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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)

**Executive Committee**

*Members are: Chris Lopez, Chair; Dave Potter, 1st Vice Chair; Wendy Askew, 2nd Vice Chair; Michael LeBarre, Past Chair; Luis Alejo, County Representative; Chaps Poduri, City Representative*

**Wednesday, May 1, 2024**  
**\*\*9:00 AM\*\***

**MEETING LOCATION**

Voting members must attend a physical meeting location to count towards quorum  
*55B Plaza Circle, Salinas, California 93901*  
*Transportation Agency Conference Room*

**Alternate Locations with Zoom Connection Open to the Public**

*2616 1st Avenue, Marina, California 93933*  
*Supervisor Askew's Office*  
*168 West Alisal Street, 2nd Floor, Salinas, California 93901*  
*Supervisor Alejo's Office*  
*599 El Camino Real, Greenfield, California 93927 and*  
*Supervisor Lopez's Office*

**Members of the public & non-voting members may join meeting online at:**  
<https://us02web.zoom.us/j/775161178?pwd=STY4UzZZblpOK0VLdEs3RGZUS3kyUT09>

**OR**

**Via teleconference at +1 669 900 6833**

**Meeting ID: 775 161 178**

**Password: 536047**

*Please note: If all committee 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 this agenda*

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the Agency Secretary to make an inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

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

**Call to order and self-introductions. If you are unable to attend, please contact Elouise Rodriguez, Senior Administrative Assistant. Your courtesy to the other members to assure a quorum is appreciated.**

**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.

**3.1. APPROVE** Executive Committee draft minutes of April 3, 2024.

**- Elouise Rodriguez**

**4. Legislative Update:**

1. **RECEIVE** update on state and federal legislative issues; and
2. **RECOMMEND** the Board of Directors adopt positions on proposed legislation.

**- Christina Watson**

***Staff and consultants will present updates on state and federal legislative activities and present proposed positions on draft legislation.***

**5. Fiscal Year 2024/25 Budget & Overall Work Program:**

1. **RECOMMEND** that the Board **APPROVE** Resolution 2024-07 adopting the fiscal year 24/25 budget and estimated budgets for fiscal years 25/26 and 26/27 and the Overall Work Program for FY 24/25, and;
2. **RECOMMEND** that the Board **APPROVE** the 2024 Integrated Funding Strategy.

- Jefferson Kise, Michael Zeller

*This action results in adoption of the Agency's final Budget, Overall Work Program and Integrated Funding Strategy for fiscal year 24/25, including federal, state and local grant authorizations and certifications, and out year budgets for fiscal years 25/26 and 26/27. In February, the Board adopted the draft budget. This budget version makes changes to reflect the latest information on revenues and expenditures.*

6. **RECEIVE** report on draft agenda for May 22, 2024, TAMC Board meeting.

- Todd Muck

7. **ADJOURN**

#### **ANNOUNCEMENTS**

Next Executive Committee meeting:

**Wednesday, June 5, 2024, at 9:00 a.m.**

**Transportation Agency for Monterey County**

**Conference Room**

**55-B Plaza Circle, Salinas CA 93901**

A quorum of voting members is required to be present to hold this meeting.

There will be a zoom link for hybrid participation by members of the public.

If you have any items for the next agenda, please submit them to:  
Elouise Rodriguez, Clerk of the Board & Senior Administrative Assistant

[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:** Executive Committee  
**From:** Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board  
**Meeting Date:** May 1, 2024  
**Subject:** Executive Committee Draft Minutes

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### **RECOMMENDED ACTION:**

**APPROVE** Executive Committee draft minutes of April 3, 2024.

### **SUMMARY:**

### **FINANCIAL IMPACT:**

### **DISCUSSION:**

### **ATTACHMENTS:**

1. Exec draft minutes APRIL\_3\_2024

### **WEB ATTACHMENTS:**

**DRAFT MINUTES**

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

**EXECUTIVE COMMITTEE MEETING**

*Members: Chris Lopez (Chair), Dave Potter (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:** Executive Committee  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** May 1, 2024  
**Subject:** **Legislative Update**

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**RECOMMENDED ACTION:****Legislative Update:**

1. **RECEIVE** update on state and federal legislative issues; and
2. **RECOMMEND** the Board of Directors adopt positions on proposed legislation.

**SUMMARY:**

Staff and consultants will present updates on state and federal legislative activities and present proposed positions on draft legislation.

**FINANCIAL IMPACT:**

The legislative proposals may have a financial impact on TAMC if they are enacted.

**DISCUSSION:**

Agency state legislative analyst Gus Khouri will present an update on state legislative activities and Agency federal legislative analysts Paul Schlesinger and Jim Davenport will present an update on federal legislative activities.

**Attachment 1** is the draft state bill list, with cross-out and underline indicating changes since the last Board report. Priorities listed in the bill list refer to the adopted 2024 legislative program, online as a **web attachment**.

**Attachment 2** is a federal legislative update.

Staff and consultants will present a verbal update at the meeting.

**ATTACHMENTS:**

1. State Bill Matrix
2. 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>	4/17/24 Assembly Transportation	This bill would <del>authorize a local authority to adopt rules and regulations by ordinance or resolution regarding the operation of bicycles on boardwalks.</del> <u>prohibit the use of e-bikes on a boardwalk, regardless of whether the facility also provides bicycle access. The bill would impose a fine, not to exceed \$35, against a person convicted of an infraction for a violation of an ordinance prohibiting or regulating e-bikes on recreational trails, including boardwalks.</u>	<b>Watch</b> <b>Priority 9S</b>
<b>AB 1904 (Ward)</b> <b>Transit buses: yield right-of-way sign</b>	4/1/24 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>	4/15/24 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>	4/17/24 Assembly Transportation	This bill would prohibit people under the age of 12 from operating <del>an</del> <u>a class 3</u> electric bicycle <del>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.</del> <u>Amended 4/17 to apply only to the County of San Diego as a pilot program.</u>	<b>Watch</b> <b>Priority 9S</b>

**TAMC Bill Matrix – April 2024**

Measure	Status	Bill Summary	Recommended Position
<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>
<b>AB 2266 (Petrie-Norris)</b> <b>California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project</b>	4/4/24 Assembly Transportation & Natural Resources	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>	4/9/24 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 <del>posted design</del> <u>design speed limit of 20 miles per hour or less</u> or <u>the project will reduce the design speed limit to 20 miles per hour or less</u> . 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>	4/16/24 Assembly Natural Resources	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>

TAMC Bill Matrix – April 2024

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 2535 (Bonta)</b>  <b>Trade Corridor Enhancement Program</b></p>	<p>4/10/24                      Assembly                      Transportation</p>	<p><del>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.</del></p> <p><u>As amended April 9, this bill would prohibit the CTC from programming funding under the Trade Corridor Enhancement Program to a project that expands the physical footprint of a highway in a community that experiences disproportionate burdens from diesel particulate matter. This bill would require the applicant agency, as a condition of funding for design, right-of-way, and capital construction costs, to complete the applicable CEQA and NEPA requirements within 6 months of the CTC adopting the program of projects. The bill would limit the CTC, when programming projects in specified communities that both experienced disproportionate burdens from diesel particulate matter in 2024 and did not experience a 50 percent decline in absolute levels of diesel particulate matter by 2030, to programming only projects that result in a net decrease in diesel particulate emissions in those communities on or after January 1, 2030. The bill would require the CTC to establish percentage targets for funds allocated under the program to be allocated to investments in zero-emission freight infrastructure, with a goal of 50% of program funds awarded in 2030 being awarded to investments in zero-emission freight infrastructure.</u></p>	<p><b>OPPOSE</b>  <b>Priority 1S</b>  <b>Letter sent 4/10/24</b></p>
<p><b>AB 2583 (Berman)</b>  <b>School Zones and Routes</b></p>	<p>4/16/24                      Assembly Local                      Government</p>	<p>This bill would establish a default speed limit of <del>15</del> <u>20</u> miles per hour in school zones during the hours before the school day begins and after the school day ends.</p>	<p><b>Watch</b>  <b>Priority 9S</b></p>

TAMC Bill Matrix – April 2024

Measure	Status	Bill Summary	Recommended Position
<b>AB 2744 (McCarty)</b> <b>Vehicles: pedestrian, bicycle, and vehicle safety</b>	4/16/24 Assembly Transportation	This bill would prohibit the <del>construction of slip lanes</del> <u>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.</u> <u>For purposes of this section, “slip lane” means a channelized right-turn lane that channelizes the right-turn lane between an island and the curb that allows a vehicle to turn onto a cross street without entering an intersection.</u>	<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 stations infrastructure</b>	4/16/24 Assembly Natural Resources	This bill would require the State Energy Resources Conservation and Development Commission to <del>establish a program</del> <u>to provide funding through a new or existing program</u> under the Clean Transportation Program <del>to provide grants for repairs to for repair or replacement of nonoperational electric vehicle charging infrastructure that has been in operation for at least 5 years</del> <u>stations that are at least 5 years old, that were installed before January 1, 2024, and that <del>is</del> are in a publicly available parking space.</u> The bill would require the commission to allocate at least 50% of <del>grant</del> <u>that</u> 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>	4/9/24 Assembly Appropriations	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
<p><b>SB 947 (Seyarto)</b>  <b>Caltrans: state highway projects: agreements with public entities: project design changes</b></p>	<p>2/14/24                      Senate                      Transportation</p>	<p>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.</p>	<p><b>Watch                      Priority 8S</b></p>
<p><b>SB 955 (Seyarto)</b>  <b>Office of Planning and Research: Infrastructure Gap-Fund Program</b></p>	<p>4/15/24                      Senate                      Appropriations</p>	<p>As amended April 4, this bill would require the Governor’s Office of Planning &amp; Research (OPR) to establish the Infrastructure Gap-Fund Program. <u>The bill would authorize the office to provide funding for up to 20% of a project’s total cost, subject to specified requirements, including, among other things, that the office is prohibited from awarding a grant to a local agency unless the local agency provides funding that has been raised through local taxes for at least 10% of the infrastructure project’s total cost.</u> The bill requires OPR to develop guidelines <del>and criteria</del> 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.</p>	<p><b>Watch                      Priority 3S</b></p>



