	P	P		P	P
A. Sambrano Transp. Planner						P (VC)	P (VC)	P (VC)	P		P (VC)	P (VC)

P = Present      A = Absent      P(A) = Alternate Present      E = Excused      (VC) = Video Conference

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

Chair LeBarre called the meeting to order at 3: 09 p.m. A quorum was established.

**OTHERS PRESENT**

Fernando Cabrera	Soledad	Jeff Kise	TAMC Staff
Claudia Link	Supervisor District 5 Office	Amelia Conlen	TAMC Staff
Jasmine Mejia Cortez	Supervisor District 1 Office	Elouise Rodriguez	TAMC Staff
Roland LeBrun	Public		

**2. PUBLIC COMMENTS**

None

**3. CONSENT AGENDA**

**M/S/C** Potter/Smith/unanimous

**3.1** Approved minutes of the March 4, 2024, Rail Policy Committee meeting.

**3.2** Received update on the Salinas Rail Kick Start project.

**3.3** Received media clippings attached online.

**END OF CONSENT AGENDA**

**4. COAST CORRIDOR RAIL PROJECT UPDATE**

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

Christina Watson, Director of Planning, reported Caltrans held a kick-off meeting on the Federal Railroad Administration (FRA) Corridor Identification and Development (Corridor ID) program with the Executive Directors and key rail team members for Central Coast Regional Transportation Planning Agencies.

Committee Member Smith noted that the planning phase is important for public engagement, and that there are many subtasks that could delay a project such as getting permits.

Lisa Rheinheimer, MST, commented that listing the timing of components, noting that some phases take a lot of time.

**5. PAJARO MULTIMODAL STATION PROJECT UPDATE**

The Committee received an update on the Pajaro Multimodal Station Project.

Alissa Guther, Transportation Planner, reported that staff re-released the Request for Proposals after more outreach to potential consultants. She noted the schedule for the request for proposals and a contract to begin this work is as follows:

- April 4, 2024 - Proposals due to TAMC
- May 22, 2024 - Contract to TAMC board for approval
- June 2024 - Project activities begin

Chair LeBarre asked about the timing of another lunch between the RPC and SCCRTC policy makers. Ms. Guther noted she would reach out to SCCRTC staff to schedule another gathering.

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

None

**7. ADJOURN**

Chair LeBarre adjourned the meeting at 3:38 p.m.

**DRAFT MINUTES**

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

**EXECUTIVE COMMITTEE MEETING**

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

**Wednesday, April 3, 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*

*168 West Alisal Street, 2<sup>nd</sup> Floor, Salinas, CA 93901, Supervisor Alejo's Office*

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

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

Chair Lopez 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.

Others present: Shane Strong, County Counsel; Paul Schlesinger and Jim Davenport, Thorn Run Partners; Gus Khouri, Khouri Consulting; Monica Hale, Supervisor 3 District office; and Linda Gonzales, Supervisor District 1 office.

**2. PUBLIC COMMENTS**

No public comment

**3. CONSENT AGENDA**

On a motion by Committee Member Potter, seconded by Committee Member LeBarre, the Committee voted 5-0 to approve the minutes from the Executive Committee meeting of March 6, 2024.

Committee Member Poduri arrived after consent agenda approval.

**4. LEGISLATIVE UPDATE**

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

Jim Davenport, Thorn Run Partners, reported that the fiscal year 2024 appropriations bill included a \$1.811 million earmark for the G12 corridor project, and that TAMC staff has submitted fiscal year 2025 earmark requests to Senators Padilla and Butler.

Paul Schlesinger, Thorn Run Partners, reported that he and Committee Member Potter met with Representatives Panetta and Lofgren and transportation staffers for Senators Butler and Padilla on March 12.

Director Muck noted staff is planning a field trip with Representative Lofgren tentatively set for April 24.

Gus Khouri, Agency State Legislative Consultant, presented a state legislative update. He noted that the legislators came back from spring recess on Monday. He noted that Governor Gavin Newsom, Senate President pro Tempore Mike McGuire, and Speaker of the Assembly Robert Rivas developed budget solutions worth \$12 to \$18 billion, using Rainy Day Funds and constitutional minimums to education, to address the budget deficit. He noted action is anticipated in April before the May Revision, due May 14, to help score solutions and avert a larger deficit. He noted transportation funds are largely protected from the deficit as transportation is not dependent on the general fund.

Mr. Khouri thanked TAMC Board member Askew for participating in the meetings held on March 20 between the Central Coast Coalition and Assembly Member Dawn Addis, Senator John Laird, and representatives from Assembly Speaker Robert Rivas' office. Discussion items included extending the Cap and Trade Program, finding a successor source for the gas tax, protecting state budget funding for the Regional Early Action Plan (REAP) for affordable housing, and addressing the application of vehicle miles traveled for rural areas.

