



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

Board of Directors

Wednesday, October 23, 2024
****9:00 AM****

MEETING LOCATION

Voting members must attend a physical meeting location to count towards quorum
or vote on any item on the agenda
1441 Schilling Place, Salinas, California
Cayenne Conference Room
Wi-Fi Network: MontereyCty-Guest (no password required)

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

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

By teleconference at: +1 669 900 6833

Meeting ID: 446 951 513
Password: 194463

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

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

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

1. QUORUM CHECK – CALL TO ORDER

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

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

PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENTS

Any member of the public may address the Board on any item not on the agenda but within the jurisdiction of the Board. All public comments are limited to two (2) 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 by 5:00 pm the Monday before the meeting, and such comments will be distributed to the Board before the meeting.

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

3. CONSENT AGENDA

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

ADMINISTRATION and BUDGET

3.1.1. APPROVE the Transportation Agency for Monterey County Board draft minutes of September 25, 2024.

- Elouise Rodriguez

3.1.2. ACCEPT the list of payments and deposits for September 2024 and the credit card statement for the month of August and September 2024.

- Mi Ra Park

The list of payments, deposits, and credit card statement are submitted to the Transportation Agency for Monterey County Board each month in accordance with the recommendation from the Agency's independent Certified Public Accountant to keep the Board informed about the Agency's financial transactions.

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

- Jefferson Kise

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

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

- Christina Watson

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

3.1.5. **APPROVE** Resolution 2024-13 authorizing the Executive Director to execute a new Caltrans Master Funds Transfer Agreement.

- Jefferson Kise

The existing Master Fund Transfer Agreement expires on December 31, 2024. An Agreement is required for an agency to spend planning funds from the Caltrans Office of Regional and Community Planning. This action will extend the current Agreement by 10 years to 2034.

3.1.6. **Fiscal Year 2024-2025 Overall Work Program Amendment #2:**

APPROVE Resolution 2024-14, pending legal counsel approval, providing:

1. Authority for the Executive Director or his designee to transfer \$948,590.63 in state Rural Planning Assistance, Federal Transit Administration (FTA) 5304 Strategic Partnership, and State Highway Account (SHA) Climate Adaptation Planning carry-over funds into the Agency's fiscal year (FY) 2024-2025 work program and budget;
2. Authority for the Executive Director or his designee to execute work program and budget amendment No. 2 in accordance with this Resolution; and
3. Authority for the Executive Director or his designee to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation.

- Michael Zeller

This amendment will allow state Rural Planning Assistance, FTA 5304 Strategic Partnership, and SHA Climate Adaptation Planning grant funds from the prior fiscal year to be utilized in the current fiscal year.

3.1.7. **ACCEPT** the Agency's Financial Audit Reports for fiscal year ending June 30, 2023.

- Jefferson Kise

For all the agency audits completed for the year ending June 30, 2023, the auditors found no instances of noncompliance that are required to be reported under Government Auditing Standards, nor did they note any matters involving the internal control over financial reporting and its operation that they consider to be material weaknesses.

3.1.8. Updated Legal Services Agreement with the County of Monterey

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute a new Legal Services Agreement with the County of Monterey, subject to approval by Agency Counsel, to increase the budget by an amount not to exceed \$5,638, for an annual not-to-exceed contract amount of \$66,000;
2. **AUTHORIZE** the use of Agency funds budgeted for this work; and
3. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contract, including approval of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

- Todd Muck

The Transportation Agency has an agreement with the County of Monterey to provide legal services for the Agency. The proposed action would update the Legal Services Agreement with the County of Monterey and update the billing rates for legal services. The last agreement was originally approved in 2004 and the billable costs were last updated in 2012.

BICYCLE, PEDESTRIAN, TRANSIT, and SOCIAL SERVICES

3.2.1. RECEIVE the draft Salinas Valley Safe Routes to Schools Plan.

- Amelia Conlen

The Salinas Valley Safe Routes to School Plan includes infrastructure and programming recommendations to make it safer and more comfortable for children and families to access 22 public schools in the cities of Gonzales, Soledad, Greenfield, and King City. The draft plan is included for review, and the final plan will be presented to the Board in December. TAMC is working with the four cities to get feedback from their City Councils on the draft plan.

PLANNING

3.3.1. Legislative Update and Draft 2025 Legislative Program:

1. **RECEIVE** update on state and federal legislative issues; and
2. **APPROVE** the draft 2025 legislative program for circulation to Committees for comment.

- Christina Watson

This report provides updates on state and federal legislative activities. The Executive Committee recommends circulating the draft 2025 legislative program to committees for comment.

PROJECT DELIVERY and PROGRAMMING

3.4.1. Alisal Union School District Agreement

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute an agreement with Alisal Union School District, subject to approval by Agency Counsel, to allow TAMC and partners to provide Safe Routes to School Education & Encouragement programming to Alisal Union schools for the period ending June 30, 2030; and
2. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

- Ariana Green

The purpose of this agreement is to set forth the roles and responsibilities of TAMC and School District with respect to the implementation of various “Safe Routes to School” plans and activities. including the implementation of the “Alisal Safe Routes to School” Project. In addition, this Master Agreement sets forth processes for creating a holistic Safe Routes to Schools Program, which would allow incorporation of additional efforts and obtaining additional state and federal funds.

- 3.4.2. APPROVE** the appointment of John McPherson to serve as the Senior or Disabled Services agency representative on the Measure X Citizens Oversight Committee, Brielle Bumba to serve as the Senior or Disabled services agency alternate representative on the Measure X Citizens Oversight Committee, and Bradley .

- Theresa Wright

The Transportation Safety & Investment Plan Policies calls for the formation of a Citizens Oversight Committee representing a diverse range of community interests. Representatives of these interests must be nominated by their organizations. Additional members may be appointed by the Transportation Agency Board of Directors to assure that a broad range of geographic and stakeholder interests are represented on the Committee.

RAIL PROGRAM

3.5.1. Monterey County Rail Extension - Packages 2 & 3 - Right of Way Just Compensation

1. **AUTHORIZE** the Executive Director to establish just compensation and

approve appraisals for rights-of-way for the Monterey County Rail Extension project, Package 2 (Salinas layover facility) and Package 3 (Gilroy track connections); and

2. **AUTHORIZE** the Executive Director to make purchase offers in the amount that equals the statutory offer of just compensation established for the parcel and negotiate agreements for parcels needed for the Monterey County Rail Extension project.

- Michael Zeller

To streamline the right-of-way process and ensure that the rights are acquired in a prompt manner, the Agency is requesting authority for the Executive Director to establish just compensation and initiate offers for the Monterey County Rail Extension project, with final approval reserved for the Board.

REGIONAL DEVELOPMENT IMPACT FEE- No report this month.

COMMITTEE MINUTES and CORRESPONDENCE

3.7.1. ACCEPT draft minutes of the Transportation Agency Committees:

- Rail Policy Committee - October 7, 2024 meeting canceled
- Executive Committee - draft minutes of October 2, 2024
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of October 2, 2024
- [Technical Advisory Committee](#) - draft minutes of October 4, 2024
- [Measure X Citizens Oversight Committee](#) - October 15, 2024 meeting canceled

- Elouise Rodriguez

3.7.2. RECEIVE TAMC Correspondence for September 2024.

- Elouise Rodriguez

4. PRESENT the Transportation Agency Employee of the Quarter to Maria Montiel.

- Todd Muck

It is hereby certified that Maria Montiel, Administrative Assistant, has been selected by her colleagues at the Transportation Agency for Monterey County as an Employee of the Quarter for July 1, 2024 – September 30, 2024.

5. State Route 68 Adaptive Signal Operations:

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a cooperative agreement with Caltrans, subject to approval by Agency Counsel, to fund the purchase

and installation of hardware and software needed for adaptive signal controls for State Route 68 at four intersections;

2. **APPROVE** the use of \$300,000 in Regional Measure X funds for this purpose; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approval of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

- Doug Bilse

The implementation of adaptive signal operations is an interim solution for the Scenic Highway 68 Corridor that is consistent with the long-term improvements identified for this corridor. Caltrans was unsuccessful in acquiring funding for a pilot project to install adaptive signal operations at four of the nine signalized intersections on the corridor. Staff recommends funding the project using Measure X funds instead.

6. **RECEIVE** update on the Toro Park Cut-Through Traffic Pilot Project.

- Doug Bilse

Aggressive drivers frequently use Toro Park residential streets to avoid Highway 68 congestion during the morning commute hours. TAMC, Caltrans, and County staff collaborated on a pilot project to reroute this cut-through traffic back onto Highway 68. Two phases of the pilot project have been completed that include partial road closures. The pilot project is expected to identify a long-term solution that may be considered for implementation by the County of Monterey.

7. **RECEIVE** update on the US 101 South of Salinas project.

- Doug Bilse

The Notice of Preparation for the US 101 South of Salinas project is scheduled to be circulated October 23, 2004. Caltrans and TAMC staff have worked with the community to narrow the alternatives to be analyzed as part of the environmental review process. Caltrans has also identified near-term safety improvements that may be installed in advance of the long-term improvements under review.

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

12. **PUBLIC COMMENT** on the Closed Session;

CLOSED SESSION:

1. REAL ESTATE NEGOTIATIONS. Pursuant to Government Code section §54956.8, confer with real property negotiators concerning the disposition of Agency-owned property.

Property: Monterey Branch Line

Agency negotiators: Todd Muck, Mike Zeller, Alissa Guther

Negotiating parties: City of Marina

Under negotiation: Length of contract

2. POTENTIAL LITIGATION. Pursuant to Government Code section 54956.9(d)(4), the Board will confer with legal counsel regarding one matter of potential initiation of litigation.

RECONVENE in open session and report any actions taken.

- Todd Muck

13. **ADJOURN**

ANNOUNCEMENTS

Next Transportation Agency for Monterey County regular meeting will be on
Wednesday, December 4, 2024

9:00 A.M.

Monterey County Government Center
1441 Schilling Place, Cayenne Room

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

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

Elouise Rodriguez

Clerk of the Board

elouise@tamcmonterey.org

Important Meeting Information

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

Transportation Agency for Monterey County

www.tamcmonterey.org

55B Plaza Circle, Salinas, CA 93901

TEL: 831-775-0903

EMAIL: info@tamcmonterey.org

Agenda Items: The agenda will be prepared by Agency staff and will close at noon five (5) working

days before the regular meeting. Any member of the Board may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any support papers must be furnished by that time or be readily available.

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board
Meeting Date: October 23, 2024
Subject: **TAMC Draft Minutes of September 25, 2024**

RECOMMENDED ACTION:

APPROVE the Transportation Agency for Monterey County Board draft minutes of September 25, 2024.

SUMMARY:

FINANCIAL IMPACT:

DISCUSSION:

ATTACHMENTS:

1. TAMC Draft Minutes_September 25_2024

WEB ATTACHMENTS:

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

DRAFT MINUTES OF SEPTEMBER 25, 2024, TAMC BOARD MEETING

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

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

68 South Street, Hingham, Massachusetts, Dave Potter

TAMC BOARD MEMBERS	OCT 23	DEC 23	JAN 24	FEB 24	MAR 24	APR 24	MAY 24	JUN 24	AUG 24	SEP 24
Luis Alejo, Supr. Dist. 1, County Representative (Linda Gonzales, Javier Gomez)	P(A) (V)	P	P	P	P(A) (V)	P	P	P(A) (V)	P	P(A) (V)
Glenn Church, Supr. Dist. 2, (Marilyn Vierra, Leonie Gray)	P(A)	P	P	P	P	P(A)	P	P	P	P
Chris Lopez, Supr. Dist. 3, (Priscilla Barba) Chair	P	P	P	P	P	P(A)	P(A)	P	P	P
Wendy Root Askew, Supr. Dist. 4, 2 nd Vice Chair (Yuri Anderson , Eric Mora)	P(A)	P	P	P	P	P(A)	P(A)	P	P	P(A) (V)
Mary Adams, Supr. Dist. 5, (Colleen Courtney)	P	P(A)	P	P(A)	P	P(A)	P	P	P	P
Dave Potter, Carmel-by-the-Sea (Jeff Baron) 1 st Vice Chair	P	P	P	P	P(V)	P(A)	P	P	P(V)	P
Scott Donaldson, Del Rey Oaks (John Uy)	P	P	E	AB2	P(V)	P	P	P	P	P
Jose Rios, Gonzales (Lorraine Worthy)	P	P	P	E	P	P	P	P	P	P
Rachel Ortiz, Greenfield (Robert White)	E	P	E	P	A	P	P	E	P	AB2
Michael LeBarre, King City, Past Chair (Carlos DeLeon)	P	P	P	P	P	P	P	P	P	P
Bruce Delgado, Marina (Jenny McAdams, Liesbeth Visscher)	P	P	P*	P	E	P	AB2	P	P	A
Edwin Smith, Monterey, (Kim Barber , Marissa Garcia, Andrea Renny)	P	P	P(A)	P	P	P	P(A)	P	P	PA)
Chaps Poduri, Pacific Grove, City Representative (Joe Amelio)	P	P	P	P	P	A	E	P(V)	P	P
Andrew Sandoval, Salinas (Anthony Rocha)	P	P	P	P	E	P	P	P	P	P
Mary Ann Carbone, Sand City (Jerry Blackwelder)	P	P	P	P	P	P	P	P	P	P
Ian Oglesby, Seaside, (David Pacheco)	P	P	P	P	P	P	P	P	P	A
Fernando Cabrera, Soledad (Anna Velasquez)	P	P*	E	P	E	P	P	P(A)	P	P