TAMC Bill Matrix – April 2024

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 960 (Wiener)</b>  <b>Transportation:</b>  <b>planning: <u>complete</u></b>  <b>streets facilities:</b>  <b>transit priority</b>  <b>projects: <del>multimodal</del></b></p>	<p>4/16/24                      Senate                      Transportation</p>	<p>As amended April 16, 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 <u>to include</u> 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 <u>priority</u> facilities on the state highway system. The bill would require Caltrans plain language performance report to include a description of <u>complete streets facilities, including</u> pedestrian, bicycle, and transit <u>priority</u> facilities on each project. <del>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.</del> <u>The bill would require Caltrans to adopt a transit priority policy to guide the implementation of transit priority facilities on the state highway system. The bill would require Caltrans to adopt design guidance for transit priority facilities. This bill would require Caltrans to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities sponsored by a local jurisdiction or a transit agency. The bill would require Caltrans to produce a report regarding project applications submitted through this process. The bill would require Caltrans to designate an encroachment permit manager in each district.</u></p>	<p><b>Watch</b>  <b>Priority 1S</b></p>
<p><b>SB 961 (Wiener)</b>  <b>Vehicles: safety</b>  <b>equipment</b></p>	<p>4/16/24                      Senate                      Transportation</p>	<p>As amended April 16, this bill would require <u>50% of</u> certain vehicles, commencing with the <del>2027</del> <u>2029</u> model year, to be equipped with <del>an</del> <u>a passive</u> intelligent speed limiter <del>assistance system</del> that would <del>limit</del> <u>utilize visual and audio signals to alert the driver if</u> the speed of the vehicle <del>to 10</del> <u>is more than 5</u> 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 <u>permanent</u> disabling of the system on other vehicles.</p>	<p><b>Watch</b>  <b>Priority 9S</b></p>

**TAMC Bill Matrix – April 2024**

Measure	Status	Bill Summary	Recommended Position
<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 guidance and recommendations to, and coordination between, stakeholders as necessary, 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>	4/17/24 Senate Transportation	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.	<b>Watch</b> <b>Priority 13S</b>

**TO:** Christina Watson

**FROM:** Paul Schlesinger  
Jim Davenport

This week, House Appropriations Committee Chair Tom Cole officially filed bill text for a slate of national security-focused supplemental funding bills as Speaker Mike Johnson readies weekend votes to try and clinch the measures ahead of the Passover district work period. The three bills would provide roughly \$61 billion for Ukraine, \$26.4 billion for Israel and Gaza, and \$8.1 billion for U.S. allies in the Indo-Pacific. The House will also take up a fourth measure that includes, among other things: (1) an updated version of the TikTok divestiture-or-ban legislation that extends the divestment period from six months to one year; (2) a provision allowing the Biden administration to sell frozen Russian assets; and (3) additional sanctions and other measures against Russia, China, and Iran.

This recent activity on supplemental appropriations legislation has slowed progress on the release of guidance for fiscal year 2025 community project funding (CPF). As a result, many members of Congress, including Rep. Panetta, have not released their appropriations forms for CPF requests. However, we expect to see the guidance very soon and will be on the lookout for Panetta's form.

We are prepared to submit a CPF request for \$2 million for the Elkhorn Slough Highway 1 Corridor Climate Resiliency to Rep. Panetta and a CPF request for \$1.5 million for the King City Multimodal Transportation Center to Rep. Lofgren. Vice Chair Potter was in Washington to meet with them on March 12, and he met with the transportation advisors to Senators Padilla and Butler.

On March 11, the Administration submitted to Congress its budget request for FY 2025. Regarding transportation, there appear to be few significant changes from the FY 2024 budget recently approved by Congress, with overall highway spending at about \$72.2 billion and transit funding at 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:** Executive Committee

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

**Meeting Date:** May 1, 2024

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

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**RECOMMENDED ACTION:****Fiscal Year 2024/25 Budget & Overall Work Program:**

1. **RECOMMEND** that the Board **APPROVE** Resolution 2024-07 adopting the fiscal year 24/25 budget and estimated budgets for fiscal years 25/26 and 26/27 and the Overall Work Program for FY 24/25, and;
2. **RECOMMEND** that the Board **APPROVE** the 2024 Integrated Funding Strategy.

**SUMMARY:**

This action results in adoption of the Agency's final Budget, Overall Work Program and Integrated Funding Strategy for fiscal year 24/25, including federal, state and local grant authorizations and certifications, and out year budgets for fiscal years 25/26 and 26/27. In February, the Board adopted the draft budget. This budget version makes changes to reflect the latest information on revenues and expenditures.

**FINANCIAL IMPACT:**

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

The Agency budget separates expenditures into two types: operating and direct programs. Operating expenditures include salaries and benefits, materials and services, and equipment. Direct program expenditures for outside consultants, contracts, and ongoing project and program delivery with continuous funding, such as Freeway Service Patrol and Call Boxes, are in the Agency's budget and the Overall Work Program. The budgeting process was changed in FY 21/22 fiscal year so that regional projects such as the Salinas Rail Extension and Measure X programs are now listed in the Integrated Funding Strategy. The two documents are intended to complement each other, but not necessarily add up. Agency staff time spent working on regional projects continues to be included in the Agency's budget. Direct expenses for these regional projects are only included in the Integrated Funding Strategy.

Operating: The proposed fiscal year 2024-2025 operating expenditure budget is \$4,132,762, a net increase over fiscal year 2023-2024 of \$349,282.

Direct Program: The proposed fiscal year current direct program expenditure budget is \$5,699,779, an increase over fiscal year 23/24 of \$1,924,657. This increase is primarily due to Safe Routes to School-ATP Cycle 6 program, FORTAG Construction Management, and Wayfinding construction signs.

**DISCUSSION:**

**Three-Year Budget:**

**Changes since the Board reviewed the Draft in February 2024 are:**

<b>Operating Budget</b>	<b>February Draft</b>	<b>May Final</b>	<b>Difference</b>
Revenue & Expenditures	\$3,926,133	\$4,132,762	\$206,629

Items accounting for the increase are as follows:

1. Financial software evaluation consultant \$35,000
2. Space planning services \$50,000
3. Fully loaded cost of new Finance Officer overlap \$89,500
4. Updated annual CalPERS Unfunded Accrued Liability (UAL) payment \$32,129

<b>Direct Programs</b>	<b>February Draft</b>	<b>May Final</b>	<b>Difference</b>
Revenue & Expenditures	\$5,642,276	\$5,699,779	\$57,453

This change reflects the correction of an error in the work element sub-ledger.

Benefit and salary changes are set forth in the resolution, as well as authority for out-of-state travel trips. The resolution (**Attachment 1**) provides authorization for the Executive Director or their designee to submit applications for funding consistent with the Agency’s adopted goals and objectives. Details of the operating and direct budgets are attached.

**Attachment 2** is the budget for the three-year period from July 1, 2024, to June 30, 2027. Staff proposed several assumptions for the operating budget, which were reviewed by the Executive Committee in January 2024. At this meeting, staff proposed a 3-4% Cost of Living Adjustment (COLA), as the Consumer Price Index (CPI) inflation number for 2023 came in at 3.5% and over the past 10 years the TAMC cost of living adjustments lag the CPI for All Urban Consumers by 7.2%. The Executive Committee requested more research be done into other agency COLA rates and other measures of CPI. Staff obtained data from nine other agencies whose average COLA for FY 24/25 is 4.7%, and staff researched the CPI for Urban Wage Earners, which came in at 3.8% for the 12 months ending December 2023. The final budget includes a 3.8% COLA increase. Were the Board to elect a COLA in line with the research, a 4.5% COLA would add \$14,660 in salaries and \$3,721 in fringe benefits to the projected FY24/25 operating costs.

The January 2024 Executive Committee meeting and February Board meeting discussions also introduced long-range administration initiatives regarding computer systems and office space. Allowances for both are included in the final budget.

Operating Revenues:

The Agency receives regular state planning and related operating funds from three primary state sources: Rural Planning Assistance; Planning, Programming and Monitoring funds; and Local

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

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

Potential revenue risks to the agency include a reduction in annual state planning fund allocations and minimal new development and therefore reduced administration funds for the Regional Development Impact Fee Agency. No state planning fund source is forecasted to be reduced over the three-year period covered in this budget. Should major revenue reductions occur, the agency would have to reevaluate its revenues, costs, and mission to determine essential vs. discretionary activities. Billing staff time to specific projects, when possible, will continue to be a priority.

#### Operating Expenses:

A 3.8% cost of living adjustment is included for FY 24/25. Merit increases and promotions will continue to be available, subject to performance. Funds are also being budgeted to conduct a compensation study which has not been done in over a decade. The budgets for FY 25/26 and 26/27 reflect 3.3% cost of living adjustments as a placeholder based on the 10-year average for CPI-U.

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

In order to seek ways to restrain rising health care costs, while still providing and protecting quality care, the Agency revised its cafeteria health benefit allowance for its active employees in FY 11/12. The changes eliminated several variables that existed, permitted the Agency to better forecast its obligation under the cafeteria plan, and reduced the liability for future premium increases. Employees have the flexibility to choose from several plans that are offered by CalPERS. In order to offset recent premium cost increases, a change to TAMC's cafeteria plan health allowance is proposed, which would result in an increase of \$138.16 per month for general employees and \$276.35 per month for management as of FY 24/25. The last change to this allowance was made in FY 23/24. However, the cash-out allowance amount will remain at \$375 in order to be in compliance with statutory regulations.