Christina Watson, Director of Planning, reported that there were no new bill position recommendations.

#### **5. TAMC BOARD DRAFT AGENDA**

Executive Director Todd Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of April 24, 2024. After Executive Committee discussion, directions were provided to staff to place the following items for consideration on the regular agenda:

- FORTAG Canyon Del Rey - Construction Contract
- Scenic Route 68 Corridor Improvement Project Update
- Transportation Agency Membership in Business Organizations

#### **6. ADJOURNMENT**

Chair Lopez adjourned the meeting at 9:32 a.m.

**Memorandum**

**To:** Board of Directors  
**From:** Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board  
**Meeting Date:** April 24, 2024  
**Subject:** **CORRESPONDENCE**

---

**RECOMMENDED ACTION:**

RECEIVE TAMC Correspondence for April 2024

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

None

**WEB ATTACHMENTS:**

- [April 15, 2024, letter to Peter Hendrix, PE, District 5 Division Chief-Traffic re:Request to Investigate Uncontrolled Intersections on SR 156 near Cathedral Oaks from TAMC Executive Director Todd Muck.](#)
- [April 8, 2024, email to TAMC Board of Directors re: Highway 68 Roundabouts from Jaqueline Van Nes.](#)
- [April 8, 2024, email to TAMC Board of Director re: Passenger Rail and SURF Busway from Valerie Stack.](#)
- [April 8, 2024, letter to Nancy Amadeo, Chair, Marina Planning Commission re: Support for SURF! Busway Project from TAMC Executive Director Todd Muck.](#)
- [March 29, 2024, email to TAMC Board re: Rail may be the preferred alternative to everyone, but little money. SURF needs to be removed when rail finally comes in from Bryan Rosen.](#)
- [March 27, 2024, email to the TAMC Board re:Prop 116 to accommodate the SURF Busway from Dave Williams.](#)
- [March 26, 2024, letter to Chief John Short, University Police Department California State University Monterey Bay re:Support for the California State University Monterey Bay \(CSUMB\) University Police Department's AMBAG Carbon Reduction Program Grant Application from TAMC Executive Director Todd Muck.](#)
- [March 25, 2024, email to TAMC Board re: Highway 68, proposed 9 roundabouts from Dwight Stump.](#)
- [March 25, 2024, letter to Ms. Kirsten Wiard-Bauer, FTA Office of Program Management re: Monterey-Salinas Transit District's Submission to FTA's FY 2024 Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program from TAMC Executive Director Todd Muck.](#)

- [March 23, 2024, email to TAMC Board re: Proposition 116 funds from Steve Ferrari.](#)

Letters supporting and opposing Legislation

- [April 10, 2024, letter to The Honorable Lori Wilson Chair, Assembly Transportation Committee re: AB 2535 \(Bonta\): Trade Corridor Enhancement Program – OPPOSE from TAMC Executive Director Todd Muck.](#)
- [April 10, 2024, letter to The Honorable Isaac Bryan Chair, Assembly Natural Resources Committee re: AB 2535 \(Bonta\): Trade Corridor Enhancement Program – OPPOSE from Executive Director Todd Muck.](#)
- [April 10, 2024, letter to The Honorable Isaac Bryan Chair, Assembly Natural Resources Committee re:AB 2401 \(Ting\): Clean Cars 4 All Program – SUPPORT from TAMC Executive Director Todd Muck.](#)
- [April 10, 2024, letter to The Honorable Buffy Wicks Chair, Assembly Appropriations Committee re: AB 2259 \(Boerner\): Transportation: bicycle safety handbook– SUPPORT from TAMC Executive Director Todd Muck.](#)
- [April 10, 2024, letter to The Honorable Lori Wilson Chair, Assembly Transportation Committee re:AB 3005 \(Wallis\): Motor vehicle fuel tax law: adjustment suspension – OPPOSE from TAMC Executive Director Todd Muck.](#)

**Memorandum**

**To:** Board of Directors  
**From:** Doug Bilse, Principal Engineer  
**Meeting Date:** April 24, 2024  
**Subject:** **Scenic State Route 68 Corridor Improvement Project Update**

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**RECOMMENDED ACTION:**

**AUTHORIZE** the Executive Director to submit recommendations to Caltrans on the Scenic State Route 68 Corridor Improvement Project to:

1. Select Alternative 1 (Roundabouts) as the preferred project alternative that best meets the project objectives;
2. Identify and pursue funding for a Phase I that includes improvements to the intersections at San Benancio Road, Corral de Tierra, and Laureles Grade and constructs associated wildlife crossings;
3. Ensure that roundabout designs for Alternative 1 (the preferred alternative) enable upgrades to hybrid roundabouts for the Phase I intersections;
4. Continue to work with emergency responders to address project impacts on emergency response times; and
5. Request that Caltrans pursue interim operational improvements along the corridor focused on signal coordination including a pilot project to implement adaptive signal operations.