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

P = present; P(A) = alternate present; P(V) = videoconference; E = excused absence; AB2=AB 2449;

AB2a=AB 2449 alternate; A = absence; P= New Representative*

TAMC STAFF	OCT 23	DEC 23	JAN 24	FEB 24	MAR 24	APR 24	MAY 24	JUNE 24	AUG 24	SEP 24
D. Bilse, Principal Engineer	P	P	P	E	P	P	P	P	P	P
A. Conlen, Senior Transp. Planner				P	P(V)	P	P	P	P	P
N. Gomez, TAMC Intern								P(V)	P	P(V)
A. Green, Principal Transp. Planner	P(V)	P(V)	P(V)	P	P	P(V)	P(V)	P	P	P(V)
A. Guther, Transportation Planner	P	P	P	E	P	P	P(V)	P	P	P
A. Hernandez, Transp. Planner	P	P	P	P	P	P	P	P	P	P
J. Kise, Dir. Finance & Administration	P	P	P	P	P	P	P	P	P	P
M. Montiel, Administrative Assistant	P	P	P	P	P	P	P	P	E	P
T. Muck, Executive Director	P	P	P	P	P	P	P	P	P	P
M. Park, Finance Officer							P	P	P	P
E. Rodriguez, Clerk of the Board	P	P	P	P	P	E	P	P	P	P
A. Sambrano, Transportation Planner	P	P	P	P	P	P	P	P	P	P
J. Strause, Assoc. Transp. Planner	P	P	P	E	E	E	E	P	P	P
S. Strong, Legal Counsel	P	P	P(V)	P	P	P	P	P	P	P
C. Watson, Director of Planning	P	P	P	P	P	P	P	P	P	P
L. Williamson, Senior Engineer	P	P	P	P(V)	P	P	P	P	P	P
T. Wright, Community Outreach	P	P	P	P	P	E	P(V)	P	P(V)	P
M. Zeller, Director of Programming & Project Delivery	P	P	P	P	P	P	P	P	P	P

OTHERS PRESENT

Linda Gonzales	County Supervisor District 1	Tyler LeSage	Caltrans
Javier Gomez	County Supervisor District 1	Ingrid McRoberts	Caltrans
Jasmine Mejia Cortez	County Supervisor District 1	Dwight Stump	Public
Monica Hale	County Supervisor District 3	Bryan Rosen	Public
Priscilla Barba	County Supervisor District 3	Barry Jones	Public
Mary Zeeb	Monterey County Treasurer	Eric Petersen	Salinas resident
Jake Stroud	Monterey County Treasurer	Lorna Moffat	Public
		Eva Pelayo	Public

1. QUORUM CHECK – CALL TO ORDER

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

2. PUBLIC COMMENTS

None this month.

3. CONSENT AGENDA

M/S/C Potter/ Carbone/unanimous

Board Members Cabrera, Garcia, Ortiz and Sandoval did not vote on this item.

The Board approved the consent agenda as follows:

ADMINISTRATION and BUDGET

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

3.1.2 Accepted the list of checks written for the month of August 2024 and credit card statements for the months of July and August 2024.

- 3.1.3** Received list of contracts awarded under \$50,000.
- 3.1.4** Approved the evaluation form, procedure, and timeline for completing the annual evaluation for Executive Director and County Counsel.
- 3.1.5** Approved denial of liability claim for accident along State Route 1 in Big Sur; and directed agency counsel to communicate denial to the claimant.
- 3.1.6** Received the call for nominations for the 23rd Annual Transportation Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.
- 3.1.9** Approved the agreement with Todd Muck to continue to perform services as Executive Director of the Transportation Agency for Monterey County effective September 25, 2024, and authorized the Agency Chair to sign the agreement.

BICYCLE, PEDESTRIAN, TRANSIT and SOCIAL SERVICES

- 3.2.1** Regarding Monterey-Salinas Transit State of Good Repair Funds
 1. Adopted Resolution 2024-12 allocating \$1,009,225 of Fiscal Year 2024-25 Senate Bill 1 State of Good Repair funds to Monterey-Salinas Transit to help fund replacement of security systems at all MST facilities; and
 2. Authorized the Executive Director or their designee to take any actions and sign and execute on behalf of the Transportation Agency for Monterey County any agreements necessary to pass funds through to Monterey-Salinas Transit.

PLANNING

- 3.3.1** Received update on state and federal legislative issues.

PROJECT DELIVERY and PROGRAMMING

- 3.4.1** Regarding On-Call Property Cleanup Services - Smith & Enright Contract Amendment 2:
 - 1. Approved and authorized the Executive Director to execute contract amendment #2 with Smith & Enright, subject to approval by Agency Counsel, to extend the contract timeline from December 31, 2024 to December 31, 2027 and to increase the contract amount by \$180,000 for a not-to-exceed total of \$300,000, to continue to support cleanup operations on Agency-owned properties;
 - 2. Approved the use of \$180,000 in Lease Revenue funds for this purpose; and
 - 3. Authorized the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approval of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

- 3.4.2** Regarding Regional Surface Transportation Program Time Extension Request
 - 1. Approved time extension on the use of Transportation Agency competitive funds until August 27, 2025, for the City of Salinas - Downtown Salinas Complete Streets Improvements
 - 2. Approved amending Exhibit A of the local funding agreement to include updated funding deadlines for this project.

RAIL PROGRAM

- 3.5.1** No items this month.

REGIONAL DEVELOPMENT IMPACT FEE

- 3.6.1** No items this month.

COMMITTEE MINUTES AND CORRESPONDENCE

- 3.7.1** Accepted draft minutes from Transportation Agency committees:
 - Executive Committee – draft minutes of September 4, 2024
 - Rail Policy Committee –draft minutes of September 9, 2024
 - Bicycle and Pedestrian Facilities Advisory Committee – draft minutes of September 4, 2024
 - Technical Advisory Committee – draft minutes of September 5, 2024
 - Excellent Transportation Oversight Committee – No meeting

- 3.7.2** Received Transportation Agency for Monterey County correspondence for August 2024.

END OF CONSENT AGENDA

4. PRESENTATION FROM COUNTY TREASURER'S OFFICE

The Board of Directors received a presentation from the County Treasurer's Office.

Jake Stroud, Assistant Treasurer Tax Collector, reported on the agency's investments as managed by the Monterey County Treasurer's office utilizing its investment pool.

Chair Lopez thanked Mr. Stroud for his presentation and noted that it is clear the County takes a conservative approach to protect the assets, more than maximizing the return. He noted that the Board appreciates this approach, given the agency's goal of stability.

Public comment:

Lorna Moffat, member of the public, commented that the Agency should invest in better transit.

5. SALINAS VALLEY SAFE ROUTES TO SCHOOL PLAN AND PARTICIPATORY BUDGETING UPDATE

M/S/C Carbone/Adams/unanimous

The Board of Directors received an update on the Salinas Valley Safe Routes to School Plan and Participatory Budgeting process and approved the request by the City of Gonzales to program RSTP funds dedicated to the City's Participatory Budgeting process; and approved amending Exhibit A of the local funding agreement to include these projects and funding.

Aaron Hernandez, Transportation Planner, reported that the Salinas Valley Safe Routes to School Plan includes recommendations for all public K-12 schools in the cities of Gonzales, Soledad, Greenfield, and King City. The Plan includes a democratic process, called Participatory Budgeting, where community members vote to decide how public funds are spent. TAMC is providing up to \$250,000 to each city to implement the highest voted projects.

Board Members Adams and Church expressed their support for this program, noting it is empowering residents to become more involved in local politics.

Director Muck noted that this a great example of Team TAMC working together to achieve a great result.

6. REPORTS FROM TRANSPORTATION PROVIDERS

Caltrans District 5 – Orchid Monroy announced the following:

- The California Department of Transportation (Caltrans) is pleased to announce continued progress on Highway 1 Stabilization Work at Rocky Creek. She noted that one-way traffic controls are in place along southbound Highway 1 between Rocky Creek Bridge and the Rocky Creek Viaduct for bridge work.

Monterey Regional Airport District – Carl Miller announced the following:

- The Airport District is continuing towards construction of the new terminal project and parking lot.

Monterey Salinas Transit District – Carl Sedoryk announced the following:

- Ridership has increased 25 percent.
- For a limited time, buy one, get one free boarding pass.

Monterey Bay Air Resources District – No Report this month.

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

None this month.

8. EXECUTIVE DIRECTOR'S REPORT

Executive Director Todd Muck announced the following:

- Ciclovía Salinas a fun free event on October 6, 2024, 10 a.m. to 2 p.m.
- Ciclovía King City a fun free event on October 13, 2024, 12 p.m. to 4 p.m.
- Portola Drive temporary partial road closure, TAMC is implementing a pilot project to address cut-through traffic using Portola Drive to avoid congestion on Highway 68.
- Toro Park Community meeting October 8, 2024, 6 p.m., at San Benancio Middle School.

Public comment:

Bryan Rose, member of the public, expressed concern about Director Muck.

Lorna Moffat, member of the public, commented in favor of train service.

Eric Petersen, member of the public, commented that he has been attending TAMC meetings for decades, and it is one of the best run agencies.

9. ANNOUNCEMENTS AND/OR COMMENTS

Board Member Adams noted that the County has revised their employee evaluation form and asked that TAMC consider the same approach.

Board Member LeBarre thanked TAMC for supporting the Ciclovía event.

Carl Sedoryk, MST, announced the Transit Transportation Task Force will be having a public meeting on October 28, 2024, 9 a.m., to 3 p.m., at the Monterey Conference Center. He noted he attends as a representee of rural agencies.

10. ADJOURNMENT

Chair Lopez adjourned the meeting at 10:32 a.m.

Memorandum

To: Board of Directors
From: Mi Ra Park, Finance Officer/Analyst
Meeting Date: October 23, 2024
Subject: TAMC Payments for the Month of September 2024

RECOMMENDED ACTION:

ACCEPT the list of payments and deposits for September 2024 and the credit card statement for the month of August and September 2024.

SUMMARY:

The list of payments, deposits, and credit card statement are submitted to the Transportation Agency for Monterey County Board each month in accordance with the recommendation from the Agency's independent Certified Public Accountant to keep the Board informed about the Agency's financial transactions.

FINANCIAL IMPACT:

The checks processed and EFT transfers this period totaled \$556,867.81 which included checks written for September 2024 and payment of the September 2024 credit card statement.

DISCUSSION:

During the month of September 2024, transactions in the operating account and credit card accounts are in Attachments 1 and 2 . These reports show all expenditures paid by checks, ETFs, and credit card during this period. All expenditures, payments, and disbursements are consistent with the TAMC approved budget.

ATTACHMENTS:

1. Credit Card August 2024
2. Operating Account September

WEB ATTACHMENTS:

Business Card

August 05, 2024 - September 04, 2024

Cardholder Statement

Account Information:
www.bankofamerica.com

Mail Billing Inquiries to:
BANK OF AMERICA
PO BOX 860441
DALLAS, TX 75266-0441

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

Customer Service:
1.800.673.1044, 24 Hours

Outside the U.S.:
1.509.353.6656, 24 Hours

For Lost or Stolen Card:
1.800.673.1044, 24 Hours

Business Offers:
www.bankofamerica.com/mybusinesscenter

Payment Information

New Balance Total \$5,371.45
Minimum Payment Due \$53.71
Payment Due Date 10/01/24

Late Payment Warning: If we do not receive your minimum payment by the date listed above. You may have to pay a fee based on the outstanding balance on the fee assessment date:
 \$0.00 for balance less than \$100.01
 \$29.00 for balance less than \$1,000.01
 \$39.00 for balance less than \$5,000.01
 \$49.00 for balance equal to or greater than \$5,000.01

Minimum Payment Warning: If you make only the minimum payment each period, you will pay more in interest and it will take you longer to pay off your balance.