The Agency contribution to CalPERS in FY 24/25 is projected to be slightly higher than last year. The Agency paid off its side-fund liability in December 2013 and made a sizable payment towards its unfunded liability in June 2016. These two factors help in keeping contributions lower than they would otherwise have been. The Public Employees' Pension Reform Act of 2013 continues to help curtail the agency's costs in the future due to the establishment of a 2nd tier, 3-year averaging, and required sharing of employee contributions with future new members. All Agency employees pay a total contribution of 3.5% towards their CalPERS. These contributions help cover increases in CalPERS

retirement costs and have brought the member share by employees at the payment percentage recommended in the pension reform law.

The agency's landlord has given notice that the current lease will not be renewed, which means the agency must have new office space by the end of 2027. The FY26/27 period in the draft budget carries \$4,000,000 for purchasing a building for TAMC's office.

Finally, staff is recommending the agency use some of its unrestricted reserves to pay off its unfunded accrued liability with CalPERS. The interest rate on the debt exceeds the investment yield by approximately 2%. The most recent CalPERS valuation as of June 30, 2022, calculated the unfunded liability at \$1,478,049. The budget set aside \$1,500,000 for this purpose.

#### Direct Program:

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

#### **Overall Work Program:**

The annual Agency Overall Work Program (**attachment 3** is a summary; the full OWP is online as a **web attachment**) describes the activities to be accomplished during the fiscal year beginning July 1 and ending June 30. After the draft Overall Work Plan was approved by the Transportation Agency Board of Directors at their February meeting, the draft plan was submitted to Caltrans, who reviewed the document and provided comments on the state-funded activities in the plan. Agency staff has incorporated comments from Caltrans, as well as comments received from the Transportation Agency Board, into the final proposed Overall Work Program to be presented to the Board of Directors in May for adoption in conjunction with the fiscal year 2024/25 budget.

#### **Integrated Funding Strategy:**

The Agency's initial Integrated Funding Strategy, developed in 2017, was designed to identify projects and programs that will be strong candidates for specific matching fund programs, and to identify a funding pathway to bring projects to construction over the next five years. The primary sources of funding included in the Integrated Funding Strategy are the regional share of Measure X, Monterey County's share of the State Transportation Improvement Program, and the various Senate Bill 1 formula and grant funding programs.

The draft 2024 Integrated Funding Strategy (**attachment 4**) updates the 2023 version of the strategy with the latest funding and timing information for the projects and programs. The 2024 version of the strategy includes a few additional projects to be consistent with staff work identified in the budget and work program.

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

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

##### Deliver Projects (and Programs)

Measure X administration and implementation, including:

- Work with Caltrans on state highway projects:
  1. Monterey to Salinas Highway 68 Corridor: environmental review, final engineering design, and construction;
  2. Highway 156/Castroville Boulevard Interchange: funding construction; and,
  3. US 101 Safety Improvements – South of Salinas: initiate the environmental and preliminary engineering phases of the project.
- Imjin Road Improvements: work with the City of Marina to complete construction and support public information and outreach activities.
- Highway 1 SURF! busway and bus rapid transit project on the Monterey Branch Rail Line: work with MST on final design, funding, and construction.
- SR 156-Blackie Road Extension: coordinate with the County of Monterey to complete environmental review and preliminary engineering.
- Fort Ord Regional Trail and Greenway project: initiate construction for the Canyon Del Rey/SR 218 segment; coordinate with Federal Highways Administration on the Federal Lands Access Program grant segment; complete final design engineering for the California Avenue segment; and pursue grant funding for other Fort Ord Regional Trail and Greenway segments.
- Habitat Preservation/Advance Mitigation: pursue advanced mitigation opportunities based on the Regional Conservation Investment Strategy.
- Safe Routes to School: continue implementing the Salinas Valley Safe Routes to Schools grant as part of a coordinated effort to advance education, enforcement, and engineering improvements to reduce collisions and encourage active transportation to improve the health of school children; and initiate work on the North Monterey County Safe Routes to Schools plan.
- Senior and Disabled Mobility program: oversee programs funded in the third grant cycle and develop and prepare for the fourth grant cycle.

##### Non-Measure X Projects:

- Monterey County Rail Extension: Continue the right-of-way acquisition and final design for the Salinas layover facility and Gilroy track modifications; continue environmental review for the Pajaro Multimodal Station.
- King City Multimodal Transit Center: Work with city and regional partners to secure full funding for the first phase of the King City train station project.
- Active Transportation Support Program (formerly "Bicycle Secure Program"): fund racks, lockers and related secure storage for bicycles, skateboards, and scooters; bicycle safety



trainings, and bicycle and pedestrian support kits.

- Highway 1 Elkhorn Slough: pursue additional funding to initiate a Planning and Environmental Linkages study and Project Initiation Documents for multimodal projects that address sea level rise and climate adaptation for the transportation facilities in and adjacent to Elkhorn Slough.

### Maximize Funding

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

### Communicate Early and Often

- Continue a high level of public interaction during project development and construction. Projects that will be a focus of agency outreach are:
  1. Imjin Road Widening improvements,
  2. Segments 1-3 of the Fort Ord Regional Trail and Greenway project,
  3. SR 156 / Castroville Boulevard Interchange project,
  4. US 101 South of Salinas, and
  5. The Scenic State Route 68 project.
- Prepare Agency and Measure X annual report.
- Assist member agencies with public outreach.
- Continue ongoing agency media outreach, staff and Board member education.

### Prepare for the Future

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

transportation and related safety improvements as the program expands countywide.

The next steps in the process are to present the final budget, Overall Work Program, and Integrated Funding Strategy to the Board of Directors in May for adoption.

**ATTACHMENTS:**

- 1. 2024-07 Budget & OWP Resolution
- 2. FY24/25-26/27 Budget Forecast
- 3. FY 24-25 Overall Work Program - Summary
- 4. 2024 Integrated Funding Strategy

**WEB ATTACHMENTS:**

[FY2024/25 Overall Work Program - full document](#)



**RESOLUTION NO. 2024-07 OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
FISCAL YEAR BUDGET AND OVERALL WORK PROGRAM**

***TO APPROVE THE 2024-2025 FISCAL YEAR BUDGET AND OVERALL WORK PROGRAM; TO APPROVE THE ESTIMATED 2025-2026 AND 2026-2027 FISCAL YEAR FUTURE BUDGETS SUBJECT TO FINAL APPROVAL IN SUBSEQUENT YEARS;  
TO APPROVE ADJUSTMENTS TO JOB CLASSIFICATIONS, SALARIES AND BENEFITS; TO APPROVE OUT-OF-STATE TRAVEL; AND TO DIRECT AND AUTHORIZE THE EXECUTIVE DIRECTOR OR HIS/HER DESIGNEE TO TAKE ACTION WITH RESPECT TO FEDERAL, STATE AND LOCAL FUNDING, GRANTS AND CERTIFICATIONS***

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

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

**WHEREAS**, the annual California State Budget Act, which appropriates State Highway funds under local assistance for the State Transportation Improvement Program Planning, Programming and Monitoring Program, estimates \$277,000 available for the Transportation Agency for Monterey County in fiscal year 2024-2025; and

**WHEREAS**, the Agency adopted the 2022 Regional Transportation Plan in June 2022; and  
**WHEREAS**, the Agency's 2024-2025 fiscal year work program and budget describes the work tasks to be completed; and

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

**WHEREAS**, the Agency Bylaws require the adoption of an annual budget by May and the Board

of Directors reviewed and commented on fiscal year 2024-25 budget on February 28, 2024;  
and,

**WHEREAS**, the Agency is in compliance with:

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

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

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

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

- (a) Approves the overall work program and budget for fiscal year 2024-25 of **\$4,132,762** for operating and **\$5,699,779** for direct program costs; and,
- (b) Approves the estimated budget for fiscal year 2025-26 of **\$4,170,364** for operating and **\$5,217,001** for direct program costs, pending final approval no later than May 2025;  
and,
- (c) Approves the estimated budget for fiscal year 2025-26 of **\$4,418,200** for operating and **\$5,707,594** for direct program costs, pending final approval no later than May 2026;  
and,
- (d) Authorizes the Agency's Regional Transportation Planning Agency Fund 683 to contain undesignated funds to provide cash flow of six months of operating expenditures while awaiting the receipt of late arriving federal, state, and local revenue grants; and,
- (e) Adjusts the Agency's job classification system to authorize staffing level of 18.5 full time equivalent staff positions; and,

- (f) Approves the following salary and benefit adjustments:
1. A cost of living adjustment of 3.8% for all regular employees effective July 1, 2024; and,
  2. An increase in the monthly mandatory CalPERS employer health contribution per employee and retiree/annuitant from \$157.00 to the amount set annually by the PERS board to reflect any change to the medical care component of the Consumer Price Index, in compliance with Section 22892 of the Public Employees' Medical and Hospital Care Act) effective January 1, 2025;
  3. Agency's cafeteria plan health insurance contribution for active employees is changed to \$1,519.80 for general employees and \$3,039.80 for management employees effective July 1, 2024. The maximum cash-out will be \$375.00. The total cafeteria health insurance allowance contribution for active employees includes the CalPERS mandatory contribution required under the Public Employees' Medical and Hospital Care Act Public.
- (g) Approves the following out-of-state trips in fiscal year 2024-25:
1. Up to eight separate trips to Washington, D.C., or other out of state destinations by selected Board members and staff to increase legislator awareness of Agency priority rail and highway projects, programs, and funding needs, as well as professional development opportunities. Examples of activities include the Annual Transportation Research Board, American Public Works Association, American Planning Association, American Public Transit Association Rail committees and conferences.
- (h) Instructs the Executive Director or his/her designee to claim:
1. Local Transportation Funds, for transportation planning agency purposes according to state law, Public Utilities Code § 99233.1, as needed, not to exceed \$908,485 to support the Local Transportation Fund Administration and Regional Transportation Planning Process, and to provide funds to cash flow agency expenditures until approved federal, state, and local grant funds are received; and,
  2. Congestion Management Agency funds/ Regional Transportation Planning Assessment as needed, not to exceed \$243,076 to support the Congestion Management Program and related activities, including data collection and level of service monitoring, regional transportation modeling, review of environmental documents, and regional impact fees development; and,
  3. Regional Surface Transportation Program/ State Highway Account exchange project

- funds and interest to fund projects approved by the Board of Directors and as needed to maintain a fund balance equal to three-months of expenditures; and,
4. Regional Development Impact Fee Agency funds, not to exceed \$20,000, to support the administration of the Regional Development Impact Fee Agency; and,
  5. An amount not to exceed 1% of annual of Measure X revenues for Salaries and Benefits related to the administration of Measure X from the Transportation Safety and Investment account; and,
  6. Other Measure X costs as identified in the budget; and,
  7. Funds from the Agency's Undesignated Reserve for expenditures in excess of the 1% administrative costs permitted under Measure X.