**SUMMARY:**

The Transportation Safety and Investment Plan (Measure X) identified the need to address safety issues and improve traffic flow along State Highway 68. The Scenic State Route 68 Corridor Improvement Project identifies improvements at nine signalized intersections along the roadway segment between Josselyn Canyon Road and San Benancio Road. The proposed project includes wildlife undercrossings and two alternatives are under consideration to meet the project purpose and need: Alternative 1 calls for conversion to roundabouts and Alternative 2 involves signal modifications. Staff will highlight comments received on the Draft Environmental Document and recommendations to submit to the Caltrans project team.

**FINANCIAL IMPACT:**

Indexed for inflation, Measure X has \$60.5 million dedicated towards improvements on the Scenic State Route 68 corridor between Salinas and the Monterey Peninsula. The State Transportation Improvement Program (STIP) will fund the project through final design and the preparation of a bid package for construction. The recommended Board action will allow staff to pursue funding options that can leverage the Measure X funds for construction of Phase 1 improvements.

**DISCUSSION:**

The Transportation Safety and Investment Plan (Measure X) was approved by the County, the cities,

and then the Monterey County voters in November 2016 to address regional safety and local road needs of the highest priority. Community leaders, transportation planners, engineers, and elected representatives developed this plan to define the regionally significant improvements our community supports. One of these projects called for addressing safety issues and improving traffic flow along the Scenic State Route 68 Corridor that links Salinas Valley and the Monterey Peninsula.

The State Route 68 corridor experiences heavy congestion, causing travel delays, which mostly occur at signalized intersections. Daily travel delays are predicted to nearly triple by the year 2045 with the existing intersection traffic controls and lane configurations. Long lines of westbound vehicles queue back during the morning and eastbound traffic queues back in the early evening commute hours. Congestion and safety issues are primarily the result of conflicting traffic movements at the signalized intersections.

As stated in the Draft Environmental Document, vehicle collision rates occurring from January 1, 2017 through December 31, 2019 on the State Route 68 segment west of Laureles Grade to east of San Benancio Road exceeded the statewide average total collision rate for similar facilities. Rear-end collisions comprise the majority of the collision types occurring along the entire Scenic Route 68 Corridor and are typically associated with congestion or stop-and-go traffic conditions during peak periods. The serious collisions associated with signalized intersections are below the statewide average for similar facilities, but are expected to increase as congestion worsens.

### **Project Overview**

The Draft Environmental Document for the project evaluated two build alternatives to improve traffic along the approximately nine-mile stretch of State Route 68 and the nine signalized intersections from Josselyn Canyon Road to San Benancio Road. One alternative would modify each signalized intersection to add a second through lane in each direction that is merged back down to a single travel lane immediately downstream of the intersection. The second alternative would convert each signalized intersection into a roundabout. Three public hearings were held to allow the public to review and submit comments on the environmental document. The document states that the project purpose and need is to:

*...improve intersection operations to reduce vehicle delays throughout the project corridor and reduce the rate and severity of collisions in the project area. The project also proposes to enhance wildlife connectivity, reduce the rate of collisions between vehicles and wildlife, and improve bicycle and pedestrian access within the project section of State Route 68.*

This project is limited to traffic improvements at the signalized intersections because roadway widening or freeway bypass options are not feasible in such an environmentally sensitive area. Excessive traffic delays are caused by the limited capacity at the intersections and not the number of through lanes between the intersections. Both alternatives are considered operational improvements that do not increase the roadway capacity along the corridor. Some intersection improvements add a travel lane through the intersection, but these new lanes quickly merge downstream to maintain the current lane configuration between intersections.

State Route 68 intersects a critical wildlife habitat area connecting the coast of Monterey to the Sierra Azul range. As such, the vehicle traffic on State Route 68 routinely comes in conflict with wildlife trying to cross the highway, resulting in roadkill, property damage, and vehicle safety issues. The proposed wildlife crossing (underground culverts) included in both project alternatives will connect natural wildlife habitats.

Both project alternatives for the Scenic Highway 68 Corridor Improvement project address some of the needs of pedestrians and bicyclists. Project features include refuge areas, sidewalks, and marked

bicycle lanes to reduce delays for bicyclists and vehicles traveling through intersections. These improvements are limited to upgrades proposed at the intersections.

The intersections of State Route 68 with Laureles Gade, Corral de Tierra, and San Benancio Road experience severe congestion during peak commute times. Phase I of the project is recommended to upgrade these three intersections to hybrid roundabouts similar to the one recently implemented at the intersection of Highway 1 and Holman Highway near the entrance to Pebble Beach.