Account Summary

Previous Balance \$3,920.65
 Payments and Other Credits -\$4,103.82
 Balance Transfer Activity \$0.00
 Cash Advance Activity \$0.00
 Purchases and Other Charges \$5,554.62
Fees Charged \$0.00
Finance Charge \$0.00
 New Balance Total \$5,371.45

Credit Limit \$20,000
 Credit Available \$14,628.55
 Statement Closing Date 09/04/24
 Days in Billing Cycle 31

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
Payments and Other Credits				
08/08	06/11	FRAUD DISPUTE		- 34.64
08/08	07/11	FRAUD DISPUTE		- 34.64
09/02	08/30	PAYMENT - THANK YOU		- 3,920.65
09/04	08/29	REI.COM 800-426-4840 800-426-4840 WA		- 113.89
TOTAL PAYMENTS AND OTHER CREDITS FOR THIS PERIOD				- \$4,103.82
Purchases and Other Charges				
08/05	08/02	CVS/PHARMACY #09506 SALINAS CA		5.45
08/05	08/02	RALEY'S ECART #905 8009259989 CA		253.97 ✓
08/06	08/05	ASAP SIGNS AND PRINTIN SALINAS CA		187.36 ✓

August 05, 2024 - September 04, 2024

New Balance Total \$5,371.45
Minimum Payment Due \$53.71
Payment Due Date 10/01/24

Enter payment amount

\$

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



BUSINESS CARD
 PO BOX 15796
 WILMINGTON, DE 19886-5796


 **N0010520

55 PLAZA CIR STE B
 SALINAS, CA 93901-2952

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

Transactions

Posting Date	Transaction Date	Description	Reference Number	Amount
08/07	08/05	STARBUCKS STORE 06629 8317513420 CA		22.00 ✓
08/07	08/06	STICKER MULE AMSTERDAM NY		173.71 ✓
08/07	08/07	DEVICEMAGIC 8559970800 NC		192.60 ✓
08/07	08/06	SMART AND FINAL 431 8317541068 CA		130.07 ✓
08/08	08/07	TST*THE BAGEL CORNER 8317718670 CA		29.79 ✓
08/08	08/07	BLANCO SHELL SALINAS CA		9.99 ✓
08/09	08/07	NOB HILL FOODS #607 8009259989 CA		44.77 ✓
08/20	08/19	TMOBILE POSTPAID WEB 8009378997 WA		137.35 ✓
08/20	08/19	AMAZON MARK* RU8DU26G0 SEATTLE WA		13.10 ✓
08/21	08/19	SALAD SHOPPE 8314229600 CA		124.55 ✓
08/21	08/20	AMERICAN 0012169649109 8004337300 TX STRAUSE/JANNEKE 0012169649109 Departure Date: 10/20/24 Airport Code: MRY AA V PHX Departure Date: 10/20/24 Airport Code: PHX AA V PHL Departure Date: 10/22/24 Airport Code: PHL AA O PHX		697.95 ✓
08/21	08/20	SMART AND FINAL 431 8317541068 CA		56.55 ✓
08/22	08/20	STARBUCKS STORE 08659 8314420460 CA		22.00 ✓
08/22	08/21	AMAZON MARK* RU52I3Y70 SEATTLE WA		43.65 ✓
08/22	08/21	AMAZON MARK* R42G195R2 SEATTLE WA		95.01 ✓
08/22	08/21	AMAZON MKTPL*RU34K5YG0 8662161072 WA		87.35 ✓
08/22	08/21	AMAZON MKTPL*R44PG8572 8662161072 WA		49.10 ✓
08/22	08/22	AMAZON RETA* R40LL3ZR1 SEATTLE WA		215.74 ✓
08/23	08/23	AMAZON MARK* R45G72340 SEATTLE WA		58.50 ✓
08/23	08/23	AMAZON MKTPL*R492V6TK1 8662161072 WA		74.60 ✓
08/26	08/22	ODP BUS SOL LLC # 1011 5104971900 CA		132.73 ✓
08/26	08/22	QUALITY SUITES DOWNTOW 8055415001 CA		232.85
08/26	08/22	QUALITY SUITES DOWNTOW 8055415001 CA		232.85
08/26	08/22	QUALITY SUITES DOWNTOW 8055415001 CA		232.85
08/26	08/22	ODP BUS SOL LLC # 1011 5104971900 CA		27.30 ✓
08/26	08/23	ODP BUS SOL LLC # 1011 5104971900 CA		24.13 ✓
08/26	08/26	TST* LUIGI'S ITALIAN R GONZALES CA		473.34 ✓
08/29	08/27	STARBUCKS STORE 06629 8317513420 CA		44.00 ✓
08/29	08/28	THE UPS STORE 459 8316465445 CA		149.01 ✓
09/02	08/30	EB *2024 CALIFORNIA PA 8014137200 CA		188.58
09/04	08/17	ACE HARDWARE CORPORATI OAK BROOK IL		155.33 ✓
09/04	08/17	REI.COM 800-426-4840 800-426-4840 WA		113.89 ✓
09/04	08/16	AMZN Mktp US*RU2D353X1 Amzn.com/bill WA		143.10 ✓
09/04	08/15	WWWBRANDSCYCLECOM WANTAGH NY		98.17 ✓
09/04	08/15	BCY*BACKCOUNTRY.COM 800-409-4502 UT		98.33 ✓
09/04	08/15	INCYCLE BICYCLES SAN DIMAS CA		131.10 ✓
09/04	08/15	BUBBLEBUM BOOSTER S ORLANDO FL		351.90 ✓
TOTAL PURCHASES AND OTHER CHARGES FOR THIS PERIOD				\$5,554.62

Finance Charge Calculation

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

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

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

Important Messages

We want to remind you of a few things you can do to help avoid late fees and finance charges:

- Schedule automatic payments to your corporate account, so they're not late.
- Create alerts to let you know when your payments are due or posted to your corporate account, and have them delivered to your phone or email.

Turn on automatic payments and alerts through **Business Advantage 360** at [Bankofamerica.com/SmallBusiness](https://www.bankofamerica.com/SmallBusiness) or our mobile app.

Transportation Agency for Monterey County (TAMC)
 US Bank Operating Account
 September 2024

<u>Date</u>	<u>ITEM</u>	<u>Name</u>	<u>Payments</u>	<u>Deposits</u>	<u>Description</u>
09/04/2024	ACH	Ariadne Sambrano	301.18		Employee Reimbursement/Mileage
09/04/2024	ACH	Christina Watson	562.47		Employee Reimbursement/Mileage
09/04/2024	ACH	Elouise Rodriguez	53.04		Employee Reimbursement/Mileage
09/04/2024	ACH	Theresa Wright	1,200.00		Employee Reimbursement/Mileage
09/04/2024	EFT	CALPERS GASB Reporting Services	700.00		GASB 68 Classic & PEPRA
09/04/2024	EFT	CalPers Health Benefits	19,188.92		Employee Benefit
09/05/2024	EFT	6804 Rail Lease Tenants:Saroyan	3,935.76		Return Check
09/05/2024	EFT	State of California		125,624.19	Rual Planning Assistance Funds
09/09/2024	21586	Alvarez Technology Group, Inc. (CA)	16,742.22		Computer Support
09/09/2024	21587	HDR Engineering Inc.	42,840.24		Direct Program Costs: Rail Design and Engineering
09/09/2024	21588	Khoury Consulting LLC	6,000.00		State Legislative Consultants
09/09/2024	21589	Knightscope Inc.	3,368.32		HW Call Boxes
09/09/2024	21590	Moss, Levy & Hartzheim	2,000.00		Financial Audit
09/09/2024	21591	Pathways Climate Institute	7,268.32		Direct Program Costs WE 6731
09/09/2024	21592	San Luis Obispo Council of Governments	3,000.00		Meetings
09/09/2024	21593	The Maynard Group	358.10		Office Phones
09/09/2024	21594	Thorn Run Partners, LLC	5,000.00		Federal Legislative Consultants
09/09/2024	21595	VSP - Vision	218.32		Employee Benefits
09/09/2024	21596	We The Creative (V)	1,039.42		Graphic Design
09/09/2024	21600	Ride Amigos (V)	27,879.00		Rideshare Software
09/09/2024	21601	Verizon Wireless	25.95		Call Box-Phone Service
09/09/2024	21597	Void	-		Voided Check
09/09/2024	21598	Void	-		Voided Check
09/09/2024	21599	Void	-		Voided Check
09/09/2024	E-pay	EDD	5,479.78		Payroll Taxes and Withholdings
09/09/2024	E-pay	United States Treasury	4,022.84		Payroll Taxes and Withholdings
09/10/2024	Deposit	City of Monterey		2,523.00	Traffic Count Data Collection

09/10/2024	Deposit	Newton Brothers Tire and Auto		1,110.00	Railroad Right of Way Rent
09/10/2024	Deposit	Montere Motors		4,360.34	Railroad Right of Way Rent
09/10/2024	E-pay	EDD	1,218.15		Payroll Taxes
09/10/2024	ACH	Staff Payroll	21,795.42		4692353812
09/11/2024	Deposit	Marks Barn Auto Body		1,110.00	Railroad Right of Way Rent
09/11/2024	Deposit	Cardinale Nissan		4,360.34	Railroad Right of Way Rent
09/13/2024	21609	Action Council of Mo. Co. Inc.	-		Direct Program Expense: Safe Routes to School
09/13/2024	21603	Alvarez Technology Group (TX)	680.09		Computer Support
09/13/2024	21604	Californian	274.31		Newspaper Subscription
09/13/2024	21605	De Lage Landen Financial Services	319.02		Office Copier Lease
09/13/2024	21606	GHD Inc. (formerly Omni Means)	49,309.97		Direct Expense: FORTAG Design and ROW
09/13/2024	21610	Mike LeBarre	727.61		Board Member Mileage/Stipend
09/13/2024	21608	The Centre for Organizational Effectivene	960.00		Staff Development
09/13/2024	ETF	Maria Montiel	17.04		Employee Reimbursement/Mileage
09/13/2024	EFT	Elouise Rodriguez	46.47		Employee Reimbursement/Mileage
09/13/2024	21607	Void	-		Voided Check
09/13/2024	21602	Void	-		Voided Check
09/13/2024	EFT	CalPERS	8,866.43		Employee Benefits
09/13/2024	EFT	Pers Retirement	9,658.43		Employee Benefits
09/13/2024	EFT	Pers Retirement PEPRA	4,962.22		Employee Benefits
09/13/2024	E-pay	EDD	23.76		Payroll Taxes and Withholdings
09/13/2024	E-pay	United States Treasury	12,965.80		Payroll Taxes and Withholdings
09/13/2024	ACH	Payroll	59567.21		Staff Payroll
09/16/2024	21611	AAMCOM LLC	592.00		Call Box-Phone Service
09/16/2024	21612	Void	-		Voided Check
09/16/2024	21613	Smith & Enright Landscaping Inc.	12,124.01		Weed Abatement/Property Clean-Up
09/16/2024	21614	Action Council of Mo. Co. Inc.	10,592.18		Direct Program Expense: Safe Routes to School
09/16/2024	21615	APWA	-		Dues & Subscriptions
09/16/2024	Deposit	Staff		850.00	Event Reimbursements
09/16/2024	Deposit	Staff		29.00	Event Reimbursements
09/17/2024	21616	Business Card	5,371.45		Supplies, Staff Travel & Professional
09/17/2024	21617	APWA	994.00		Dues & Subscriptions
09/18/2024	EFT	US Bank	228.47		Banking Service Charge

09/18/2024	Deposit	State of California		109,199.44	Safe Routes to School Reimbursement
09/18/2024	Deposit	Lexus of Monterey Peninsula		2,803.21	Railroad Right of Way Rent
09/18/2024	Deposit	Giustiniani Masonry		1,000.00	Railroad Right of Way Rent
09/18/2024	Deposit	City of Carmel By the Sea		16,287.08	Pavement Management
09/18/2024	EFT	TAMC County Acct 691		200,000.00	Funds Transfer from TAMC County Acct 691
09/20/2024	EFT	InComm Digital Solutions, LLC	894.50		Bayview School Pool Incentive Program
09/26/2024	Deposit	Granite Rock		9,047.40	Railroad Right of Way Rent
09/27/2024	Deposit	City of Seaside		10,593.00	Congestion Management Program
09/27/2024	Deposit	SDRMA		1,394.08	Workers' Comp Refund
09/27/2024	Deposit	City of Marina		5,823.00	Railroad Right of Way Rent
09/27/2024	ACH	CalPERS	8,034.90		Employee Benefits
09/27/2024	ACH	Pers Retirement	8,674.01		Employee Benefits
09/27/2024	ACH	Pers Retirement PEPPRA	5,048.17		Employee Benefits
09/27/2024	E-pay	EDD	23.76		Payroll Taxes and Withholdings
09/27/2024	E-pay	EDD	5,441.69		Payroll Taxes and Withholdings
09/27/2024	E-pay	United States Treasury	12,626.16		Payroll Taxes and Withholdings
09/27/2024	ACH	Payroll	57320.6		Staff Payroll
09/30/2024	21618	Void	-		Voided Check
09/30/2024	21619	Alliant Insurance	44,183.94		Liability Insurance
09/30/2024	21620	Void	-		Voided Check
09/30/2024	21621	Clinica de Salud del Valle de Salinas	9,038.42		TAMC Office Rent
09/30/2024	21622	Comcast	270.94		Utilities
09/30/2024	21623	Delta Dental - Allied	1,018.97		Employee Benefits
09/30/2024	21624	Ecology Action	12,730.73		Direct Program Costs - Safe Routes to School
09/30/2024	21625	Void	-		Voided Check
09/30/2024	21626	Kimley-Horn & Associates, Inc.	14,950.15		Regional Impact Fee Consultants
09/30/2024	21627	Lincoln National Life Insurance Co.	873.92		Employee Benefits
09/30/2024	21628	Monterey County Tax Collector	412.91		Property Taxes (on Equipment)
09/30/2024	21629	Moss, Levy & Hartzheim	5,000.00		Financial Audit
09/30/2024	21630	Oppidea, LLC	2,685.00		Accounting Services
09/30/2024	21631	Sentry Alarm Systems	283.50		Office Security
09/30/2024	21632	Smile Business Products Inc.	135.90		Office Copier Expenses
09/30/2024	21633	Smith & Enright Landscaping Inc.	5,063.80		Weed Abatement/Property Clean-Up