(i) Designates and authorizes the Executive Director or his/her designee to:

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

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California  
this 22<sup>nd</sup> day of May 2024, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

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

**ATTEST:**

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

**TRANSPORTATION AGENCY  
FOR MONTEREY COUNTY**

**3 YEAR  
BUDGET**

**FISCAL YEARS**

**2024 - 2025**

**to**

**2026 - 2027**



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

**TOTAL REVENUE & EXPENDITURES - SUMMARY**

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE
	FY 23/24 Approved	FY 24/25 Estimated	FY 25/26 Estimated	FY 26/27 Estimated	FY 23/24 BUDGET vs FY 22-23 APPROVED
Operating Revenue	\$3,783,480	\$4,132,762	\$4,170,364	\$4,418,200	9.2%
Direct Program Revenue	\$3,762,073	\$5,699,779	\$5,217,001	\$5,707,594	51.5%
<b>TOTAL REVENUE</b>	<b>\$7,545,553</b>	<b>\$9,832,541</b>	<b>\$9,387,365</b>	<b>\$10,125,794</b>	<b>30.3%</b>
Operating Expenditures	\$3,783,480	\$4,132,762	\$4,170,364	\$4,418,200	9.2%
Direct Program Expenditures	\$3,762,073	\$5,699,779	\$5,217,001	\$5,707,594	51.5%
<b>TOTAL EXPENDITURES</b>	<b>\$7,545,553</b>	<b>\$9,832,541</b>	<b>\$9,387,365</b>	<b>\$10,125,794</b>	<b>30.3%</b>
<b>REVENUE MINUS EXPENDITURES</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	

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

**TOTAL REVENUE BY SOURCE**

SOURCE OF REVENUE	FY PLAN	FUTURE 3 YR BUDGET			4 Years Cumulative Impact	% CHANGE FY 24/25 BUDGET vs FY 23-24 APPROVED
	FY 23/24 Approved	FY 24/25 Estimated	FY 25/26 Estimated	FY 26/27 Estimated		
Federal Grants-Operating	\$0	\$40,000	\$0	\$0		
Federal Grants-Direct	\$0	\$600,000	\$600,000	\$600,000		
State Grants-Operating	\$1,984,240	\$2,205,872	\$2,246,214	\$2,304,410		11.2%
State Grants-Direct	\$1,119,932	\$2,444,905	\$2,998,313	\$3,473,981		118.3%
RSTP-Direct	\$1,493,800	\$1,131,800	\$131,800	\$131,800		-24.2%
Local Funds-Operating	\$1,365,702	\$1,521,015	\$1,375,051	\$1,386,136		11.4%
Local Funds-Direct	\$400,060	\$1,253,121	\$1,253,121	\$1,318,046		213.2%
<b>Sub Total Revenue</b>	<b>\$6,363,734</b>	<b>\$9,196,713</b>	<b>\$8,604,499</b>	<b>\$9,214,373</b>		<b>44.5%</b>
SAFE Reserve Surplus/(Usage)	(\$275,638)	(\$274,767)	(\$270,767)	(\$270,767)	(\$1,091,939)	-0.3%
Rail-Leases ROW-Reserve Surplus/(Usage)	(\$8,000)	(\$8,000)	(\$8,000)	(\$8,000)	(\$32,000)	0.0%
Undesig. Contingency Surplus/(Usage)-Oper.	(\$50,538)	\$271,556	\$73,901	(\$119,654)	\$175,264	-637.3%
Undesig. Contingency Surplus/(Usage)-Direct	(\$847,643)	(\$380,186)	(\$348,000)	(\$298,000)	(\$1,873,829)	-55.1%
<b>Total Contingency Fund Surplus/ (Usage)</b>	<b>(\$1,181,820)</b>	<b>(\$391,397)</b>	<b>(\$552,866)</b>	<b>(\$696,421)</b>	<b>(\$2,822,504)</b>	<b>-66.9%</b>
Interest Income		\$244,431	\$230,000	\$215,000		
<b>TOTAL REVENUE</b>	<b>\$7,545,553</b>	<b>\$9,832,541</b>	<b>\$9,387,365</b>	<b>\$10,125,794</b>		<b>30.3%</b>

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

**OPERATING REVENUE**

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE	\$ CHANGE
	FY 23/24 Approved	FY 24/25 Estimated	FY 25/26 Estimated	FY 26/27 Estimated	FY 24/25 BUDGET vs FY 23-24 APPROVED	FY 24/25 BUDGET vs FY 23-24 APPROVED
<b>OPERATING REVENUE</b>						
<b>FEDERAL PLANNING GRANTS</b>						
Monterey County Regional Vision Zero Plan	\$ -	\$ 40,000	\$ -	\$ -		
<b>SUB TOTAL FEDERAL GRANTS</b>	<b>\$ -</b>	<b>\$ 40,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$40,000</b>
<b>STATE PLANNING GRANTS</b>						
Local Transportation Fund	\$ 908,485	\$ 908,485	\$ 908,485	\$ 908,485	0.0%	\$0
Planning, Programming & Monitoring	\$ 201,000	\$ 263,954	\$ 277,000	\$ 277,000	31.3%	\$62,954
Rural Planning Assistance	\$ 422,000	\$ 374,773	\$ 392,000	\$ 392,000	-11.2%	-\$47,227
Complete Streets Project Implementation/SRTS-RSTP TAMC	\$ 110,000	\$ 88,000	\$ 88,000	\$ 88,000	-20.0%	-\$22,000
Alisal Greening -Clean Calif.	\$ 19,208	\$ -	\$ -	\$ -		-\$19,208
	\$ -	\$ -	\$ -	\$ -		\$0
Salinas Valley SRTS	\$ 1,184	\$ -	\$ -	\$ -		-\$1,184
Rail Extension to Salinas-Operating	\$ 275,000	\$ 275,000	\$ 275,000	\$ 275,000		\$0
ADA access program	\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000		\$0
ATP Cycle 5 Broadway Ave Complete Street Corridor	\$ 3,020	\$ 37,021	\$ 37,021	\$ 37,021		\$34,001
ATP Cycle 6 Alisal Safe Routes to School	\$ 1,500	\$ 2,025	\$ 2,025	\$ 2,025		\$525
ATP Cycle 6 Harden Parkway Safe Routes to School	\$ 12,800	\$ 20,800	\$ 30,869	\$ 30,869		\$8,000
ATP Cycle 6 San Antonio Path & Safe Routes to School	\$ 12,800	\$ 41,632	\$ 41,632	\$ 41,632		\$28,832
ATP Cycle 6 FORTAG & SRTS	\$ 8,243	\$ 17,718	\$ 17,718	\$ 17,718		\$9,475
Elkhorn Slough Climate Resiliancecy	\$ -	\$ 66,667	\$ 66,667	\$ 66,667		\$66,667
N. Monterey Cnty SRTS	\$ -	\$ 38,797	\$ 38,797	\$ 96,993		\$38,797
Pajaro/Watsonville Multimodal Station	\$ -	\$ 62,000	\$ 62,000	\$ 62,000		\$62,000
<b>SUB TOTAL STATE GRANTS</b>	<b>\$ 1,984,240</b>	<b>\$ 2,205,872</b>	<b>\$ 2,246,214</b>	<b>\$ 2,304,410</b>	<b>11.2%</b>	<b>\$221,632</b>
<b>LOCAL PLANNING CONTRIBUTIONS</b>						
Regional Transportation Planning Assessment	\$ 243,076	\$ 243,076	\$ 243,076	\$ 243,076	0.0%	\$0
Impact Fee - Program Administration	\$ 10,000	\$ 20,000	\$ 20,000	\$ 20,000	100.0%	\$10,000
Sales Tax Authority Administration Fees	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	0.0%	\$0
Measure X Projects/Programs	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	0.0%	\$0
Alisal Greening -Clean Calif.-Measure X match	\$ 5,764	\$ -	\$ -	\$ -	-100.0%	-\$5,764
TDA 2% Funds	\$ -	\$ 47,227	\$ -	\$ -		\$47,227
Salinas Safe Routes to School -Measure X match	\$ -	\$ -	\$ -	\$ -		\$0
Salinas Valley SRTS-Measure X match	\$ 2,305	\$ 95,314	\$ -	\$ -		\$93,009
Marina Rec Rail	\$ -	\$ 3,423	\$ -	\$ -		\$3,423
ATP Cycle 6 FORTAG & SRTS - Match	\$ 4,557	\$ 4,585	\$ 4,585	\$ 4,585	0.6%	\$28
N. Monterey Cnty SRTS - Measure X Match	\$ -	\$ 7,390	\$ 7,390	\$ 18,475		\$7,390
<b>SUB TOTAL LOCAL FUNDS</b>	<b>\$ 1,365,702</b>	<b>\$ 1,521,015</b>	<b>\$ 1,375,051</b>	<b>\$ 1,386,136</b>	<b>11.4%</b>	<b>\$155,313</b>
<b>OTHER CONTRIBUTIONS</b>						
FSP- Staff Support	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	0.0%	\$0
SAFE- Staff Support	\$ 40,000	\$ 50,000	\$ 50,000	\$ 50,000	25.0%	\$10,000
SAFE- Go831 Staff Support/Vision Zero	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	0.0%	\$0
Rail-Monterey Branch Line /Leases Staff Support	\$ 58,000	\$ 58,000	\$ 58,000	\$ 58,000	0.0%	\$0
<b>SUB TOTAL STAFF SUPPORT</b>	<b>\$ 383,000</b>	<b>\$ 393,000</b>	<b>\$ 393,000</b>	<b>\$ 393,000</b>	<b>2.6%</b>	<b>\$10,000</b>
<b>Sub Total Operating Revenue</b>	<b>\$ 3,732,942</b>	<b>\$ 4,159,887</b>	<b>\$ 4,014,265</b>	<b>\$ 4,083,546</b>	<b>11.4%</b>	<b>\$426,945</b>
Interest Income	\$ -	\$ 244,431	\$ 230,000	\$ 215,000		
Reserves: Usage / (Contribution)	\$ 50,538	\$ (271,556)	\$ (73,901)	\$ 119,654	-637.3%	(\$322,094)
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 3,783,480</b>	<b>\$ 4,132,762</b>	<b>\$ 4,170,364</b>	<b>\$ 4,418,200</b>	<b>9.2%</b>	<b>\$349,282</b>