### **Current Conditions**

Signals are designed to sequentially serve pairs of movements in a repeating cycle of green, yellow, and red lights. One of the paired movements receiving a green light typically experiences some wasted capacity when there are no vehicles to use that movement. The signal timing is set up to safely clear the intersection after the light turns red and this ten percent (10%) "lost time" adds to unused time. Even when the mainline is congested, inefficiencies with traffic signal operations can lead to twenty percent (20%) of the green time going unused while other movements wait to be served.

Signal coordination can reduce travel times along the corridor by synchronizing when the signal turns green to best serve an approaching platoon of traffic. Coordination is typically set up to serve the predominant direction of mainline travel and rarely results in great progression for the opposing direction of traffic. Another trade-off of coordination is an increase in side street delays. Adaptive signal coordination addresses some of the limitations of simple signal coordination (**Web Attachment 1**). By adapting to changing traffic patterns, the signal equipment can quickly adjust timing plans to better serve the new conditions. Adaptive coordination has limited benefit when an intersection's demand exceeds capacity because the traffic platoon arrives at the intersection with a queue of traffic still waiting from the previous cycle. Adaptive signal coordination is most effective where signals are located close together and less effective where signals are further apart.

Signal coordination and adaptive operations could provide limited improved traffic flow along the corridor throughout the day and during special events. Improved traffic flow can reduce queue length and duration, which could reduce the frequency and severity of rear-end collisions along the corridor. Signal coordination and adaptive operation can be implemented as low-cost interim projects exempt from environmental review and is a recommended upgrade to existing infrastructure that could be beneficial while waiting to construct the Scenic Highway 68 Corridor Improvement project.

### **Signal Modification Alternative**

This alternative, known as Alternative 2 in the Draft Environmental Document, would modify each signalized intersection to add an auxiliary (second) through lane in each direction that is merged back down to a single travel lane immediately downstream of the intersection. Coordination is included as part of the signal modification alternative, and this could include upgrades for adaptive operation. Improved traffic flow from this alternative is expected to reduce the length and duration of traffic queues that are associated with rear-end collisions. The proposed signal modification and added merge downstream of each intersection would increase the number of conflicts at each intersection and is not expected to reduce collision rates at the intersections.

### **Roundabout Alternative**

The other project alternative (Alternative 1) eliminates signalized operations at each intersection by constructing roundabouts. Roundabouts allow continuous traffic flow because each leg of the intersection can enter at any time there is an appropriate gap. There is no "lost time" associated with roundabouts. Compared to traffic signals that must sequentially adapt green times to the changing traffic patterns, a roundabout constantly maximizes traffic flow through the intersection without needing adjustment. A roundabout conversion reduces the number of conflict points compared to a

typical signalized intersection (**Attachment 1**), especially those typically associated with serious injuries and fatalities. This alternative would convert the nine signalized intersections along Highway 68 into roundabouts, with the current plan calling for eight single-lane roundabouts and one two-lane roundabout at the intersection of State Route 218. Staff recommends that Caltrans consider a design revision that allows for hybrid roundabouts (i.e., similar to the one constructed at the intersection of Highway 1 and Holman Highway near the entrance to Pebble Beach) as part of the proposed Phase 1 improvements. The hybrid design would significantly improve traffic flow over the single-lane design and is therefore expected to reduce traffic queues and reduce associated rear-end collisions. It is also important to note that roundabouts will work without interruption during power outages and do not need monthly maintenance compared to signalized operations.

### **Draft Environmental Report**

There were numerous comments discussed at the public hearings and formally submitted in response to the Draft Environmental Document, with the following issues standing out (with staff comments included in *italics*):

#### What about upgrading the existing traffic signals?

*Staff does not support Alternative 2 because this signal modification adds conflicts through the intersection and at the merge points along the corridor. This increases the potential for collisions. This alternative requires more right of way compared to Alternative 1. This alternative does not address the inherent inefficiency of traffic signal operations. For these reasons, staff does not believe Alternative 2 meets the project purpose and need as well as Roundabout Alternative.*

#### Did you consider a new alternative to implement adaptive upgrades along the corridor to avoid the cost and impacts of the two alternatives analyzed in the Draft Environmental Document?

*Staff supports operational improvements, and traffic signal coordination is being recommended as an interim operational improvement that can proceed without an environmental report as opposed to becoming a new alternative for this project. Staff recommends Caltrans pursue a pilot project to procure the equipment and implement a system that provides adaptive signal operations. Versions of this technology use artificial intelligence technology (AI) to assist the signal equipment to improve traffic flow. Engineering analysis indicates implementing adaptive signal controls along the corridor will provide modest improvements to traffic flow. This operational improvement would not reduce the expected collision rates at intersections because it does not reduce the number of conflicting movements through the intersection. For this reason, this proposal cannot be considered as a project alternative, but can be implemented as a separate project. Operational improvements (e.g., adaptive operations) are an interim solution that could remain in place for many years at intersections that are not likely to be upgraded to roundabouts in the near future.*