09/30/2024	21634	Total Compensation Systems, Inc	1,530.00		GASB 75 full valuation 1st installment
09/30/2024	21635	VSP	186.08		Employee Benefits
09/30/2024	21636	We The Creative (V)	1,338.88		Graphic Design Services
09/30/2024	21637	All American Mailing, Inc.	2,122.96		Mailing Service for Toro Park Project
09/30/2024	21638	JR Interpreting Inc.	4,500.00		Direct Program Cost - Safe Routes to School
09/30/2024	EFT	Interest		26.06	Interest
		Total	556,867.81	496,140.14	

Memorandum

To: Board of Directors
From: Jefferson Kise, Director of Finance & Administration
Meeting Date: October 23, 2024
Subject: **Contracts Awarded under \$50,000**

RECOMMENDED ACTION:

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

SUMMARY:

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

FINANCIAL IMPACT:

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

DISCUSSION:

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

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

ATTACHMENTS:

1. Contracts under \$50,000 Oct 2024

WEB ATTACHMENTS:

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

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

Staff	Consulting Firm/ Agency	Contract Activity	Start Date	End Date	Contract amount	Work Element	Fund Source
Amelia	J.A.V. Language Solutions LLC	Interpretation at Steering Committee meetings	Sept 13 th , 2024	Dec 31 st , 2026	\$14,535	6732/7100	Caltrans/ Measure X

Memorandum

To: Board of Directors
From: Christina Watson, Director of Planning
Meeting Date: October 23, 2024
Subject: **Conferences and Training Attended by Agency Staff**

RECOMMENDED ACTION:

RECEIVE report on conferences or trainings attended by agency staff.

SUMMARY:

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

FINANCIAL IMPACT:

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

DISCUSSION:

From September 28-October 1, 2024, Aaron attended the American Planning Association conference in Riverside, CA. (**Attachment 1**).

ATTACHMENTS:

1. CA APA Conf

WEB ATTACHMENTS:



Memorandum

To: Board of Directors

From: Aaron Hernandez, Transportation Planner

Date: **October 23, 2024**

Subject: **2024 California APA Conference**

On September 28-October 1, I attended the 2024 California American Planning Association Conference in Riverside, CA. The conference is an excellent opportunity for planners across the state to learn the latest planning issues and how different jurisdictions are addressing them. I attended certain sessions that provide resources to support my work in the Environmental Document Review Program and the Regional Development Impact Fee Program.

Sessions attended:

- In Housing We Trust: Why Your Jurisdiction Needs a Housing Trust Fund
- Diversity Plenary: Advancing Equity – The Time is Now for Planners to Ensure More Diverse and Equitable Places
- Innovation in Action: Creating Equitable Vehicle Miles Traveled (VMT) Mitigation Programs
- Beaches, Buildings, and Buses: OH MY! How Redevelopment Can Lead to Mixed Uses and Better Transit
- Behind the Sheetz! – How the Supreme Court and State Laws are Affecting Impact Fees
- Understanding Ethics, American Institute of Certified Planners (AICP) and International City/County Management Association (ICMA)
- Mobile Workshop #12: From Geographic Information System (GIS) to Green Transit: A Journey through Innovation
- Cultivating Sustainable Futures in Rural Communities
- VMT Toolbox for Suburban and Rural Locations
- From Roadblocks to Open Trails: Policy Solutions to Reduce VMT & Produce Housing
- Road Less Traveled: Navigating VMT Mitigation

Key takeaways from the attended sessions:

- In the recent Supreme Court Case on impact fees, *Sheetz v. El Dorado*, jurisdictions are left in a gray area as to how impact fees are applied and should expect changes in the next five years. The clearest next step for jurisdictions is to update nexus studies to avoid future nexus issues on certain projects and to charge housing projects by square feet rather than units.
- Senate Bill (SB) 743 is changing how projects are reviewed through the California Environmental Quality Act (CEQA) using Vehicle Miles Traveled (VMT) as the primary mitigation strategy on traffic impacts. A handful of jurisdictions have now implemented VMT mitigation programs.
- Jurisdictions that are creating a VMT Mitigation program are learning how difficult it is to implement. It is important to consider equity issues that arise from programs that charge a VMT mitigation fee.
- Engaging the community on VMT is not an easy process given the technical nature of the concept. Jurisdictions should think carefully in how they explain VMT to the public.
- For rural areas, VMT addressed at a regional scale is most effective compared to traditional site-based VMT projects. For example, a rail project or rideshare program will reduce more VMT versus a bike lane project in one city.
- VMT mitigation projects must be transportation focused. VMT mitigation fees can be applied to land conservancy projects and broadband projects. Governor Gavin Newsom is encouraging affordable housing as a VMT mitigation strategy.

The full program is online [here](#).

Memorandum

To: Board of Directors
From: Jefferson Kise, Director of Finance & Administration
Meeting Date: October 23, 2024
Subject: **New Caltrans Master Fund Transfer Agreement**

RECOMMENDED ACTION:

APPROVE Resolution 2024-13 authorizing the Executive Director to execute a new Caltrans Master Funds Transfer Agreement.

SUMMARY:

The existing Master Fund Transfer Agreement expires on December 31, 2024. An Agreement is required for an agency to spend planning funds from the Caltrans Office of Regional and Community Planning. This action will extend the current Agreement by 10 years to 2034.

FINANCIAL IMPACT:

The Master Fund Agreement enables the Transportation Agency to receive and allocate various state and federal planning funds.

DISCUSSION:

The new Master Fund Transfer Agreement will remain in effect through December 31, 2034, and facilitates payment of funds from the California Department of Transportation (Caltrans) to Regional Transportation Planning Agencies (RTPAs). Funding sources covered under the Agreement as identified in the Overall Work Program can include state and federal funds including:

- State Rural Planning Assistance (RPA)
- State Highway Account (SHA)
- Road Maintenance and Rehabilitation Account (RMRA)
- Federal Highway Administration (FHWA) State Planning and Research (SPR) Partnership Planning
- Federal Transit Administration (FTA) State Planning and Research Section 5304
- Any other Federal or State funds administered by and through the California Department of Transportation, Office of Regional and Community Planning

ATTACHMENTS:

1. 2024-13 CalTrans 2025 MFTA Resolution

WEB ATTACHMENTS:

[Master Fund Transfer Agreement](#)



RESOLUTION NO. 2024-13

OF THE BOARD OF DIRECTORS OF THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY AUTHORIZING THE EXECUTION OF THE MASTER FUND TRANSFER AGREEMENT (MFTA) FOR THE PERIOD OF

JANUARY 1, 2025, TO DECEMBER 31, 2034,

WHEREAS, The Transportation Agency for Monterey County has been designated by the State of California as the RTPA for the Monterey County, CA; and

WHEREAS, The Transportation Agency for Monterey County receives federal and state funding administered by the California Department of Transportation, Office of Regional and Community Planning; and

WHEREAS, the California Department of Transportation, Office of Regional and Community Planning, which administers the funds detailed in the MFTA, requires the execution of a Master Fund Transfer Agreement authorized by a resolution from the governing board of a local or regional agency; and

WHEREAS, The Transportation Agency for Monterey County is an eligible recipient of federal, state, and local funding; and

WHEREAS, the Executive Director is authorized to enter into contracts for grants awarded from federal, state, and local funding; and

WHEREAS, The Transportation Agency for Monterey County intends to delegate the authority to execute any agreements and amendments to the Executive Director;

NOW, THEREFORE, BE IT RESOLVED THAT THE BOARD OF DIRECTORS OF THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY HEREBY:

1. Authorizes the Executive Director or their designee to execute the Master Fund Transfer Agreement (MFTA) with the California Department of Transportation;
2. Agrees to comply with all conditions and requirements outlined in the MFTA, as well as applicable statutes, regulations, and guidelines for all state and federal funds administered by the California Department of Transportation, Office of Regional and Community Planning;

3. Authorizes the Executive Director or their designee to undertake any further actions necessary to implement the MFTA, including executing amendments and other documents requiring the signature of an official representative of The Transportation Agency for Monterey County.

PASSED AND ADOPTED this 23rd day of October 2024.

Chris Lopez, Chairperson

Todd Muck, Executive Director

Memorandum

To: Board of Directors
From: Michael Zeller, Director of Programming & Project Delivery
Meeting Date: October 23, 2024
Subject: Overall Work Program and Budget Amendment #2

RECOMMENDED ACTION:**Fiscal Year 2024-2025 Overall Work Program Amendment #2:**

APPROVE Resolution 2024-14, pending legal counsel approval, providing:

1. Authority for the Executive Director or his designee to transfer \$948,590.63 in state Rural Planning Assistance, Federal Transit Administration (FTA) 5304 Strategic Partnership, and State Highway Account (SHA) Climate Adaptation Planning carry-over funds into the Agency's fiscal year (FY) 2024-2025 work program and budget;
2. Authority for the Executive Director or his designee to execute work program and budget amendment No. 2 in accordance with this Resolution; and
3. Authority for the Executive Director or his designee to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation.

SUMMARY:

This amendment will allow state Rural Planning Assistance, FTA 5304 Strategic Partnership, and SHA Climate Adaptation Planning grant funds from the prior fiscal year to be utilized in the current fiscal year.

FINANCIAL IMPACT:

Amendment No. 2 adds \$27,885.99 of Rural Planning Assistance funds, \$542,681.64 of FTA 5304 Strategic Partnership, and \$378,023.00 of SHA Climate Adaptation Planning grant funds carried over from the prior fiscal year.

DISCUSSION:

The annual Transportation Agency Overall Work Program describes the activities to be accomplished during the fiscal year beginning July 1 and ending June 30. Adopting an annual work program is mandatory to utilize Rural Planning Assistance funds and discretionary planning grants that the Transportation Agency receives from Caltrans. Carry-over amounts and new funding need to be amended into the Overall Work Program and Budget before associated tasks can be initiated.

The Transportation Agency receives an annual allocation of Rural Planning Assistance funds and has the flexibility to program these funds to eligible activities as it deems appropriate. Carry-over funds from the prior fiscal year can likewise be allocated as needed and approved by Caltrans. Rural Planning Assistance carry-over funds totaling \$27,885.99 are available to be programmed into fiscal year 2024/25.

Staff recommends the carry-over Rural Planning Assistance funds be used to pay for staff activities in the following work element:

- 6140 - Bicycle / Pedestrian Planning: This work element promotes coordination among agencies in the county regarding state and local plans for bicycle and pedestrian travel, and integrates plans for bicycle and pedestrian improvements with roadway and transit studies consistent with the adopted Regional Transportation Plan and Active Transportation Plan for Monterey County. With the RPA carry-over funds added to this work element, an equivalent amount of local funds will be deducted for no net change in funding.

In addition, in fiscal year 2023/24 the Agency received a SHA Climate Adaptation Grant for the Monterey County Regional Transportation Vulnerability Assessment (work element 6731) and a FTA 5304 Strategic Partnership Grant for the North Monterey County Safe Routes to Schools Plan (work element 6732). Both grants have their funding split over three fiscal years, with a deadline for completion of June 30, 2026. The carry-over funds for these grants have been added to the last fiscal year of the work elements, resulting in no net change to the current fiscal year budget.

New Overall Work Program pages reflecting the above recommendations are **attached**.