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

<u>Operating Revenue</u>	FY 23-24 APPROVED BUDGET	FY 24-25 PROPOSED BUDGET	FY 24/25 BUDGET vs FY 23-24	
			\$ CHANGE	% CHNG
<b>1</b> <u>FEDERAL PLANNING GRANTS</u>	\$0	\$40,000	\$40,000	
<b>2</b> <u>STATE PLANNING GRANTS</u>	\$1,984,240	\$2,205,872	\$221,632	11.2%
Local Transportation Fund ( Current )- LTF	\$908,485	\$908,485	\$0	0.0%
Planning & Programming -PPM	\$201,000	\$263,954	\$62,954	31.3%
Rural Planning Assistance-RPA	\$422,000	\$374,773	-\$47,227	-11.2%
Complete Streets Project Implementation/SRTS	\$110,000	\$88,000	-\$22,000	-20.0%
Alisal Greening -Clean Calif.	\$19,208	\$0	-\$19,208	-100.0%
Salinas Valley SRTS	\$1,184	\$0	-\$1,184	-100.0%
Rail Extension to Sailnas-Operating	\$275,000	\$275,000	\$0	0.0%
ADA access program ( UBER/LYFT )	\$9,000	\$9,000	\$0	0.0%
ATP Cycle 5 Broadway Ave Complete Street Corridor	\$3,020	\$37,021	\$34,001	1125.9%
ATP Cycle 6 Alisal Safe Routes to School	\$1,500	\$2,025	\$525	35.0%
ATP Cycle 6 Harden Parkway Safe Routes to School	\$12,800	\$20,800	\$8,000	62.5%
ATP Cycle 6 San Antonio Path & Safe Routes to School	\$12,800	\$41,632	\$28,832	225.3%
ATP Cycle 6 FORTAG & SRTS	\$8,243	\$17,718	\$9,475	114.9%
Elkhorn Slough Climate Resiliancecy	\$0	\$66,667	\$66,667	
N. Monterey Cnty SRTS	\$0	\$38,797	\$38,797	
Pajaro/Watsonville Multimodal Station	\$0	\$62,000	\$62,000	
<b>3</b> <u>LOCAL PLANNING FUNDS</u>	\$1,365,702	\$1,521,015	\$155,313	11.4%
Regional Transportation Planning Assessment	\$243,076	\$243,076	\$0	0.0%
Sales Tax Authority Administration Fees	\$200,000	\$200,000	\$0	0.0%
Measure X Projects/Programs	\$900,000	\$900,000	\$0	0.0%
Alisal Greening -Clean Calif.-Measure X match	\$5,764	\$0	-\$5,764	-100.0%
TDA 2% Funds	\$0	\$47,227	\$47,227	
Salinas Safe Routes to School -Measure X match	\$0	\$0	\$0	
Salinas Valley SRTS-Measure X match	\$2,305	\$95,314	\$93,009	4034.3%
Marina Rec Rail	\$0	\$3,423	\$3,423	
ATP Cycle 6 FORTAG & SRTS - Match	\$4,557	\$4,585	\$28	0.6%
N. Monterey Cnty SRTS - Measure X Match	\$0	\$7,390	\$7,390	
<b>4</b> <u>OTHER CONTRIBUTIONS</u>	\$383,000	\$393,000	\$10,000	2.6%
FSP- Staff Support	\$35,000	\$35,000	\$0	0.0%
SAFE- Staff Support	\$40,000	\$50,000	\$10,000	25.0%
SAFE- Go831 Staff Support	\$250,000	\$250,000	\$0	0.0%
Rail-Monterey Branch Line /Leases Staff Support	\$58,000	\$58,000	\$0	0.0%
<b>5</b> <u>INTEREST INCOME</u>	\$0	\$244,431	\$244,431	
<b>6</b> <u>UNDESIGNATED CONTINGENCY SURPLUS/ ( USAGE )</u>	(\$50,538)	\$271,556	\$322,094	-637.3%
<b>OPERATING REVENUE TOTAL</b>	<b>\$3,783,480</b>	<b>\$4,132,762</b>	<b>\$349,282</b>	<b>9.2%</b>

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

<b><u>Operating Expenses</u></b>	<b>FY 23-24 APPROVED BUDGET</b>	<b>FY 24-25 PROPOSED BUDGET</b>	<b>FY 24/25 BUDGET vs FY 23-25</b>	
			<b>\$ CHANGE</b>	<b>% CHNG</b>
<b>1 Salaries Changes</b>  Cost of Living Adjustments Step increases/Promotions Contract Manager Position Added	<b>\$2,183,553</b>	<b>\$2,274,731</b>	<b>\$91,178</b>	<b>4.2%</b>
<b>2 Fringe Benefit Changes</b>  Health benefits and others PERS contributions & unfunded liability	<b>\$1,001,370</b>	<b>\$1,153,753</b>	<b>\$152,383</b>	<b>15.2%</b>
<b>3 Materials and Services Changes</b>  Accounting Services- OPEB/GASB 75 Insurance ( Liability, Crime & Property ) Rent (Utilities &Janitorial Incl.) Supplies	<b>\$588,557</b>	<b>\$694,278</b>	<b>\$105,720</b>	<b>18.0%</b>
<b>4 Depreciation/Amortization Changes</b>	<b>\$ 10,000</b>	<b>\$10,000</b>	<b>\$0</b>	<b>0.0%</b>
<b>OPERATING EXPENSE TOTAL</b>	<b>\$ 3,783,480</b>	<b>\$ 4,132,762</b>	<b>\$ 349,282</b>	<b>9.2%</b>