#### Roundabouts might increase emergency response times.

*Roundabouts are designed to slow vehicle speed, including emergency vehicles, as a way to reduce potential collisions traveling through intersections. Roundabouts may increase emergency response times under certain circumstances, especially during very light traffic conditions (e.g., emergency calls received at midnight). Staff worked with the Fire Department to determine that each roundabout could increase emergency response time by 8 to 18 seconds compared to traveling through a signalized intersection at full speed without stopping. Staff did not conduct a detailed hour-by-hour analysis comparing emergency response times associated with full stops at signalized intersections versus traveling through roundabouts. Roundabouts benefit emergency responders by improving peak hour traffic flow and reducing the chance of collisions during emergency responses. Roundabouts are also fully operational during power outages, while signals typically operate as all-way stops during power outages.*

#### Consider roundabouts like the one constructed on Holman Highway.

*The Traffic Operations Analysis Report concludes that the benefits of each project alternative exceed the estimated project cost if single-lane roundabouts are constructed at every signalized intersection and a multi-lane roundabout is constructed at the State Route 218 intersection. However, the intersections at Laureles Grade, Corral de Tierra, and San Benancio Road experience severe congestion during peak commute times and could benefit by a hybrid roundabout design to improve traffic flow. Since intersection delay is not a CEQA environmental impact, this design revision does not require additional traffic analysis. Additional environmental review will be conducted if needed to identify and mitigate additional impacts related to the hybrid design. This is consistent with the approach typically taken for these types of projects where final design and construction leads to minor revisions that result in new insignificant impacts that must be mitigated.*

Constructing all nine roundabouts as a single project phase seems like an expensive experiment and could lead to unintended consequences.

*The intersections on the east end of the corridor are deserving of immediate relief. The intersections of San Benancio Road, Corral de Tierra, and Laureles Grade work as a system that would be greatly improved by constructing roundabouts and therefore are identified as the project's first phase. Staff will work with the emergency responders to develop plans that address concerns and identify approaches to use this first phase to guide implementation of future phases. This reinforces the recommendation to implement signal coordination and adaptive operations as an interim solution that may be a longer-term solution for some intersections that are unlikely to be upgraded to roundabouts in the near future.*

Bicyclists and pedestrians are not being fully addressed in this project.

*This project addresses the current lack of bike and pedestrian refuge areas, sidewalks, and marked bike lanes, along with the high number of conflict points at intersections. The project improvements will decrease delay for both bicyclists and vehicles at intersections. This project does not identify improvements between intersections, but each intersection is expected to be significantly improved if roundabouts are constructed. Roundabout designs will include pedestrian facilities and a multi-use path. Adding bike lanes along State Route 68 would require a new environmental impact analysis. As part of a separate project, the shoulders on Highway 68 could be upgraded to be regarded as bike facilities (i.e., bike routes) if standards in the Caltrans Highway Design Manual are met. Staff is working to identify improvements needed to meet these bike facility standards as part of a separate effort.*

What about off-peak conditions, and won't the roundabouts slow down vehicles and increase vehicle emissions?

*Traffic analysis for a project is typically confined to peak hour commute conditions during weekdays when recurring congestion is worse. During the peak commute hours, roundabouts are expected to improve traffic flow and reduce emissions compared to a "do nothing" alternative. Vehicle emissions and traffic flow are generally improved by roundabouts during the peak hour when traffic is heaviest, and may have reduced benefits during lighter traffic operations. Vehicles will be slowed down traveling through roundabouts and may experience slight increases in travel time in light traffic compared to travel through signalized intersections. Under signal control, a vehicle waiting to be served on the side street causes the signal to stop mainline traffic, resulting in minor delays and emissions. Slower vehicle speed leads to reduced severity of vehicle collisions.*

#### **Recommendations based on the Draft Environmental Document and public comments:**

Based on the information included in the Draft Environmental Document, staff has made the following recommendations:

- Recommend Alternative 1 (Roundabouts) as the preferred project alternative that best meets the project objectives;

- Identify and pursue funding for a Phase I that includes improvements to the intersections at San Benancio Road, Corral de Tierra, and Laureles Grade and constructs associated wildlife crossings;
- Ensure that roundabout designs for Alternative 1 (the preferred alternative) enable upgrades to hybrid roundabouts for the Phase I intersections;
- Continue to work with emergency responders to address project impacts on emergency response times; and
- Request that Caltrans pursue interim operational improvements along the corridor focused on signal coordination including a pilot project to implement adaptive signal operations.