ATTACHMENTS:

1. 2024-14 Work Program Amendment No. 2
2. Amended Work Element Pages for 6140, 6731, and 6732

WEB ATTACHMENTS:



**RESOLUTION NO. 2024-14 OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
TO APPROVE AMENDMENT NUMBER 2 TO THE 2024-2025 FISCAL YEAR OVERALL WORK
PROGRAM AND BUDGET.**

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;

WHEREAS, the Agency adopted its FY 2024-2025 work program and budget on May 22, 2024;

WHEREAS, the Agency's 2024-2025 fiscal year work program and budget describes the work tasks to be completed;

WHEREAS, the California Department of Transportation notified the Agency \$27,885.99 of Rural Planning Assistance funds have been carried over from FY 2023-2024 and are available to be amended into the Agency's FY 2024-2025 work program and budget;

WHEREAS, the California Department of Transportation notified the Agency the total carry over balance for the North Monterey County Safe Routes to Schools Plan's FTA 5304 Strategic Partnership grant from FY 2023-2024 is \$542,681.64 and is available to be reconciled into the Agency's FY 2024-2025 work program and budget;

WHEREAS, the California Department of Transportation notified the Agency the total carry over balance for the Monterey County Regional Transportation Vulnerability Assessment's SHA Climate Adaptation Planning grant from FY 2023-2024 is \$378,023.64 and is available to be reconciled into the Agency's FY 2024-2025 work program and budget;

WHEREAS, work program elements 6140, 6731 and 6732 have been revised to reflect the above listed funding and are attached to this resolution by reference;

NOW, THEREFORE, BE IT RESOLVED THAT: the Board of Directors of the Transportation Agency for Monterey County hereby 1) authorizes the Executive Director or his designee to transfer \$948,590.63 in carry-over funds from the above-entitled funds into the Agency’s FY 2024-2025 work program and budget; 2) authorizes the Executive Director or his designee to execute work program and budget amendment No. 2 in accordance with this Resolution; and 3) authorizes the Executive Director or his designee to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this October 23, 2024 by the following votes:

AYES:

NOES:

ABSENT:

CHRIS LOPEZ, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

ATTEST:

TODD MUCK, EXECUTIVE DIRECTOR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Revenue Budget Summary for Work Elements with Overall Work Program Agreement Funds: FY 2024/25 - Amendment 2

Work Element	Description	SHA Climate Adaptation	SHA Carry-Over	SB 1 Sustainable Communities	SB 1 Carry-Over	FTA 5304 Sustainable Communities	FTA 5304 Carry-Over	RPA	RPA Carry-Over	Other Local/State	Total
1010	Budget, Overall Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$55,000	\$0	\$11,769	\$66,769
1120	Plans Coord -Leg Mon.-Interagency Liaison	\$0	\$0	\$0	\$0	\$0	\$0	\$192,937	\$0	\$80,257	\$273,194
4110	Environmental Document Review	\$0	\$0	\$0	\$0	\$0	\$0	\$7,684	\$0	\$359	\$8,043
6140	Bicycle/Pedestrian Planning (1)	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000	\$27,886	\$64,911	\$103,797
6220	Regional Transportation Plan - Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$45,034	\$0	\$66,039	\$111,073
6410	RTIP/ Programming-Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$57,621	\$0	\$23,627	\$81,248
6731	Monterey County Regional Transportation Vulnerability Assessment (2)	\$61,464	\$0	\$0	\$0	\$0	\$0	\$52,724	\$0	\$21,851	\$136,039
6732	North Monterey County Safe Routes to Schools Plan (3)	\$0	\$0	\$0	\$0	\$266,036	\$0	\$0	\$0	\$167,571	\$433,607
6733	Highway 1 Elkhorn Slough Climate Resiliency Project (4)	\$66,667	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,667	\$93,333
TOTAL		\$128,131	\$0	\$0	\$0	\$266,036	\$0	\$422,000	\$27,886	\$463,050	\$1,307,102

Footnotes

- (1) Amendment #2: WE 6140 is amended to add \$27,886 of FY23/24 RPA carry-over funds, and reduce Local funds by \$27,886.
- (2) WE 6731 has a total encumbered SHA funding amount of \$378,023. This is split between three fiscal years; 2023/24, 2024/25 and 2025/26. The grant must be completed by June 30, 2026. See WE 6731 for details.
- (3) WE 6732 has a total encumbered FTA 5304 funding amount of \$665,091. This is split between three fiscal years; 2023/24, 2024/25 and 2025/26. The grant must be completed by June 30, 2026. See WE 6732 for details.
- (4) WE 6733 has a total encumbered SHA funding amount of \$2,250,000. This is split between three fiscal years; 2024/25, 2025/26, and 2026/27. The grant must be completed by June 30, 2027. See WE 6733 for details.

Bicycle and Pedestrian Planning, Education, and Improvements

Work Element Number: 6140

Project Manager: Janneke Strause

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2024/25

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	103,797	(0)	State RPA	11,000	-
Contractual	-	-	State RPA Carry-Over	27,886	27,886
			Local	64,911	(27,886)
TOTAL	103,797	(0)	TOTAL	103,797	(0)
				% Federal	0%

Project Description

This work element promotes coordination among agencies in the county regarding state and local plans for bicycle and pedestrian travel, and integrates plans for bicycle and pedestrian improvements with roadway and transit studies consistent with the adopted Regional Transportation Plan and Active Transportation Plan for Monterey County. Complete Streets policies developed for the Monterey Bay region are coordinated with other efforts undertaken in Work Element 6140 and will be used to assist cities and the County to incorporate Complete Streets policies into their general plan circulation element updates as required by Assembly Bill 1358. Activities provided include coordination and technical assistance to support inclusion and development of vehicle miles traveled reducing projects and programs in support the goals and objectives of regional and statewide policies. The Bicycle and Pedestrian Facilities Advisory Committee provides public engagement to identify system deficiencies and potential projects for inclusion in future plans. Project implementation tasks ineligible for Rural Planning Assistance funding are not included in this work element. Work Elements 6500 and 6550 focus on project implementation utilizing non-planning funds.

Previous and Ongoing Work

The Transportation Agency administers several programs to promote bicycle and pedestrian travel. The Agency's Bicycle and Pedestrian Facilities Advisory Committee provides input on bicycle and pedestrian capital projects and funding programs in the county. The Agency also coordinates with member jurisdictions to fund and develop projects included in the 2018 Active Transportation Plan, an update of the 2011 Bicycle and Pedestrian Facilities Master Plan. The Agency also reviews and comments on local land use and transportation projects to ensure that needs for safe bicycle and pedestrian travel are considered, and help ensure that local projects reflect and support implementation of the 2018 Active Transportation Plan. In 2021, the Agency coordinated with Caltrans District 5 on implementation of the priority projects in the District's Active Transportation Plan in order to enhance the bicycle and pedestrian system on the State Highway System in Monterey County. The increase of funds from the prior fiscal year represents the Agency's focus on these efforts and increased staffing that will continue these efforts in FY2024/25.

Steps and Products

<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Date</i>	<i>Party</i>
1	Integration of bicycle and pedestrian elements into corridor studies and project planning	Provide input and assistance to local, regional and state agencies on how to integrate bicycle and pedestrian features into roadway and land development projects promoting efficient regional system management.	Ongoing	Agency Staff
2	Staff support for the Bicycle and Pedestrian Facilities Advisory Committee	Completed Agenda Reports and Committee meeting minutes for monthly meetings excluding the months of July and December.	6/15/2025	Agency Staff
3	Regional support to address bicycle facility needs submitted through TAMC's Bicycle Facility Service Request Form	Response to submitted requests	Ongoing	Agency Staff
4	Participate in city-led Bicycle and Pedestrian Planning efforts within the County	Engage in planning efforts to support integration of regional transportation goals and objectives to reduce vehicle miles traveled, and grow the County's bicycle and pedestrian network	Ongoing	Agency Staff

Monterey County Regional Transportation Vulnerability Assessment

Work Element Number: **6731**
 Project Manager: Alissa Guther

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2023 - 2024

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	9,947	-	State RPA Carry-Over	9,947	-
Contractual	-	-	SHA Climate Adaptation	-	-
TOTAL	9,947	0	TOTAL	9,947	0
				% Federal	0%

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2024 - 2025

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	49,865	-	State RPA	52,724	-
Contractual	86,174	-	SHA Climate Adaptation	61,464	-
			Local	21,851	-
TOTAL	136,039	0	TOTAL	136,039	0
				% Federal	0%

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2025 - 2026					
EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	115,808		State RPA	14,320	
Contractual	215,071		SHA Climate Adaptation	316,559	
TOTAL	330,879		TOTAL	330,879	
				% Federal	0%

ESTIMATED EXPENDITURE AND REVENUE SUMMARY (FY 23/24 - 25/26)					
EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	
TAMC			TAMC		
Personnel	175,619		State RPA	76,990	
Contractual	301,245		SHA Climate Adaptation	378,023	
			Local	21,851	
TOTAL	476,864		TOTAL	476,864	

Project Description

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

Previous and Ongoing Work

Work conducted in fiscal year 2023/2024 included the release an RFP for selection of a consultant and the review project proposals. The study's schedule spans three fiscal years. All work products funded by the SHA Climate Adaptation Planning Grant must be completed by June 30, 2026 and final invoice must be submitted by August 31, 2026.

Steps and Products				
Task	Description	Deliverable	Date	Party
1. Project Administration	Manage the grant project according to the executed grant contract with Caltrans.	Working group assembly; Public outreach plan; Kick off meeting agenda, follow up notes; Coordination and information sharing.	Ongoing	Agency Staff
3. Public & Stakeholder Outreach	Assemble advisory committee of regional stakeholders, support engagement and develop website.	Support community engagement, outreach in person and digitally; Develop interactive website; Assemble stakeholders and produce schedule, host, and organize meetings; Record and process information from meetings.	Future	Agency Staff / Consultant
4. Project Framework & Background	Collect and review background information; analyze existing community and climate planning efforts.	Tools and Data memo; Existing conditions memo; Background information memo.	7/30/2024	Agency Staff / Consultant
5. Vulnerability Assessment	Summary document that identifies the transportation infrastructure that is at risk, creates a priority project list, and adaptation strategies.	Outreach materials, presentations, staff reports; Regional vulnerability assessment summary; Existing conditions map, hazard area map, disadvantaged communities map; Stakeholder engagement and input analysis.	3/31/2025	Agency Staff / Consultant
6. Recommended Adaptation Project Prioritization List	Determine project prioritization list and make sure strategies are in line with best practices.	Strategies, methods and best practices document with data tables and figures as applicable; Maps of transportation infrastructure being listed; Transportation network document with metrics, data tables and figures, as applicable; Project prioritization list.	Future	Agency Staff / Consultant
7. Draft and Final Plan	Develop an outline for the plan, incorporate feedback, provide public review of the draft plan, and develop final plan.	RTVA outline / draft plan; Public review; Final plan with summary of next steps.	Future	Agency Staff / Consultant

8. Board Review / Approval	Present final RTVA to the TAMC Board for adoption.	Board agenda staff report; presentation materials; meeting minutes with Board approval.	Future	Agency Staff / Consultant
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North Monterey County Safe Routes to Schools Plan

Work Element Number: 6732
Project Manager: Ariana Green

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2023 - 2024

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	17,790	-	FTA 5304 Sustainable Commu	122,409	-
Contractual	129,957	-	Measure X	25,337	-
TOTAL	147,746	0	TOTAL	147,746	0
				% Federal	0%

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2024 - 2025

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	163,084	-	FTA 5304 Sustainable Commu	266,036	-
Contractual	270,523	-	Measure X	50,674	-
			Local	116,897	-
TOTAL	433,607	0	TOTAL	433,607	0
				% Federal	0%

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2025 - 2026					
EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	51,492		FTA 5304 Sustainable Commu	276,646	
Contractual	275,827		Measure X	50,674	
TOTAL	327,319		TOTAL	327,319	
				% Federal	0%

ESTIMATED EXPENDITURE AND REVENUE SUMMARY (FY 23/24 - 25/26)					
EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	
TAMC			TAMC		
Personnel	232,366		FTA 5304 Sustainable Commu	665,091	
Contractual	676,307		Measure X	126,685	
			Local	116,897	
TOTAL	908,673		TOTAL	908,673	

Project Description

The Transportation Agency for Monterey County has committed to developing Safe Routes to School Plans for Monterey County's students and families through the passage of Measure X. Drawing on multi-agency partnerships the Agency has established with the Monterey County Health Department and non-profit Ecology Action, the North Monterey County Safe Routes to School Plan will gather data, conduct walking audits and surveys and utilize community input to identify a set of safe routes to school, complete streets, travel demand management and active transportation improvements 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. The Plan will create a Safe Routes to School Steering Committee to pilot a participatory budgeting process and empower community members to prioritize quick-build projects for implementation following plan adoption. The Plan will build on the Regional Transportation Plan and Active Transportation Plan to support mobility, social equity, safety and greenhouse gas reductions supportive of the region's Sustainable Communities Strategy.

Previous and Ongoing Work

Work conducted in fiscal year 2023/2024 included the release of an RFP for consultant selection and the review of proposals, as well as the kick-off of the steering committees in Castroville. The study's schedule spans three fiscal years. All work products funded by the SB 1 Sustainable Transportation Planning Grant must be completed by June 30, 2026 and final invoice must be submitted by August 31, 2026.