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

**Direct Program - Summary**

WE	Direct Program Description		Revenue Source	FY PLAN	FUTURE 3 YR BUDGET				FY 24/25 BUDGET	
				FY 23/24	FY 24/25	FY 25/26	FY 26/27	vs FY 23-24		
				Approved	Estimated	Estimated	Estimated	\$ CHANGE	% CHNG	
0000	Caltrans audit repayment ( fy 15-16 thru fy 24-25)	Oper Resv	Oper Resv	\$82,186	\$82,186	\$0	\$0	\$0	0%	
1020	Triennial Audit	Oper Resv	Oper Resv	\$0		\$50,000	\$0	\$0		
1122	Legislative Advocates		Oper Resv	\$159,000	\$159,000	\$159,000	\$159,000	\$0	0%	
1130	Public Outreach Program	Oper Resv	Oper Resv	\$70,000	\$70,000	\$70,000	\$70,000	\$0	0%	
1130	Public Outreach Software	Oper Resv	Oper Resv	\$49,000	\$49,000	\$49,000	\$49,000	\$0	0%	
1770	Freeway Service Patrol	State	FSP	\$232,206	\$230,320	\$230,320	\$230,320	-\$1,886	-1%	
1770	FSP-SAFE Match ( 25% FSP Grant )	State	FSP	\$58,051	\$57,580	\$57,580	\$57,580	-\$471	-1%	
1770	FSP- Staff Support	Operating	FSP	(\$35,000)	(\$35,000)	(\$35,000)	(\$35,000)	\$0	0%	
1770	Freeway Service Patrol-SB1	State	FSP	\$181,520	\$179,920	\$179,920	\$179,920	-\$1,600	-1%	
1770	FSP-SAFE Match ( 25% FSP Grant )-SB1	State	FSP	\$45,380	\$44,980	\$44,980	\$44,980	-\$400	-1%	
1780	SAFE	State	SAFE	\$340,000	\$340,000	\$340,000	\$340,000	\$0	0%	
1780	SAFE - FSP Match	State	SAFE	(\$58,051)	(\$57,580)	(\$57,580)	(\$57,580)	\$471	-1%	
1780	SAFE - FSP Match-SB1	State	SAFE	(\$45,380)	(\$44,980)	(\$44,980)	(\$44,980)	\$400	-1%	
1780	SAFE- Staff Support	Operating	SAFE	(\$40,000)	(\$40,000)	(\$40,000)	(\$40,000)	\$0	0%	
1790	SAFE- Go831 Staff Support	Operating	SAFE	(\$250,000)	(\$250,000)	(\$250,000)	(\$250,000)	\$0	0%	
1780	SAFE- Reserve (Surplus)/Usage	reserve	SAFE	\$275,638	\$274,767	\$270,767	\$270,767	-\$871	0%	
1791	Monterey County Regional Vision Zero Plan	Fed	Fed	\$0	\$600,000	\$600,000	\$600,000	\$600,000		
1791	Monterey County Regional Vision Zero Plan	State	SAFE	\$0	\$150,000	\$150,000	\$150,000	\$150,000		
2310	Traffic Counts/Bike & Ped	RSTP TAMC	RSTP TAMC	\$43,800	\$43,800	\$43,800	\$43,800	\$0	0%	
6148	Bike and Ped Events/Active Trans. Program	Local	TDA	\$57,500	\$57,500	\$57,500	\$57,500	\$0	0%	
6220	RTP/EIR update shared	State	RPA	\$0	\$22,517	\$37,500	\$37,500	\$22,517		
6220	RTP/EIR update shared	State	PPM	\$0	\$13,049	\$0	\$0	\$0		
6550	On Call Engg.	RSTP TAMC	RSTP TAMC	\$100,000	\$88,000	\$88,000	\$88,000	-\$12,000	-12%	
6730	Salinas Valley Safe Routes to School SB1	State	SB1-Adapt.	\$96,256	\$0	\$0	\$0	-\$96,256	-100%	
6730	Salinas Valley Safe Routes to School -Measure X match	Local	Measure X	\$18,335	\$0	\$0	\$0	-\$18,335	-100%	
6731	Monterey Cnty Regional Transp. Vulnerability Assmnt	State	State	\$0	\$61,464	\$66,831	\$201,655	\$61,464		
6731	Monterey Cnty Regional Transp. Vulnerability Assmnt	State	RPA	\$0	\$24,710	\$14,320	\$48,977	\$24,710		
6732	N Monterey County SRTS	State	State	\$0	\$227,239	\$227,239	\$568,098	\$227,239		
6732	N Monterey County SRTS - Measure X match	Local	Measure X	\$0	\$43,284	\$43,284	\$108,209	\$43,284		
7103	ATP Cycle 5 Broadway Ave Complete Street Corridor	State	State	\$1,906	\$299,677	\$299,677	\$299,677	\$297,771	15623%	
7104	ATP Cycle 6 Alisal Safe Routes to School	State	State	\$1,702	\$7,802	\$34,672	\$0	\$6,100	358%	
7105	ATP Cycle 6 Harden Parkway Safe Routes to School	State	State	\$35,634	\$0	\$529,627	\$529,627	-\$35,634	-100%	
7106	ATP Cycle 6 San Antonio Path & Safe Routes to School	State	State	\$0	\$718,978	\$718,978	\$718,978	\$718,978		
7303	FORTAG Construction Management	Local	Measure X	\$0	\$897,337	\$897,337	\$897,337	\$897,337		
6803	Rail-Rail Extension -HDR Amendment # 1	Oper Resv	Oper Resv	\$467,457	\$0	\$0	\$0	-\$467,457	-100%	
6803	Rail-Rail Extension -HDR Amendment # 2	RSTP	RSTP	\$1,350,000	\$1,000,000	\$0	\$0	-\$350,000	-26%	
6804	Rail-Leases ROW	Local	Leases	\$210,000	\$210,000	\$210,000	\$210,000	\$0	0%	
6804	Rail-Leases ROW-Staff Support	Operating	Leases	(\$58,000)	(\$68,000)	(\$68,000)	(\$68,000)	-\$10,000	17%	
6804	Rail-Leases ROW-Reserve (Surplus)/Usage	reserve	Leases	\$8,000	\$8,000	\$8,000	\$8,000	\$0	0%	
6807	Rail Leases-Salinas	Oper Resv	Oper Resv	\$20,000	\$20,000	\$20,000	\$20,000	\$0	0%	
7102	Alisal Greening -Clean Calif.	State	State	\$230,708	\$0	\$0	\$0	-\$230,708	-100%	
7102	Alisal Greening -Clean Calif.-Measure X match	Local	Measure X	\$69,225	\$0	\$0	\$0	-\$69,225	-100%	
7303	ATP Cycle 6 FORTAG & SRTS	State	State	\$0	\$169,229	\$169,229	\$169,229	\$169,229		
8010	Public Outreach Program -Measure X	Local	Measure X	\$40,000	\$40,000	\$40,000	\$40,000	\$0	0%	
8010	Measure X - Materials & Services-Audits etc.	Local	Measure X	\$5,000	\$5,000	\$5,000	\$5,000	\$0	0%	
<b>Total Direct Program Revenue</b>				<b>\$3,762,073</b>	<b>\$5,699,779</b>	<b>\$5,217,001</b>	<b>\$5,707,594</b>	<b>\$1,924,657</b>	<b>51.2%</b>	

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

**Direct Program Revenue- Summary by Funding Source**

WE	Direct Program Description		Revenue Source	CURRENT FY PL				\$ CHANGE FY 24/25 BUDGET vs FY 23-24 APPROVED
				FY 23/24		FUTURE 3 YR BUDGET		
				Approved	Estimated	FY 24/25 Estimated	FY 25/26 Estimated	
1791	Monterey County Regional Vision Zero Plan	Fed	Fed	\$0	\$600,000	\$600,000	\$600,000	\$600,000
	<b>SUB TOTAL FEDERAL</b>			<b>\$0</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$600,000</b>
1770	Freeway Service Patrol	State	FSP	\$232,206	\$230,320	\$230,320	\$230,320	-\$1,886
1770	FSP-SAFE Match ( 25% FSP Grant )		FSP	\$58,051	\$57,580	\$57,580	\$57,580	-\$471
1770	Freeway Service Patrol-SB1	State	FSP	\$181,520	\$179,920	\$179,920	\$179,920	-\$1,600
1770	FSP-SAFE Match ( 25% FSP Grant )-SB1	State	FSP	\$45,380	\$44,980	\$44,980	\$44,980	-\$400
1780	SAFE - FSP Match ( 25% FSP Grant )	State	SAFE	(\$58,051)	(\$57,580)	(\$57,580)	(\$57,580)	\$471
1780	SAFE - FSP Match ( 25% FSP Grant )-SB1	State	SAFE	(\$45,380)	(\$44,980)	(\$44,980)	(\$44,980)	\$400
1780	SAFE	State	SAFE	\$340,000	\$340,000	\$340,000	\$340,000	\$0
1791	Monterey County Regional Vision Zero Plan	State	SAFE	\$0	\$150,000	\$150,000	\$150,000	\$150,000
6220	RTP/EIR update shared ( RPA )	State	RPA	\$0	\$22,517	\$37,500	\$37,500	\$22,517
6220	RTP/EIR update shared ( RPA )	State	PPM	\$0	\$13,049	\$0	\$0	\$13,049
6730	Salinas Valley Safe Routes to School SB1	State	SB1-Adapt.	\$96,256	\$0	\$0	\$0	-\$96,256
6731	Monterey Cnty Regional Transp. Vulnerability Assmnt	State	State	\$0	\$61,464	\$66,831	\$201,655	\$61,464
6731	Monterey Cnty Regional Transp. Vulnerability Assmnt	State	RPA	\$0	\$24,710	\$14,320	\$48,977	\$24,710
6732	N Monterey County SRTS	State	State	\$0	\$227,239	\$227,239	\$568,098	\$227,239
7103	ATP Cycle 5 Broadway Ave Complete Street Corridor	State	State	\$1,906	\$299,677	\$299,677	\$299,677	\$297,771
7104	ATP Cycle 6 Alisal Safe Routes to School	State	State	\$1,702	\$7,802	\$34,672	\$0	\$6,100
7105	ATP Cycle 6 Harden Parkway Safe Routes to School	State	State	\$35,634	\$0	\$529,627	\$529,627	-\$35,634
7106	ATP Cycle 6 San Antonio Path & Safe Routes to School	State	State	\$0	\$718,978	\$718,978	\$718,978	\$718,978
7102	Alisal Greening -Clean Calif.	State	State	\$230,708	\$0	\$0	\$0	-\$230,708
7303	ATP Cycle 6 FORTAG & SRTS	State	State	\$0	\$169,229	\$169,229	\$169,229	\$169,229
	<b>SUB TOTAL STATE</b>			<b>\$1,119,932</b>	<b>\$2,444,905</b>	<b>\$2,998,313</b>	<b>\$3,473,981</b>	<b>\$1,324,973</b>
2310	Traffic Counts/Bike & Ped			\$43,800	\$43,800	\$43,800	\$43,800	\$0
6550	Active Transportation Support Program	RSTP TAMC	RSTP TAMC	\$0	\$0	\$0	\$0	\$0
6550	On Call Engg.	RSTP TAMC	RSTP TAMC	\$100,000	\$88,000	\$88,000	\$88,000	-\$12,000
6803	Rail-Rail Extension -HDR Amendment # 2	RSTP	RSTP	\$1,350,000	\$1,000,000	\$0	\$0	-\$350,000
	<b>SUB TOTAL RSTP</b>			<b>\$1,493,800</b>	<b>\$1,131,800</b>	<b>\$131,800</b>	<b>\$131,800</b>	<b>-\$362,000</b>
6148	Bike and Ped Events/Active Trans. Program	Local	TDA	\$57,500	\$57,500	\$57,500	\$57,500	\$0
6262	RDIF Validation & Nexus Study	Local	RDIF	\$0	\$0	\$0	\$0	\$0
6729	Salinas Safe Routes to School -Measure X match	Local	Measure X	\$0	\$0	\$0	\$0	\$0
6730	Salinas Valley Safe Routes to School -Measure X match	Local	Measure X	\$18,335	\$0	\$0	\$0	-\$18,335
6732	N Monterey County SRTS - Measure X match	Local	Measure X	\$0	\$43,284	\$43,284	\$108,209	\$0
6804	Rail-Leases ROW	Local	Leases	\$210,000	\$210,000	\$210,000	\$210,000	\$0
7102	Alisal Greening -Clean Calif.-Measure X match	Local	Measure X	\$69,225	\$0	\$0	\$0	-\$69,225
8010	Public Outreach Program -Measure X	Local	Measure X	\$40,000	\$40,000	\$40,000	\$40,000	\$0
8010	Measure X - Material & Services-Audits etc.	Local	Measure X	\$5,000	\$5,000	\$5,000	\$5,000	\$0
7303	ATP Cycle 6 FORTAG & SRTS - Match	Local	Measure X	\$0	\$897,337	\$897,337	\$897,337	\$897,337
	<b>SUB TOTAL LOCAL</b>			<b>\$400,060</b>	<b>\$1,253,121</b>	<b>\$1,253,121</b>	<b>\$1,318,046</b>	<b>\$809,777</b>
0000	Caltrans audit repayment ( fy 15-16 thru fy 24-25)	Oper Resv	Oper Resv	\$82,186	\$82,186	\$0	\$0	\$0
1020	Triennial Audit	Oper Resv	Oper Resv	\$0	\$0	\$50,000	\$0	\$0
1122	Legislative Advocates	Oper Resv	Oper Resv	\$159,000	\$159,000	\$159,000	\$159,000	\$0
1130	Public Outreach Program	Oper Resv	Oper Resv	\$70,000	\$70,000	\$70,000	\$70,000	\$0
1130	Public Outreach Software	Oper Resv	Oper Resv	\$49,000	\$49,000	\$49,000	\$49,000	\$0
6145	Bike Map update	Oper Resv	Oper Resv	\$0	\$0	\$0	\$0	\$0
6803	Rail-Rail Extension -HDR Amendment # 1	Oper Resv	Oper Resv	\$467,457	\$0	\$0	\$0	-\$467,457
6807	Rail-Leases - Salinas	Oper Resv	Oper Resv	\$20,000	\$20,000	\$20,000	\$20,000	\$0
	<b>SUB TOTAL OPERATING RESERVE</b>			<b>\$847,643</b>	<b>\$380,186</b>	<b>\$348,000</b>	<b>\$298,000</b>	<b>-\$467,457</b>
1770	FSP- Staff Support	Operating	Operating	(\$35,000)	(\$35,000)	(\$35,000)	(\$35,000)	\$0
1780	SAFE- Staff Support	Operating	Operating	(\$40,000)	(\$40,000)	(\$40,000)	(\$40,000)	\$0
1790	SAFE- Go831 Staff Support	Operating	Operating	(\$250,000)	(\$250,000)	(\$250,000)	(\$250,000)	\$0
6804	Rail-Leases ROW-Staff Support	Operating	Operating	(\$58,000)	(\$68,000)	(\$68,000)	(\$68,000)	-\$10,000
	<b>SUB TOTAL STAFF SUPPORT</b>			<b>(\$383,000)</b>	<b>(\$393,000)</b>	<b>(\$393,000)</b>	<b>(\$393,000)</b>	<b>(\$10,000)</b>
1780	SAFE- Reserve (Surplus)/Usage	State	Reserve	\$275,638	\$274,767	\$270,767	\$270,767	-\$871
6804	Rail-Leases ROW-Reserve (Surplus)/Usage	Local	Reserve	\$8,000	\$8,000	\$8,000	\$8,000	\$0
	<b>SUB TOTAL DIRECT RESERVES</b>			<b>\$283,638</b>	<b>\$282,767</b>	<b>\$278,767</b>	<b>\$278,767</b>	<b>(\$871)</b>
	<b>SUB TOTAL OTHER</b>			<b>\$748,281</b>	<b>\$269,953</b>	<b>\$233,767</b>	<b>\$183,767</b>	<b>(\$478,328)</b>
	<b>Total Direct Program Revenue</b>			<b>\$3,762,073</b>	<b>\$5,699,779</b>	<b>\$5,217,001</b>	<b>\$5,707,594</b>	<b>\$1,894,422</b>