**ATTACHMENTS:**

1. Roundabout vs. Signal Conflict Points

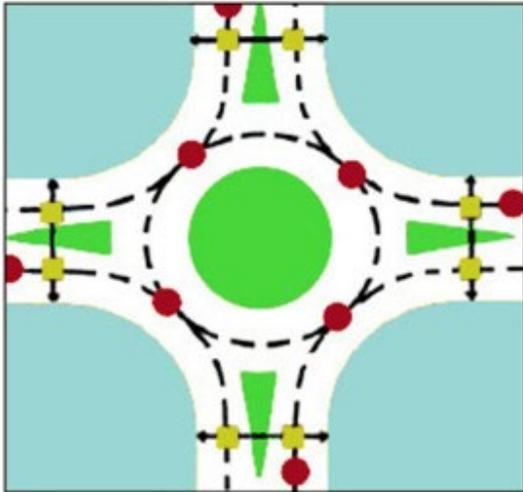
**WEB ATTACHMENTS:**

[FHWA Article on Adaptive Signal operations](#)

# Scenic Route 68 Improvement Project: Attachment 2

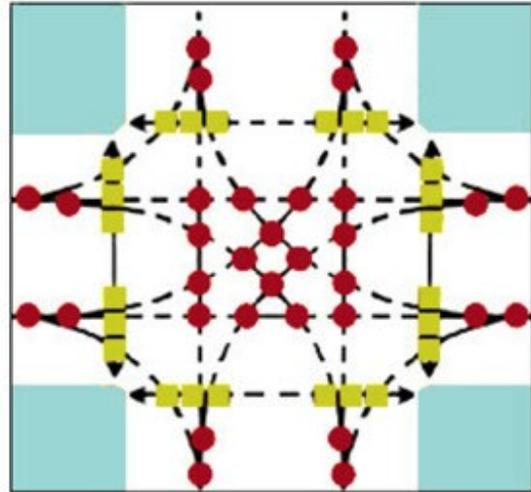
## Conflict Points of Roundabouts versus Signalized Intersections

### Roundabout



- 8 Vehicle conflicts
- 8 Pedestrian conflicts

### Intersection



- 32 Vehicle conflicts
- 24 Pedestrian conflicts

**Memorandum**

**To:** Board of Directors  
**From:** Todd Muck, Executive Director  
**Meeting Date:** April 24, 2024  
**Subject:** **Transportation Agency Community Group Memberships**

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**RECOMMENDED ACTION:**

**PROVIDE** direction on Transportation Agency membership in community organizations that endorse candidates and issues.

**SUMMARY:**

Staff have received concerns about the Transportation Agency's membership in community organizations that endorse candidates and issues. Membership allows staff to participate in community organization committee meetings and be at the forefront of their discussions, sharing information and dispelling misinformation. In order to address concerns presented to staff about the endorsements, this agenda item seeks guidance on continued membership in chambers of commerce and other organizations that issue endorsements.

**FINANCIAL IMPACT:**

The Transportation Agency spends an average of \$800 per year on memberships with the Monterey Peninsula Chamber of Commerce and the Salinas Valley Chamber of Commerce.

**DISCUSSION:**

The Transportation Agency is currently a member of the two largest Chambers of Commerce in the county. These are the only two community organizations we are members of that endorse candidates and issues. The Transportation Agency has been a member of the Monterey Peninsula Chamber for 28 years, and a member of the Salinas Valley Chamber for 23 years. The Agency is one of hundreds of members comprised of a broad spectrum of business, non-profit, educational, special districts, and public agencies, which include the Cities of Del Rey Oaks, Monterey, Sand City, and Seaside, the County of Monterey Economic Development Department, and the Monterey County Sheriff's Department.

Both chambers support the agency's mission, projects, and programs; and Agency staff find the memberships to be of value. Being a member allows staff to participate in their Government Affairs Committee meetings and be at the forefront of their discussions, sharing information and regular updates on Agency projects and programs. This ongoing opportunity, at an average combined membership cost of \$800 per year, maintains relationships, dispels misinformation, and establishes the agency as a valued member of the community.

Each year, the Government Affairs Committees identify their top priorities and issues of importance. Consistently, each has identified transportation improvements as one of their top issues, which includes monitoring and evaluating the status of Transportation Agency projects, including the

following:

- Monterey County Rail Extension project;
- State Route 68 Scenic Highway improvement plan;
- State Route 156 widening project;
- SURF! Busway and Bus Rapid Transit project;
- US 101 South of Salinas project;
- Imjin Parkway Roundabout & Widening project; and
- Measure X Citizens Oversight Committee activities.

The Government Affairs Committees' missions include a priority to assess and recommend action and advocacy on local, state, and federal government issues. Accomplishing that mission includes endorsements of candidates and issues, exclusive of direct financial support. Over the decades-long course of the Transportation Agency membership in these chambers, Agency staff has never participated or voted in the endorsement process.

In order to address concerns presented to staff about candidates and issue endorsements, this agenda item seeks guidance from the Transportation Agency Board of Directors on continued membership of the Monterey Peninsula Chamber of Commerce and the Salinas Valley Chamber of Commerce or any other organization which issues endorsements.