Steps and Products				
Task	Description	Deliverable	Date	Party
1. Project Administration	Schedule kick-off meeting to review scope and schedule, and prepare quarterly reports.	Kick-off meeting notes; quarterly invoices and reports.	Ongoing	Agency Staff
3. Existing Conditions	Review documents relevant to safe routes to schools, conduct parent and travel mode surveys, and data collection.	Survey results, mode results, crash data and data analysis.	Ongoing	Agency Staff / Consultant
4. Community Engagement	Engagement & education in the community.	Community Engagement Strategy, outreach kit, project website, school site maps and data, flyers, sign-in sheets, log of contacts, presentation materials, flyers, communications materials and attendance sheets.	Ongoing	Agency Staff / Consultant
5. Steering Committee & Participatory Budgeting	Assemble steering committee, support community engagement, conduct participatory budgeting, and implement strategies.	Contact list, Committee Guidelines, meeting agendas, presentations, project handouts, meeting notes, participatory budget guidelines, recommended list of quick-build projects, community voting materials and implementation strategy.	Ongoing	Agency Staff / Consultant
6. School Site / Bus Stop Audits	Conduct school audits and consolidate findings, make recommendations, and present findings.	Participant list, summary map, comments from parent meetings, notes and photos from audits, barrier list for each school, draft non-infrastructure recommendations list, draft infrastructure recommendations list, compiled recommendations list, presentations, meeting minutes and agendas, revised draft recommendations list.	Ongoing	Agency Staff / Consultant
7. Pop-Up Infrastructure Demos	Select sites, develop drawings for pop-ups, notify community, install demos, and evaluate.	Maps of demonstration site locations, drawings, materials list, permits and sign plan, informational flyers, social media posts, volunteer recruitment lists, pictures, notes, community surveys, bike and pedestrian counts, summary of pop-up demonstration events.	Future	Agency Staff / Consultant

8. Draft and Final Plan	Develop school profiles, rating system, implementation strategies, maps, draft and final plans.	Draft Plan, Public Review – list of comments, Final Plan that includes a summary of next steps towards implementation, credits FHWA, FTA, and/or Caltrans on the cover or title page, submitted to Caltrans in an ADA accessible electronic copy	Future	Agency Staff / Consultant
9. Board Review / Approval & Implement Project	Adopt plan and implement.	Board Agenda, presentation materials, meeting minutes with board acceptance/approval, press release.	Future	Agency Staff / Consultant

Memorandum

To: Board of Directors
From: Jefferson Kise, Director of Finance & Administration
Meeting Date: October 23, 2024
Subject: **Annual Financial Audits-FY 22/23**

RECOMMENDED ACTION:

ACCEPT the Agency's Financial Audit Reports for fiscal year ending June 30, 2023.

SUMMARY:

For all the agency audits completed for the year ending June 30, 2023, the auditors found no instances of noncompliance that are required to be reported under Government Auditing Standards, nor did they note any matters involving the internal control over financial reporting and its operation that they consider to be material weaknesses.

FINANCIAL IMPACT:

The cost for the annual audits is \$23,730. The CPA firm was selected by the Agency after a bid process. In 2018, the Agency authorized the audit firm to complete the annual financial audits over a 5-year period, and in October, 2022, the Board approved a 2-year contract extension through the fiscal period ending June 30, 2024. This audit for the fiscal year ending June 30, 2023, is the first audit of the 2-year extension authorized by the Agency.

DISCUSSION:

The purpose of this audit is to confirm that the Transportation Agency for Monterey County is operating in compliance with the requirements of the Transportation Development Act law in administration of funds entrusted to the Agency by the state, and also to confirm that the Agency and its member agencies' to whom the Agency passed through Transportation Development Act funds last year have accounting practices that are in accord with standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. The audit also verifies the Agency's compliance with all other trust funds it administers.

The financial results reflect agency revenue of \$9,219,066 with \$127,293 of excess revenue over expenditures. The agency's programming activities grew in several areas: Commuter Rail, the Fort Ord Regional Trail and Greenway (FORTAG), State Route (SR) 156, and Safe Routes to School projects had program revenue and expenses significantly above what was budgeted (detail on audit page 45, see **web attachment**). Revenue and Direct Program Expenses were over budget by \$2,146,971 and \$2,898,557 respectively, reflecting the program activities arising after the budget was finalized. Operating expenses were under budget \$878,879 (salaries \$434,118, benefits \$258,418, and materials & services by \$176,344).

The agency government fund balance as of June 30, 2023, was \$14,712,641, of which \$10,086,671 is unassigned, \$2,797,505 is assigned to railroad leases, \$1,634,586 is restricted for the Service

Authority for Freeways and Expressways (SAFE), with the balance spread among Other Post-Employment Benefits (OPEB), commuter rail, and prepaid expenses.

Moss, Levy & Hartzheim, Certified Public Accountants, completed the following audits for the fiscal year ending June 30, 2023: the Transportation Agency for Monterey County Regional Transportation Planning Agency compliance and fiscal audit, including audits of the Agency Trust Funds - Local Transportation Fund, State Highway Account Fund, State Transit Assistance Fund, Regional Surface Transportation Fund and the Transportation Safety & Investment Plan Account (Measure X).

A Single Audit Report is required for any agency receiving more than \$750,000 in federal funds. In FY 2022/23, a Single Audit Report was not done as the agency received less than \$750,000 in federal funds.

For all the audits completed for the year ending June 30, 2023, the auditors found no instances of noncompliance that were required to be reported under Government Auditing Standards, nor did they note any matters involving the internal control over financial reporting and its operation that they consider to be material weaknesses.

The full audits are available through the **web attachment**.

ATTACHMENTS:

None

WEB ATTACHMENTS:

[TAMC FY 2022-2023 Audit](#)

Memorandum

To: Board of Directors
From: Todd Muck, Executive Director
Meeting Date: October 23, 2024
Subject: Updated Legal Services Agreement

RECOMMENDED ACTION:**Updated Legal Services Agreement with the County of Monterey**

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute a new Legal Services Agreement with the County of Monterey, subject to approval by Agency Counsel, to increase the budget by an amount not to exceed \$5,638, for an annual not-to-exceed contract amount of \$66,000;
2. **AUTHORIZE** the use of Agency funds budgeted for this work; and
3. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contract, including approval of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

SUMMARY:

The Transportation Agency has an agreement with the County of Monterey to provide legal services for the Agency. The proposed action would update the Legal Services Agreement with the County of Monterey and update the billing rates for legal services. The last agreement was originally approved in 2004 and the billable costs were last updated in 2012.

FINANCIAL IMPACT:

The billing rates in the proposed new Legal Services Agreement are 17% higher than the billing rates approved in 2012. The Agency's legal expenses have averaged \$4,500 per month over the past three years. Increasing the billing rates by 17% results in a \$5,300 per month average, or \$63,600 per year. Staff recommends setting the Agreement's not to exceed amount at \$66,000 per year.

DISCUSSION:

The current Legal Services Agreement between the Transportation Agency and County of Monterey has been updated only once since originally approved in 2004. The current County Counsel intends to request updates to the Legal Services Agreement on a more frequent basis. The proposed new Legal Services Agreement is attached.

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Board of Directors
From: Amelia Conlen, Senior Transportation Planner
Meeting Date: October 23, 2024
Subject: **Draft Salinas Valley Safe Routes to Schools Plan**

RECOMMENDED ACTION:

RECEIVE the draft Salinas Valley Safe Routes to Schools Plan.

SUMMARY:

The Salinas Valley Safe Routes to School Plan includes infrastructure and programming recommendations to make it safer and more comfortable for children and families to access 22 public schools in the cities of Gonzales, Soledad, Greenfield, and King City. The draft plan is included for review, and the final plan will be presented to the Board in December. TAMC is working with the four cities to get feedback from their City Councils on the draft plan.

FINANCIAL IMPACT:

The Salinas Valley Safe Routes to School Plan was funded through a \$664,127 Caltrans Sustainable Transportation Planning Grant and \$126,501 of Measure X Safe Routes to School Program funds as is reflected in the approved agency budget.

DISCUSSION:

The Transportation Agency for Monterey County, Monterey County Health Department, Ecology Action, and the cities of Gonzales, Soledad, Greenfield, and King City have partnered to develop the Salinas Valley Safe Routes to School Plan ("Plan"). The three-year planning process identified barriers to safe access to 22 public schools in South Monterey County cities and recommended infrastructure and non-infrastructure improvements.

The Salinas Valley Safe Routes to Schools Plan identifies barriers to safe, convenient transportation and will guide future improvements around 22 public schools in five school districts. Recommendations included in the Plan are designed to help address school-based traffic congestion and improve student health by fostering increased biking, walking, and carpooling. The project team, comprised of staff from the Transportation Agency, County Health Department, Public Works staff from the four cities, School Districts, and non-profit Ecology Action, have engaged administrators, parents, and students in school bike/walk assessments, mapping activities, street demonstrations, and surveys.

The Salinas Valley Safe Routes to School Plan kicked off in spring 2022 with outreach in the City of Greenfield. Outreach continued in the remaining three cities in fall 2022. In 2023, the planning team drafted and received community input on a list of infrastructure and non-infrastructure recommendations around the 22 schools included in the Plan. Starting in fall 2022, the planning team planned and implemented four pilot projects, one in each city, to demonstrate some of the

recommendations included in the plan and get community feedback. These pilot projects were held on 12th Street in Greenfield in 2022, on 5th Street in Gonzales in 2023, on Front Street in Soledad in 2023, and on Collins Street in King City in 2024. The planning team also formed Steering Committees in each of the four cities. Steering Committees led a democratic process, called Participatory Budgeting, where community members vote to decide how public funds are spent. TAMC is providing up to \$250,000 to each city to implement the highest voted projects.

The project team is now seeking input on the Draft Salinas Valley Safe Routes to School Plan, including non-infrastructure recommendations for the Transportation Agency for Monterey County. The Executive Summary is included as an attachment to this report, and the full Plan for each city is linked below. Comments on the draft Plan can be sent via email by November 6th to Amelia Conlen, Senior Planner, at amelia@tamcmonterey.org. The final Plan is anticipated to be adopted in December 2024. Once the Plan has been adopted, the Cities of Gonzales, Soledad, Greenfield, and King City and TAMC staff will pursue funding to implement recommendations in the Plan.

ATTACHMENTS:

1. 0 Executive Summary

WEB ATTACHMENTS:

[Gonzales Safe Routes to Schools Plan](#)
[Soledad Safe Routes to Schools Plan](#)
[Greenfield Safe Routes to Schools Plan](#)
[King City Safe Routes to Schools Plan](#)

Salinas Valley Safe Routes to Schools Plan

Executive Summary

The Salinas Valley Safe Routes to Schools Plan describes community-identified needs and recommendations for infrastructure projects and programs that support walking, bicycling, and carpooling to 22 schools in Gonzales, Soledad, Greenfield, and King City. The plan also identifies possible funding sources and implementation priorities. The recommendations in this plan are aimed at supporting healthy communities, improving affordable transportation options for low-income and vulnerable residents, and helping the four cities improve safety and meet statewide goals to address climate change by reducing vehicle miles traveled.

This plan was funded with a Sustainable Communities Transportation Planning Grant from the California Department of Transportation (Caltrans) and local matching funds, and it is aligned with the regional and statewide plans and concepts included in the Caltrans District 5 Active Transportation Plan.

The vision for all students and families following the implementation of the Salinas Valley Safe Routes to Schools Plan is as follows:

- I can walk or bike to school safely.
- My trip to school helps our environment, builds healthy habits, and saves my family money.
- I am more connected to my neighborhood and community through my trip to school.
- I have the skills and confidence I need to travel to school safely without using a car.

Plan Contents

The introduction and outreach chapters include an overall introduction and a summary of outreach for the project. The remainder of the plan is divided into four sections, one for each of the four cities.

Chapter 1: Introduction. The first chapter describes the purpose of the plan, the benefits of walking and biking to school, and the plan's relationship to other local planning efforts.

Chapter 2: Outreach. This chapter describes the outreach goals for the project and summarizes the various outreach methods used to involve community members in the planning process.

Chapter 3: Gonzales.

- **3A. Existing Conditions.** This section describes the demographics and commute patterns of Gonzales residents, and existing bike, pedestrian, and transit facilities. It also includes an analysis of bicycle and pedestrian collisions and a description of the existing bicycle and pedestrian programs that are currently available to residents.
- **3B. Outreach.** This section describes the public outreach that took place in Gonzales, including community survey data from the temporary pilot project that was installed as part of the planning process.
- **3C. Recommendations.** This section contains profiles of each of the three school sites, with information on the existing conditions at each school and infrastructure recommendations for

making it easier and safer to walk and bike to school. It also includes a guide to the types of infrastructure that are recommended in this plan.

- **3D. Implementation, Reporting, and Maintenance.** The final section discusses opportunities to fund and complete the recommended projects and programs and provides a list of high-priority corridors. It also includes a list of funding sources that can be used to finance these projects and programs, and the methods the City will use to maintain current and future pedestrian and bicycle infrastructure.

Chapter 4: Greenfield.

- **4A. Existing Conditions.** This section describes the demographics and commute patterns of Greenfield residents, and existing bike, pedestrian, and transit facilities. It also includes an analysis of bicycle and pedestrian collisions and a description of the bicycle and pedestrian programs that are currently available to residents.
- **4B. Outreach.** This section describes the public outreach that took place in Greenfield, including community survey data from the temporary pilot project that was installed as part of the planning process.
- **4C. Recommendations.** This section contains profiles of each of the six school sites, with information on the existing conditions at each school and infrastructure recommendations for making it easier and safer to walk and bike to school. It also includes a guide to the types of infrastructure that are recommended in this plan.
- **4D. Implementation, Reporting, and Maintenance.** The final section discusses opportunities to fund and construct the recommended projects and programs and provides a list of high-priority corridors. It also includes a list of funding sources that can be used to finance these projects and programs, and the methods the City will use to maintain current and future pedestrian and bicycle infrastructure.