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

**Direct Program - Significant Changes**

WE	Direct Program Description	Revenue Source	CURRENT YR FY 23/24 Approved	3 YR BUDGET FY 24/25	
				Estimated	
<b>PROJECTS ADDED</b>					
1791	Monterey County Regional Vision Zero Plan	Fed	Fed	\$0	\$600,000
1791	Monterey County Regional Vision Zero Plan-match	State	SAFE	\$0	\$150,000
6220	RTP/EIR update shared	State	RPA	\$0	\$22,517
6220	RTP/EIR update shared-match	State	PPM	\$0	\$13,049
6731	Monterey Cnty Regional Transp. Vulnerability Assmnt	State	State	\$0	\$61,464
6731	Monterey Cnty Regional Transp. Vulnerability Assmnt-match	State	RPA	\$0	\$24,710
6732	N Monterey County SRTS	State	State	\$0	\$227,239
6732	N Monterey County SRTS - Measure X match	Local	Measure X	\$0	\$43,284
7106	ATP Cycle 6 San Antonio Path & Safe Routes to School	State	State	\$0	\$718,978
7303	FORTAG Construction Management	Local	Measure X	\$0	\$897,337
<b>Sub-Total</b>					<b>\$2,758,578</b>
<b>PROJECTS NOT BUDGETED</b>					
6730	Salinas Valley Safe Routes to School SB1	State	SB1-Adapt.	\$96,256	\$0
6730	Salinas Valley Safe Routes to School -Measure X match	Local	Measure X	\$18,335	\$0
7105	ATP Cycle 6 Harden Parkway Safe Routes to School	State	State	\$35,634	\$0
6803	Rail-Rail Extension -HDR Amendment # 1	Oper Resv	Oper Resv	\$467,457	\$0
7102	Alisal Greening -Clean Calif	State	State	\$230,708	\$0
7102	Alisal Greening -Clean Calif.-Measure X match	Local	Measure X	\$69,225	\$0
<b>Sub-Total</b>				<b>\$917,615</b>	
<b>NET TOTAL</b>					<b>\$1,840,963</b>



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

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

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

**CAPITAL OUTLAY**

<b><u>CAPITAL OUTLAY</u></b>	<b>FY PLAN</b>	<b>FUTURE 3 YR BUDGET</b>			<b>% CHANGE</b>	<b>\$ CHANGE</b>
	<b>FY 23/24 Approved</b>	<b>FY 24/25 Estimated</b>	<b>FY 25/26 Estimated</b>	<b>FY 26/27 Estimated</b>	<b>FY 24/25 BUDGET vs FY 23-24 APPROVED</b>	<b>FY 24/25 BUDGET vs FY 23-24 APPROVED</b>
Vehicle Replacement	\$0	\$45,000	\$0	\$0		\$45,000
Payoff Unfunded Pension Liability	\$0	\$1,500,000	\$0	\$0		\$1,500,000
TAMC Office	\$0	\$0	\$0	\$4,000,000		\$0
<b>TOTAL CAPITAL OUTLAY</b>	<b>\$0</b>	<b>\$1,545,000</b>	<b>\$0</b>	<b>\$4,000,000</b>		<b>\$1,545,000</b>

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



CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
1010	Overall Work Program, Budget and Administration	\$ 66,769	\$ -	\$ 66,769	Prepare billing and quarterly reports, develop and monitor Work Program and budget, oversee agency funding and activities.
1020	Transportation Development Act Administration	\$ 74,949	\$ -	\$ 74,949	Conduct unmet needs process, allocate and manage Local Transportation Funds.
1120	Plans Coordination, Legislation Monitoring, and Interagency Liaison	\$ 273,194	\$ -	\$ 273,194	Coordinate with partner and member agencies on short- and long-range transportation plans; conduct legislative monitoring.
1122	Legislative Advocacy	\$ 59,463	\$ 159,000	\$ 218,463	Prepare legislative program; propose law changes as appropriate; support or oppose legislation or policies.
1130	Public Involvement Program	\$ 211,798	\$ 119,000	\$ 330,798	Issue news releases, conduct public meetings, update website, annual report and awards program.
1770	Freeway Service Patrol	\$ 57,928	\$ 477,800	\$ 535,728	Emergency tow truck services.
1780	Service Authority for Freeway Emergencies	\$ 63,020	\$ 173,207	\$ 236,227	Call-box and motorist aid program.
1790	Vision Zero and Traveler Information Program	\$ 93,486	\$ 49,000	\$ 142,486	Identify and develop transportation solutions that decrease fatalities and injuries for all travel modes through a Vision Zero strategy. Includes traveler information programs such as notices for construction related closures and other activities that educate and improve mobility and safety for Monterey County travelers.
1791	Monterey County Regional Vision Zero Plan	\$ 248,383	\$ 750,000	\$ 998,383	Develop individual Vision Zero Action Plans to be approved by each participating jurisdiction and a regional action plan to be approved by TAMC.
1795	Access Fund Administration	\$ 14,957	\$ -	\$ 14,957	Administer California Public Utilities Commission mandated program to increase accessibility for persons with disabilities as part of its regulation of Transportation Network Companies.
2310	Data Collection, Uniformity, and Access	\$ 40,306	\$ 43,800	\$ 84,106	Collect traffic data for regional model and planning uses, including data to support the implementation of the Agency's Racial Equity Program.
4110	Environmental Document Review	\$ 8,043	\$ -	\$ 8,043	Review development proposals for transportation impacts, ensure consistency with regional transportation system, propose mitigation measures such as Complete Street features.