**ATTACHMENTS:**

None

**WEB ATTACHMENTS:**



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 24, 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/ Summer 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/ Fall 2024	\$76.35 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/ Summer 2024	\$25.4 million	SHOPP	Victor Devens	Granite rock Construction	Construction in progress.
4.	SR 1 Flooding (1Q960)	In Monterey and Santa Cruz Counties from Approximatly 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.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 24, 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
5.	<b>Coastal RSP Repair (05-1R190)</b>	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.	<b>St. Francis Concrete Revetment (1R210)</b>	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.	<b>Dolan Point Slide (1R630)</b>	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.	<b>SR 1 Pfeiffer Canyon Mitigation (1K080)</b>	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.
9.	<b>MON/SBt Storm Damage (1Q810)</b>	In Monterey and San Benito Counties on various routes at various locations	Storm Damage Repairs	Winter 2023/ Summer 2024	\$2.8 million	SHOPP	Victor Devens	Brough Construction	Construction in progress.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 24, 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
10.	<b>SR 68 Toro Park Pump Plant (1R490)</b>	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 Complete
11.	<b>US 101 Spence Rd Acceleration Lane (1M760)</b>	South of Salinas at Spence Rd (PM 81.03)	Extend NB acceleration lane	July 2023 – May 2024	\$1.7 million	MINOR	Jackson Ho	Granite Construction Company	Construction in progress. Acceleration lane opened to travel on 11/10/23. Working through CCO's
12.	<b>US 101 North Soledad OH Deck Replacement (0F970)</b>	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 1/9/24.
13.	<b>US 101 Market Street Northbound On-ramp Improvements (1H050)</b>	Near Salinas from East Market Street to South of Sherwood Drive (PM 87.4/87.8)	Roadway and Retaining Wall	September 2022 – October 2024	\$6.0 million	SHOPP	Aaron Wolfram	Granite Construction Company	Construction work completed. Project in plant establishment ending November '24.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 24, 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.	<b>US 101 Prunedale Rehab</b> <b>(1H690)</b>	Near Prunedale North of Boronda Road overcrossing to Monterey/San Benito County Line  (PM R91.3/98.8 & 100.3/101.3)	Pavement rehabilitation	Mar 2023- November 2024	\$36.2 million	SB 1 SHOPP	Doug Hessing	Desilva Gates Construction	Construction in progress; traffic control is in place; potential delays may occur, as posted on message signs.
15.	<b>US 101 Salinas Clean CA</b> <b>(1P534)</b>	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 – May 2024	\$1.8 million	Clean California	Nic Heisdorf	Gordon N. Ball, INC	Construction substantially complete. Waiting for completion of electrical lighting.
16.	<b>US 101 King City Clean California Project</b> <b>(1Q100)</b>	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.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 24, 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.	<b>SR156 Castroville Overhead (0A090)</b>	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	Weather and material supply delaying work. Construction in progress, completion in July.
18.	<b>SR 218 Seaside ADA (1H230)</b>	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 nearing completion and Construction in progress completion delayed to June '24.
19.	<b>SR 1,68 Storm Damage (1R130)</b>	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.
20.	<b>SR 198 Pavement Settlement (1R150)</b>	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.
21.	<b>US 101 Gonzales to Salinas Flood mitigation (1Q730)</b>	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

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CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
22.	<b>Monastery Beach Sinkhole 05-1S080</b>	In Monterey County one mile south of the Carmel River Bridge MON-1-71.24	Sinkhole over culvert	Spring 2024	\$150,000	SHOPP Minor	Victor Devens	Granite Construction	Construction in progress
23.	<b>Rocky Creek Slip Out 05-1S040</b>	In Monterey County at .1 mile south of the Rocky Creek Bridge MON-1-60.0	Stabilize slope. Temporary signal	Spring/ Summer 2024	\$8,000,000	SHOPP	Victor Devens	Teichert Construction	Construction in progress



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 24, 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.	<b>SR 1 Mud Creek Permanent Restoration (1K020)</b>	In Monterey County 0.8 miles north of Alder Creek Bridge to 1.2 miles north of Alder Creek Bridge  (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.	<b>SR 1 Big Creek Tieback Wall (1K010)</b>	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	Caltrans received an incomplete letter from Coastal for the CDP application and is actively working with Coastal to address their comments