Chapter 5: King City

- **5A. Existing Conditions.** This section describes the demographics and commute patterns of King City residents, and existing bike, pedestrian, and transit facilities. It also includes an analysis of bicycle and pedestrian collisions and a description of the bicycle and pedestrian programs that are currently available to residents.
- **5B. Outreach.** This section describes the public outreach that took place in King City, including community survey data from the temporary pilot project that was installed as part of the planning process.
- **5C. Recommendations.** This section contains profiles of each of the five school sites, with information on the conditions at each school and infrastructure recommendations for making it easier and safer to walk and bike to school. It also includes a guide to the types of infrastructure that are recommended in this plan.
- **5D. Implementation, Reporting, and Maintenance.** The final section discusses opportunities to fund and construct the recommended projects and programs and provides a list of high-priority corridors. It also includes a list of funding sources that can be used to finance these projects and programs, and the methods the City will use to maintain current and future pedestrian and bicycle infrastructure.

Chapter 6: Soledad

- **6A. Existing Conditions.** This section describes the demographics and commute patterns of Soledad residents, and existing bike, pedestrian, and transit facilities. It also includes an analysis of bicycle and pedestrian collisions and a description of the bicycle and pedestrian programs that are currently available to residents.
- **6B. Outreach.** This section describes the public outreach that took place in Soledad, including community survey data from the temporary pilot project that was installed as part of the planning process.
- **6C. Recommendations.** This section contains profiles of each of the eight school sites, with information on the conditions at each school and infrastructure recommendations for making it easier and safer to walk and bike to school. It also includes a guide to the types of infrastructure that are recommended in this plan.
- **6D. Implementation, Reporting, and Maintenance.** The final section discusses opportunities to fund and construct the recommended projects and programs and provides a list of high-priority corridors. It also includes a list of funding sources that can be used to finance these projects and programs, and the methods the City will use to maintain current and future pedestrian and bicycle infrastructure.

Appendices: The appendices include outreach materials, survey data from the parent survey and the temporary installations, the complete project list for all 22 schools, and public comments received for all school sites.

Goals and Objectives

The cities of Gonzales, Greenfield, King City, and Soledad and partner agencies have set the following goals and objectives for the future of Safe Routes to Schools, to be accomplished through the projects and programs in this plan.

Goal 1. Encouragement: The majority of children will arrive at school by foot, bicycle, scooter, skateboard, bus, or carpool.

- **Objective 1.1:** Identify and promote a broad spectrum of projects to provide a connected network of active transportation options along Safe Routes to Schools corridors and connections.
- **Objective 1.2:** Design and construct street improvements that are accessible and comfortable for all ages and abilities. Incorporate tree planting into active transportation projects to provide shade for people who are walking and bicycling.
- **Objective 1.3:** Transportation Agency for Monterey County (TAMC), schools, and the cities will support events that encourage active transportation to school, such as “Walk & Roll to School,” at least twice a year.
- **Objective 1.4:** Work with schools and Safe Routes to Schools partners to provide walking school buses at all elementary schools.
- **Objective 1.5:** Work with schools and Safe Routes to Schools partners to promote Safe Routes to Schools corridors as the preferred routes to school.

Goal 2. Safety: Zero collisions involving bikes or pedestrians that result in injury or death.

- Objective 2.1: Prioritize Safe Routes to Schools projects that address fatal and severe-injury crashes.
- Objective 2.2: Prioritize projects on school routes that reduce traffic speeds to 25 mph or less and increase the separations between pedestrians and bicyclists and motor vehicle traffic.
- Objective 2.3: Enhance low-stress alternative routes to high-stress corridors.
- Objective 2.4: Prioritize safety over travel speed, convenience, and congestion reduction in project design.
- Objective 2.5: Crossing guards will be present at all elementary schools.
- Objective 2.6: Provide annual updates on safety projects and traffic collisions to governing bodies.

Goal 3. Education: All children in the Salinas Valley will receive traffic safety education.

- Objective 3.1: Incorporate bicycle and pedestrian safety education into the curriculum in all elementary schools.
- Objective 3.2: By second grade, all children will receive pedestrian safety training in school; by fifth grade, all children will receive bike safety training in school.
- Objective 3.3: By high school, students will know the basics of bike maintenance and have opportunities to practice these skills at school or in the community.

Goal 4. Engagement: Engage the greater community to create safe environments around schools.

- Objective 4.1: Run annual community-wide campaigns that encourage neighbors to keep eyes on the streets and drivers to slow down around schools.
- Objective 4.2: Enforce traffic laws in school zones without overburdening offenders. An example would be a diversion program that requires school-zone traffic offenders to assist with crossing guard duties (Austin, TX program model).
- Objective 4.3: Recruit volunteers from the community to assist with Safe Routes to Schools programs such as walking school buses and crossing guards.

Goal 5. Equity: Ensure that all community members have equitable access to schools and Safe Routes to Schools programming.

- Objective 5.1: Prioritize infrastructure projects that serve transportation-disadvantaged and special-needs populations.
- Objective 5.2: Provide opportunities for a diverse group of community members to take leadership roles in the development and implementation of Safe Routes to Schools projects and programs. An example would be positions on a Safe Routes to Schools steering committee.
- Objective 5.3: Provide access to active transportation and safety equipment such as bicycles, scooters, helmets, and lights.

Outreach Summary

Public input was the foundation of the Safe Routes to Schools Plan. The planning team developed an outreach plan and sought input from community members to understand school transportation needs and barriers and to refine their draft recommendations. Parent and student surveys, presentations at parent meetings, and walking audits with school staff all contributed to the team's understanding of barriers to walking and biking to school in Salinas Valley cities and the types of improvements community members would like to see.

In addition, Steering Committees were formed in each of the four cities to lead a participatory budgeting process. This is a democratic process in which community members decide how to spend part of a public budget. The Steering Committees were made up of representatives from each city, including students, parents, school staff, advocates, and residents. Each Steering Committee met monthly for nine months to review project recommendations and design an election process for learning from the community about the highest priority projects in the Safe Routes to Schools Plan. TAMC allocated \$250,000 per city to construct the highest-priority projects.

- Parent Outreach
 - 42 presentations at virtual parent meetings
 - 1,109 responses to online parent survey
 - 26 responses to draft recommendations survey
 - 15,000+ parents reached through Parentsquare or social media
- Student Outreach
 - 1,824 responses to student survey
- Temporary Installations
 - 4 demonstration projects: on 12th Street in Greenfield, 5th Street in Gonzales, Front Street in Soledad, and Collins Street in King City
- Steering Committees
 - 4 Steering Committees formed, in Gonzales, Soledad, Greenfield, and King City
 - 21 projects awarded funding through participatory budgeting process
 - \$1 million in project funding awarded from TAMC

Project Prioritization

Key routes to school in each of the four cities were ranked to help decision makers and City staff prioritize projects and identify the most competitive projects for various grant funding opportunities. Grant programs often prioritize larger-scale, corridor-wide improvements, and future grant applications will likely focus on improvements to one or more streets in each city.

The corridors below were evaluated on four criteria aligned with the vision and goals of this plan and with common grant criteria. Equity scores are based on two sources: free or reduced-price meal data, which is an indicator of family income, and the Healthy Places Index map, which shows data on health indicators such as education, job opportunities, and clean air and water. Each corridor was assigned a number from 0 to 100 based on the criteria in Table 1.

Table 1: Criteria for Project Prioritization

Criterion	Description	Max Points
Safety	The following points are awarded for bicycle and pedestrian collisions in the last 10 years within 150 ft of the project, for a maximum of 30 points: <ul style="list-style-type: none"> • 5 points per fatal or severe-injury collision. • 1 point per other visible injury or complaint-of-pain collision. 	30
Access to Key Destinations	10 points for every school within 500 ft of the corridor and 5 points for every park, library, and recreation center, for a max of 25 points.	25
Equity	20 points if the project is located within an area designated as disadvantaged.	20
Community-Identified Need	15 points if the project or location was identified by 10+ members of the community during project outreach.	25
	10 points if the project or location was identified in one or more community planning documents.	
TOTAL		100

Prioritized Corridor Lists

The tables below show the highest-priority corridors for Safe Routes to Schools improvements in each of the four cities.

Table 2: Prioritized Corridors, Gonzales

Street	Cross Street 1	Cross Street 2	Score
5th Street	Alta Street	Fanoe Road	100
Elko Street	5th Street	1st Street	70
Center Street	10th Street	A Street	60
7th Street /Cielo Vista	Alta Street	Del Monte Drive	45
Belden Street	10th Street	C Street	40
Longhorn Drive	Hereford Drive	Devon Way	25

Table 3: Prioritized Corridors, Greenfield

Street	Cross Street 1	Cross Street 2	Score
Apple Avenue	13th Street	2nd Street	100
Oak Avenue	13th Street	2nd Street	100
Walnut Avenue	12th Street	2nd Street	100
Elm Avenue	13th Street	3rd Street	95
El Camino Real	Cherry Avenue	Hwy 101 off-ramp	95
9th Street	Elm Avenue	Apple Avenue	55
12th Street	Harvest Way	Elm Avenue	50
7th Street/Moreno Avenue	Tyler Avenue	End of street	40

Table 4: Prioritized Corridors, King City

Street	Cross Street 1	Cross Street 2	Score
Broadway Street	River Drive	1st Street	100
Mildred Avenue	San Antonio Drive	Broadway Street	95
San Antonio Drive	Broadway Street	Metz Road	80
Russ Street	King Street	Pearl Street	80
Pearl Street	San Lorenzo Avenue	1st Street	60
King Street	Sandringham Street	Beech Street	60
Ellis Street	Mildred Avenue	1st Street	55
Collins Street	Mildred Avenue	3rd Street	55
Division Street	Canal Street	1st Street	50

Table 5: Prioritized Corridors, Soledad

Street	Cross Street 1	Cross Street 2	Score
Main Street	Gabilan Drive	Front Street	95
Orchard Lane/3rd Street	Palm Avenue	Terraza Street	80
Gabilan Drive	San Vicente Road	Bryant Canyon Road	80
Metz Road	East Street	Tiburon Place	80
Market Street	San Vicente Road	Dixi Street	75
Monterey Street	West Street	8th Street	70
West Street	Front Street	Cuesta Court	65
Front Street	East Street	Nestles Street	50

Participatory Budgeting Approved Projects

Participatory budgeting is a democratic process in which community members decide how to spend part of a public budget. TAMC allocated \$250,000 per city to construct the highest-priority projects, and Steering Committees were formed in each of the four cities to lead a participatory budgeting process to determine the highest priority projects. The following projects were awarded funding through this process.

Table 6: Participatory Budgeting Funded Projects, Gonzales

School	Location	Project Description
All	5th Street at Hwy 101 North Entrance	Study options to install roundabout, study quick-build curb extensions, and install high-visibility crosswalks and signage.
All	5th Street at Hwy 101 South Entrance	Study options to install roundabout, study quick-build curb extensions, and install high-visibility crosswalks and signage.
All	5 th Street at Rincon Road	Install curb extensions to move the existing crosswalk closer to the center line on 5th Street. Install high-visibility crosswalks on north

		and south legs of intersection. Relocate stop bar to prevent cars from encroaching on crosswalk.
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Table 7: Participatory Budgeting Funded Projects, Greenfield

School	Location	Project Description
Vista Verde Middle, Oak Avenue Elementary	12th Street between Oak and Elm Avenues	Install 0.24 miles of sidewalk, high-visibility crosswalks, curb ramps, and flashing stop signs.
All schools	Citywide	Upgrade signs around all school campuses.
Arroyo Seco Academy	12th Street between Cherry Avenue and Harvest Way	Install 0.12 miles of sidewalk on 12th Street.
Vista Verde Middle, Greenfield High	Heidi Drive	Install high-visibility crosswalk and school crossing signage.

Table 8: Participatory Budgeting Funded Projects, King City

School	Location	Project Description
Chalone Peaks Middle	Intersection of San Antonio Drive and Spreckels Road	Install stop bars and high-visibility crosswalks on each leg of intersection.
King City High	Intersection of Canal Street and Division Street	Install high-visibility crosswalks and ADA-compliant curb ramps on each corner of the intersection.
Del Rey Elementary	Intersection of King Street and Russ Street	Install high-visibility crosswalks and station a crossing guard at this intersection.
Del Rey Elementary	Intersection of King Street and 3rd Street	Install high-visibility crosswalks and ADA-compliant curb ramps on each corner of the intersection.
Santa Lucia Elementary	Intersection of Russ Street and Ulrey Street	Install high-visibility crosswalks on the south and east legs of the intersection, and install advance yield markings.
Santa Lucia Elementary	Intersection of 3rd Street and Ulrey Street	Install high-visibility crosswalks on the north, south, and west legs of the intersection.
Santa Lucia Elementary	Intersection of Collins Street and Mildred Avenue	Install high-visibility crosswalks on the north and east legs of the intersection and ADA-compliant curb ramps on the northeast, northwest, and southeast corners.
Santa Lucia Elementary	Intersection of Collins Street and Patterson Street	Install high-visibility crosswalks on the north and south legs of the intersection.
All schools	Ellis Street between Mildred Ave and 2nd Street	Install high-visibility crosswalks on the north and south legs of each intersection.
All schools	Intersection of Russ Street and Bassett Street	Install high-visibility crosswalks on the east and west legs of intersection and ADA-compliant curb ramps on each corner.