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



CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
6140	Bicycle and Pedestrian Planning, Education, and Improvements	\$ 103,797	\$ -	\$ 103,797	Hold bike committee meetings, review projects for consistency with the Regional Transportation Plan.
6145	Monterey County Bike & Ped Plan / Map Update	\$ 56,416	\$ -	\$ 56,416	Develop strategy and explore grant opportunities to update the 2018 Monterey County Active Transportation Plan.
6220	Regional Transportation Plan	\$ 75,507	\$ 35,566	\$ 111,073	Engage with cities and the County when they are developing circulation elements and other transportation related planning efforts. Coordinate with AMBAG, Caltrans and other regional agencies to implement the 2022 Regional Transportation Plan and initiate development of the 2026 Plan.
6262	Regional Development Impact Fee	\$ 14,107	\$ -	\$ 14,107	Collect fees and allocate funds to fee program projects.
6410	Transportation Improvement Programs	\$ 81,248	\$ -	\$ 81,248	Coordinate with Caltrans and other regional agencies on project programming.
6415	Senate Bill 125 Transit Funding	\$ 26,676	\$ -	\$ 26,676	Coordinate with CalSTA and Monterey-Salinas Transit on programming SB125 transit and rail funding.
6500	Project Development and Grant Implementation	\$ 123,115	\$ -	\$ 123,115	Participate in environmental review, right-of-way acquisition, and engineering for regional projects; apply for fund allocations, amendments or extensions, apply for grant funds, monitor fund sources and assist implementing agencies in utilizing funds.
6550	Complete Street Project Implementation	\$ 119,430	\$ 88,000	\$ 207,430	Conduct activities related to implementing "Complete Streets" projects. Activities include: purchasing bicycle racks and other security devices as part of the Active Transportation Support Program; and assist agencies in incorporating Complete Street features in local and state road projects.
6710	Corridor Studies and Regional Multi-Modal Planning	\$ 68,070	\$ -	\$ 68,070	Participate in pre-environmental review corridor planning.
6730	Salinas Valley Safe Route to Schools Plan	\$ 128,966	\$ -	\$ 128,966	Develop Safe Routes to Schools Plan that serves all K-12 schools in the cities of Gonzales, Soledad, Greenfield and King City.
6731	Monterey County Regional Transportation Vulnerability Assessment	\$ 49,865	\$ 86,174	\$ 136,039	Identify transportation infrastructure in the coastal areas of the county that are at risk of sea level rise, coastal flooding, and erosion, and create a project prioritization list.
6732	North Monterey County Safe Routes to Schools Plan	\$ 163,084	\$ 270,523	\$ 433,607	Develop Safe Routes for Schools plan for eleven K-12 public schools in the unincorporated communities of Castroville, Pajaro, Las Lomas, Prunedale, Royal Oaks, Oak Hills, Aromas, Moss Landing and Elkhorn.

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



CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
6733	Highway 1 Elkhorn Slough Climate Resiliency Project	\$ 57,630	\$ -	\$ 57,630	Evaluate the climate vulnerability of Highway 1 in north Monterey County and develop multimodal and nature-based transportation solutions to address this vulnerability.
6800	Rail Planning	\$ 140,559	\$ -	\$ 140,559	Staff TAMC Rail Policy Committee, Participate in Coast Rail Coordinating Council meetings, and freight facility planning
6803	Salinas Rail Extension Project	\$ 153,328	\$ 1,000,000	\$ 1,153,328	Prepare engineering for stations, layover facility and track improvements; acquire rights-of-way for stations, platforms and layover facility
6804	Monterey Branch Line ROW Leases	\$ 99,851	\$ 150,000	\$ 249,851	Conduct maintenance and operational activities related to real property owned by TAMC; including negotiating new leases or easements for compatible uses.
6805	Railroad Fort Ord Property Planning	\$ 5,988	\$ -	\$ 5,988	Plan for mixed use facility on TAMC land on former Fort Ord base.
6807	Rail to Salinas ROW Leases	\$ 256	\$ 20,000	\$ 20,256	Conduct activities related to real property owned by TAMC at the Salinas station and future train layover facility.
6811	Pajaro/Watsonville Multimodal Station	\$ 83,600	\$ -	\$ 83,600	Prepare environmental documents for the Pajaro / Watsonville Multimodal Station.
6821	Marina Rec Rail	\$ 4,616	\$ -	\$ 4,616	Manage lease agreement with the City of Marina that allows them to contract with a vendor to run recreational service on the Monterey Branch Line.
7000 series	Measure X Projects and Programs	\$ 1,494,798	\$ 2,093,023	\$ 3,587,821	Implementation of projects and programs in Measure X.
8000	Measure X Administration	\$ 210,308	\$ 45,000	\$ 255,308	Administer Measure X implementation and operation.
0000	Caltrans Repayment	\$ -	\$ 82,186	\$ 82,186	Caltrans audit repayment ( FY 15-16 thru FY 24-25).
		<b>Operating Expenditures</b>	<b>Direct Expenditures</b>	<b>Total Expenditures</b>	
<b>Totals:</b>		<b>\$ 4,473,511</b>	<b>\$ 5,642,279</b>	<b>\$ 10,115,790</b>	

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



	Prior	2024/25	2025/26	2026/27	2027/28	2028/29	Funding
<b>State Route 68 Safety &amp; Traffic Flow</b>	<b>Env't</b>	<b>Design</b>		<b>Con</b>			
<i>State Transportation Improvement Program</i>	\$ 5,487	\$ 23,516		\$ 6,300			\$ 35,303
<i>Highway Infrastructure Program</i>	\$ 3,393						\$ 3,393
<i>Measure X</i>	\$ 640			\$ 6,300			\$ 6,940
<i>SB1 Local Partnership Formula</i>	\$ 1,949						\$ 1,949
<i>SB1 Solutions for Congested Corridors - Cycle 4 (future)</i>				\$ 57,000			\$ 57,000
	<b>\$ 11,469</b>	<b>\$ 23,516</b>	<b>\$ -</b>	<b>\$ 69,600</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 104,585</b>
<b>State Route 156 - A: Castroville Boulevard Interchange</b>	<b>Design &amp; ROW</b>		<b>ROW &amp; Con</b>				
<i>State Transportation Improvement Program</i>	\$ 25,700						\$ 25,700
<i>Federal DEMO</i>	\$ 312						\$ 312
<i>Measure X</i>			\$ 10,400				\$ 10,400
<i>Developer Fees</i>			\$ 5,000				\$ 5,000
<i>SB1 Trade Corridors - Cycle 4 (future)</i>			\$ 70,000				\$ 70,000
<i>SB1 Local Partnership - Cycle 4 (future)</i>			\$ 10,300				\$ 10,300
	<b>\$ 26,012</b>	<b>\$ -</b>	<b>\$ 95,700</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 121,712</b>
<b>US 101 South of Salinas</b>	<b>Study &amp; Env't</b>			<b>Design</b>			
<i>Measure X</i>	\$ 440			\$ 8,550			\$ 8,990
<i>State Transportation Improvement Program</i>	\$ 9,989			\$ 8,450			\$ 18,439
	<b>\$ 10,429</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 17,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 27,429</b>
<b>Highway 1 Rapid Bus Corridor</b>	<b>Env't &amp; Design</b>	<b>Con</b>					
<i>Measure X</i>	\$ 7,432	\$ 19,962					\$ 27,394
<i>SB 1 Local Partnership Formula (MST)</i>	\$ 100	\$ 1,300					\$ 1,400
<i>Federal Transit &amp; Earmarks</i>	\$ 69	\$ 24,600					\$ 24,669
<i>SB 1 TIRCP</i>		\$ 25,000					\$ 25,000
	<b>\$ 7,601</b>	<b>\$ 70,862</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 78,463</b>
<b>Holman Highway 68 - Pacific Grove Roundabout</b>	<b>Env't</b>						
<i>Measure X</i>	\$ 1,500						\$ 1,500
	<b>\$ 1,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,500</b>

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

	Prior	2024/25	2025/26	2026/27	2027/28	2028/29	Funding
<b>Multimodal Corridor: Imjin Parkway</b>	<b>Env't &amp; Design</b>						
<i>State Transportation Improvement Program</i>	\$ 1,650						\$ 1,650
<i>Developer Fees</i>	\$ 1,000						\$ 1,000
<b>Multimodal Corridor: Imjin Parkway</b>	<b>Con</b>						
<i>SB 1 Local Partnership Competitive</i>	\$ 19,000						\$ 19,000
<i>SB 1 Local Partnership Formula - FY23/24</i>	\$ 1,250						\$ 1,250
<i>Developer Fees</i>	\$ 2,000						\$ 2,000
<i>Measure X</i>	\$ 18,250						\$ 18,250
	<b>\$ 43,150</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 43,150</b>
<b>Fort Ord Trails and Greenway - Segment 1 (Highway 218)</b>	<b>Design &amp; ROW</b>						
<i>Measure X</i>	\$ 1,367						\$ 1,367
<i>SB 1 Local Partnership Formula</i>	\$ 600						\$ 600
<i>Active Transportation Program</i>	\$ 1,198						\$ 1,198
<b>Fort Ord Trails and Greenway - Segment 1 (Highway 218)</b>	<b>Con</b>						
<i>Measure X</i>	\$ 11,514						\$ 11,514
<i>Active Transportation Program</i>	\$ 9,181						\$ 9,181
	<b>\$ 23,860</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 23,860</b>
<b>Fort Ord Trails and Greenway - Segment 2 (Jerry Smith Trailhead)</b>	<b>Scoping</b>	<b>Design</b>		<b>Con</b>			
<i>Measure X</i>	\$ 38	\$ 389		\$ 4,663			\$ 5,090
<i>Federal Lands Access Program</i>		\$ 560		\$ 6,588			\$ 7,148
	<b>\$ 38</b>	<b>\$ 949</b>	<b>\$ -</b>	<b>\$ 11,251</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12,238</b>
<b>Fort Ord Trails and Greenway - Segment 3 (California Avenue)</b>	<b>Design</b>	<b>Con</b>					
<i>Measure X</i>	\$ 800	\$ 1,200					\$ 2,000
<i>Active Transportation Program</i>	\$ 528	\$ 6,921					\$ 7,449
<i>Active Transportation Program (Non-Infrastructure Component)</i>	\$ 980						\$ 980
	<b>\$ 1,328</b>	<b>\$ 8,121</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 9,449</b>
<b>Fort Ord Trails and Greenway - Segment 4 (Laguna Grande) + N. Fremont</b>		<b>Design</b>		<b>Con</b>			
<i>Measure X</i>		\$ 1,000		\$ 1,500			\$ 2,500
<i>Active Transportation Program - Cycle 7 (future)</i>		\$ 1,000		\$ 7,000			\$ 8,000
	<b>\$ -</b>	<b>\$ 2,000</b>	<b>\$ -</b>	<b>\$ 8,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10,500</b>
<b>Salinas Rail Extension - Kick Start Construction Management</b>	<b>Con Mgt</b>						
<i>Traffic Congestion Relief Program</i>	\$ 4,382						\$ 4,382
	<b>\$ 4,382</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>			<b>\$ 4,382</b>

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

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

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



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

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