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 24, 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
3.	<b>SR 1 Castro Canyon Bridge Rail Upgrade (1H490)</b>	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; a second time extension was requested but denied by HQ CTC staff. D5 is now reprogramming the project in the 24/25 SHOPP and EA will remain as 05-1H490. D5 was notified in early March that ATT has contested the legal filing. D5 is awaiting clarification on updated timeline from HQ legal. As of April 5, the date for resolution of legal action is unknown but anticipated to be no earlier than late fall and possibly later than Spring 2025.
4.	<b>SR 1 Coastlands II Wall Permanent Restoration (1P210)</b>	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.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 24, 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
5.	<b>SR 1 Garrapata Creek Bridge Rail Replacement (1H800)</b>	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.
6.	<b>SR 68 Drainage Improvements (1J880)</b>	From west of Sunset Dr to Toro Park (PM 0.2/15.7)	Drainage improvement, replace lighting, and install count stations	April 2026 – May 2027	\$8 million	SHOPP	Mark Leichtfuss	PS&E	Project is delayed 1-year due to a PG&E gas pipe conflict with proposed reinforced concrete box culvert #26 at PM 15.65.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 24, 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
7.	<b>SR 68 Corridor Improvements (1J790)</b>	On State Route 68 from Josselyn Canyon Road to San Benancio Road.  (PM 4.87-13.7)	Operational Improvements	Dec. 2027 – Sep. 2030	\$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.	<b>US 101 Drainage (1J890)</b>	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.	<b>US 101 King City CAPM (1K440)</b>	Near King City from Jolon Road undercrossing to Lagomarsino Ave (PM R41.9/R49.0)	Pavement Preservation, TMS Elements, Lighting and Drainage	January 2025 - August 2025	\$ 27 million	SHOPP	Mark Leichtfuss	PS&E	PS&E phase in progress. Ready to list scheduled on 5/22/24; R/W acquisitions, ENV permits, AT&T fiber optic cable relocation, and PG&E utility agreements are ongoing.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 24, 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.	<b>US 101 Prunedale Drainage (1H691)</b>	At and near Prunedale between 0.4 mile north of Crazy Horse Canyon Overcrossing and 1.1 mile south of San Juan Road Overcrossing (PM 98.8./100.3)	Drainage System Rehab	Jan 2025 - December 2026	\$ 6.2 million	SHOPP MAJOR	Aaron Wolfram	PS&E/RW	In PS&E Phase working towards RTL. ROW acquisitions and acquiring permits to construct ongoing.
11.	<b>SR 156 Castroville Boulevard Interchange (31601)</b>	Castroville Boulevard and Highway 156 (PM R1.6/1.4)	Construct a new interchange	December 2024 – December 2026	\$54.4 million	STIP Measure X Federal Demo	Chad Stoehr	PS&E/RW	Final R/W and Environmental activities are ongoing with regards to utilities. CDFW ITP Permit and 1600 LSA Permits have been granted. Project submitted for SB1 Cycle 4 funding.
12.	<b>SR 183 Salinas to Castroville CAPM (1K430)</b>	South of Old Cemetery Rd near Salinas south of Del Monte Ave at Castroville (PM 2.1/8.3)	Roadway rehabilitation, TMS elements, lighting, and sign panel replacement	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 APRIL 24, 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.	<b>SR 183 Castroville Improvement Project</b> <b>(1H650)</b>	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/RW	100% PSE to OE on 4/3/2023. ROW Certification delayed by acquisitions. New Target of June 2024.
	<b>SR 183 Castroville Arch</b> <b>(1P540)</b>	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/RW	Working on maintenance agreement. Encroachment Permit (EP) #1 approved for foundation testing. CCSD performed testing and is working towards submitting EP #2.
15.	<b>SR 218 FORTAG Bike Trail</b> <b>(1M570)</b>	Located in the City of Seaside  (PM 0.1/1.5)	Construct Bicycle and Pedestrian Trail. The project provides a safe alternative to Hwy 218 from Del Rey Woods Elementary in City Del Rey Oaks to Laguna Grande Regional Park	April 2024 – Sept 2025	\$1.2 million	100% LOCAL FUNDED	Doug Hessing	PS&E/RW	100% Design completed. CTC approved Construction funding. TAMC is administering construction.



# PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE APRIL 24, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY AGENCY MEETING

## ACRONYMS USED IN THIS REPORT:

<b>ADA</b>	Americans With Disabilities Act
<b>CCO</b>	Contract Change Order
<b>CCSD</b>	Castroville Community Service District
<b>CTC</b>	California Transportation Commission
<b>EIR</b>	Environmental Impact Report
<b>EP</b>	Encroachment Permit
<b>PA&amp;ED</b>	Project Approval and Environmental Document
<b>PID</b>	Project Initiation Document
<b>PS&amp;E</b>	Plans, Specifications, and Estimates
<b>SB</b>	Senate Bill, the Road Repair and Accountability Act of 2017
<b>SCL</b>	Santa Clara County Line
<b>SHOPP</b>	Statewide Highway Operation and Protection Program
<b>SR</b>	State Route
<b>RTL</b>	Ready To List
<b>R/W or ROW</b>	Right of Way
<b>TMS</b>	Traffic Management System