Table 9: Participatory Budgeting Funded Projects, Soledad

School	Location	Project Description
Jack Franscioni	Intersection of Orchard Lane and Gabilan Drive	Conduct a roundabout study. Station a second crossing guard at the intersection. Install ADA-compliant curb ramps on the northeast, northwest, and southwest corners, install stop bars and flashing stop signs on all legs, and install high-visibility crosswalk on the south leg of the intersection.
Pinnacles High	Intersection of Main Street and Gabilan Drive	Conduct a roundabout study. Dedicate two parking spaces on Main Street to a white curb loading zone for school drop-off and pick-up. Install curb extensions on the southeast and southwest corners of the intersection, and station crossing guards at the intersection, ideally one at the east and one at the west crosswalk.
Soledad High	Intersection of Benito and Gabilan Street	Install stop bars on the south leg of the intersection, install ADA-compliant curb ramps on the southwest corner, and install school-crossing pavement markings approaching the midblock crosswalk.
San Vicente Elementary	Orchard Lane, Metz Road	Install high-visibility crosswalks across side streets at Aromas Place, Cadena Drive, and Cambria Drive. Remove the current loading zone on the north side of Metz Road between Almond Acres and the midblock crosswalk, and make this a red curb. Move the loading zone to be west of the school driveway, and formalize the dirt parking lot and stripe the parking spaces.

DRAFT

Memorandum

To: Board of Directors
From: Christina Watson, Director of Planning
Meeting Date: October 23, 2024
Subject: **Legislative Update and Draft 2025 Legislative Program**

RECOMMENDED ACTION:

Legislative Update and Draft 2025 Legislative Program:

1. **RECEIVE** update on state and federal legislative issues; and
2. **APPROVE** the draft 2025 legislative program for circulation to Committees for comment.

SUMMARY:

This report provides updates on state and federal legislative activities. The Executive Committee recommends circulating the draft 2025 legislative program to committees for comment.

FINANCIAL IMPACT:

The legislative program continues a focus on preserving and seeking transportation funding.

DISCUSSION:

Attachment 1 is the final 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 **web attachment 1**. Key bills signed into law:

- Assembly Bill (AB) 3278 (Committee on Transportation): "Transportation: omnibus bill", which cleans up various codes, including properly referencing the Transportation Agency for Monterey County in instances where "of" is used instead of "for".
- Senate Bill (SB) 768 (Caballero): "California Environmental Quality Act (CEQA): Department of Housing and Community Development (HCD): vehicle miles traveled: study", which requires the HCD to conduct a study on how vehicle miles traveled is used as a metric for measuring transportation impacts of housing projects.
- SB 960 (Wiener): "Transportation: planning: complete streets facilities: transit priority facilities", which prioritizes transit in state highway plans.
- SB 1098 (Blakespear): "Passenger and freight rail: LOSSAN (Los Angeles-San Diego-San Luis Obispo) Rail Corridor", also known as the Southern California Rail Revitalization Act, which requires the Secretary of Transportation to provide guidance and recommendations to, and coordination between, stakeholders as necessary to ensure the performance of the LOSSAN Rail Corridor.

Key vetoes include:

- AB 2401 (Ting): "Clean Cars 4 All Program", which would have expanded the program to areas of the state not yet covered by the program. The Governor's veto message says it would make the program too complex and could reduce the use of the program.

Online as **web attachment 2** is a state legislative update, explaining the Governor's special session on gas prices as well as other key activities.

Online as **web attachment 3** is a federal legislative update, outlining the status of the fiscal year 2025 Transportation, Housing and Urban Development (THUD) appropriations bill.

The draft 2025 TAMC legislative program is **Attachment 2**. Changes as compared to the 2024 program are reflected using track changes. One item, highlighted on both programs, was suggested by the Executive Committee at their October 2 meeting, related to support for drone mobility. The Executive Committee recommends circulating the draft 2025 legislative program to the Rail Policy, Bicycle and Pedestrian, and Technical Advisory committees for comment at their respective November meetings. The final draft will then return to the Executive Committee in January for a recommendation to the Board for adoption at the January 22, 2025 meeting.

ATTACHMENTS:

1. TAMC-Bill Matrix-October
2. DRAFT TAMC 2025 Leg Program

WEB ATTACHMENTS:

1. [TAMC 2024 Legislative Program](#)
2. [State Legislative Update](#)
3. [Federal Legislative Update](#)

TAMC Bill Matrix – October 2024

Measure	Status	Bill Summary	Recommended Position
AB 1904 (Ward) Transit buses: yield right-of-way sign	9/25/24 Signed by the Governor Chapter 555, Statutes of 2024	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.	Watch Priority 9S
AB 2302 (Addis) Open meetings: local agencies: teleconferences	9/22/24 Signed by the Governor Chapter 389, Statutes of 2024	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.	Watch Priority 15S
AB 2553 (Friedman) Housing development: major transit stops	9/19/24 Signed by the Governor Chapter 275, Statutes of 2024	This bill requires cities and counties to set lower traffic impact mitigation fees for transit-oriented housing developments near major transit stops, instead of just at transit stations, and changes the definition of a major transit stop from 15 to 20-minute headways.	Watch Priority 14S
AB 2401 (Ting) Clean Cars 4 All Program	9/22/24 Vetoed by the Governor	As amended on August 5, 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.	SUPPORT Priority 4S Letters sent 4/10/24 & 9/4/24

TAMC Bill Matrix – October 2024

Measure	Status	Bill Summary	Recommended Position
AB 3278 (Committee on Transportation) Transportation: omnibus bill	9/12/24 Signed by the Governor Chapter 226, Statutes of 2024	As amended on June 13, the bill was amended to clean up various codes, including properly referencing the Transportation Agency for Monterey County in instances where “of” is used instead of “for”.	SPONSOR Priority N/A
SB 768 (Caballero) CEQA: CalSTA: vehicle miles traveled: study	9/27/24 Signed by the Governor Chapter 773, Statutes of 2024	As amended on August 22, 2024, this bill would require the Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency, in consultation with local 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 on housing projects pursuant to the California Environmental Quality Act (CEQA). The bill would require an analysis of the differences in the availability and feasibility of mitigation measures for vehicle miles traveled in rural, suburban, urban, and low vehicle miles traveled areas.	SUPPORT Priority 2S Letters sent 5/23/24 & 9/4/24

TAMC Bill Matrix – October 2024

Measure	Status	Bill Summary	Recommended Position
<p>SB 960 (Wiener) Transportation: planning: complete streets facilities: transit priority facilities</p>	<p>9/27/24 Signed by the Governor Chapter 630, Statutes of 2024</p>	<p>As amended August 22, this 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 inclusion of bicycle, pedestrian, and transit priority facilities in the Transportation Asset Management Plan (TAMP), the State Highway System Management Plan (SHSMP), and the plain language performance report of the State Highway Operation and Protection Program (SHOPP). This bill would also require any project in the SHOPP to include bicycle, pedestrian, and transit priority facilities. The bill would require Caltrans to designate an encroachment permit manager in each district, require that entrances and exits interacting with local roads are address, and specifies that the bill pertains to facilities that are accessible to bicyclists and pedestrians. Targeted outreach to disadvantaged communities is required and Caltrans must publish on its website the status of projects and document cases when a complete streets project is not feasible. MST requested TAMC take a support position on this transit priority bill.</p>	<p>SUPPORT Priority 1S Letters sent 7/10/24 & 9/4/24</p>
<p>SB 961 (Wiener) Vehicles: safety equipment</p>	<p>9/28/24 Vetoed by the Governor In Senate, consideration of Governor's veto pending</p>	<p>As amended August 15, this bill would require every passenger vehicle, motortruck, and bus manufactured, sold as new, or leased as new in the state , commencing with the 2030 model year, to be equipped with a passive intelligent speed assistance system that would utilize visual and audio signals to alert the driver if the speed of the vehicle is more than 10 miles per hour over the speed limit. The bill defines a “passive intelligent speed system” and would exempt emergency vehicles from this requirement. The bill would exempt emergency vehicles, certain motortrucks, motorcycles, motorized bicycles, mopeds, and certain passenger vehicles from this requirement.</p>	<p>Watch Priority 9S</p>

TAMC Bill Matrix – October 2024

Measure	Status	Bill Summary	Recommended Position
SB 1098 (Blakespear) Passenger and freight rail: LOSSAN Rail Corridor	9/27/24 Signed by the Governor Chapter 777, Statutes of 2024	As amended on August 19, 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.	Watch Priority 16S
SB 1216 (Blakespear) Transportation projects: Class III bikeways: prohibition	9/27/24 Signed by the Governor Chapter 788, Statutes of 2024	As amended on August 22, this bill prohibits an agency from installing a sharrows on a highway where bicycle travel is permitted that has a posted speed limit greater than 30 mph and prohibits CTC from adding a project that creates a Class III bikeway or a new sharrows to the program of projects. This bill is like AB 2290.	Watch Priority 2S

2025 Legislative Program

State Priorities

- 1S.** Preserve funding for all modes of transportation projects, including the extension of grant programs, maximize formula funding to regions, and preserve regional discretion and priority-setting for infrastructure needs, particularly safety projects, and the delivery of voter-approved programs and projects.
- 2S.** Support the fair application of vehicle miles traveled metrics in rural and suburban areas that seek to complete multi-modal corridors or highway safety projects in underserved communities and address the jobs housing imbalance.
- 3S.** Leverage Measure X funds and partner with state agencies to pursue competitive grant or bond funding for highway safety, traffic congestion relief, trade corridors, passenger rail, public transportation, infrastructure resiliency, and bicycle and pedestrian routes for Monterey County projects.
- 4S.** Promote jobs-housing balance and clean transportation modes as ways to reduce vehicles miles traveled, such as via funding reduced transit fares, rail expansion, and frequent bus service, while maintaining statewide equity between urban and rural areas.
- 5S.** Support funding for zero-emission fuel initiatives that enhance mobility and accessibility while reducing greenhouse gas emissions, such as electric vehicle charging infrastructure, electric power storage capacity, electrical grid reliability, hydrogen hubs, and incentives for electric bike and vehicle purchases.
- 6S.** Explore replacement funding mechanisms to the gas and diesel tax for transportation investments, such as a pay-by-the-mile user fee, public private partnerships, full conversion to a vehicle registration fee, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.
- 7S.** Support the promotion of telecommuting to reduce vehicle miles traveled via broadband investments in rural areas and disadvantaged communities, support the inclusion of local

government representation in the administration of broadband infrastructure funding, and support new server farms in rural areas.

- 8S.** Support an increase in State rail funding, ~~such as the State Rail Assistance program, Public Transportation Account, or any successor or supplemental source~~, or redistribution of cap-and-trade proceeds, to implement new state-supported passenger rail service on the Coast Route to help the State meet transportation and greenhouse gas emission reduction goals.
- ~~**9S.** Support efforts to reauthorize Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.~~
- 10S.9S.** Support legislation that increases roadway safety by implementing Vision Zero strategies and improving driver safety training.
- 11S.10S.** Support sustainable funding for the oversubscribed Active Transportation Program.
- 12S.11S.** Support streamlining project delivery, including early engagement of oversight agencies, simplifying grant program applications, raising encroachment permit thresholds, and accelerating project permit approvals.
- 13S.12S.** Coordinate with the Monterey-Salinas Transit District (MST) to monitor the Transportation Development Act (TDA) reform task force and augment state transit funding programs to provide ongoing operational support.
- 14S.13S.** Support MST efforts to seek funding to implement the infrastructure needed to meet the deadlines of the Innovative Clean Transit (ICT) Regulation transition to a 100 percent zero-emission bus fleet by 2040.
- 14S.** Support legislation that promotes transit-oriented development (such as via redevelopment or opportunity zones), complete streets, clean commutes, multi-modal transportation, bikes on board trains and buses, and active transportation projects.
- 15S.** Support investments in critical infrastructure and airspace access for carbon neutral advanced air mobility.
- 16S.** Modernize the Brown Act to enhance transparency and wider public access to allow the use of remote access to public meetings without requiring noticing of all remote Board or committee member locations, provided the public can participate via remote access software or in-person.
- 17S.** Support member agencies' requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities when they are consistent with Transportation Agency for Monterey County priorities.



2025 Legislative Program

Federal Priorities

1F. Support congressionally directed federal funding for Agency transportation priorities.

~~1F. Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds.~~

2F. Support adequate funding for the following transportation priorities:

1. Monterey-Salinas Transit (MST) District capital projects, vehicles, and operations.
2. Amtrak and state-supported passenger rail, including a fair share allocation to California for capital improvements and vehicle acquisition.
3. Zero-emission vehicle infrastructure for transit and personal vehicles.
4. Active transportation projects, including Vision Zero.

3F. Support reauthorization of the Infrastructure Investment and Jobs Act (IIJA), to include the following priorities:

1. Stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds.
2. Reauthorize programs that support transportation infrastructure projects, including the Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Consolidated Rail Infrastructure and Safety Improvements (CRISI), Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT), and Safe Streets for All (SS4A) grant programs and Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
3. Explore innovative funding mechanisms, such as a vehicle registration fee, pay-by-the-mile user fee, public private partnerships, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.

~~3F. Support congressionally directed federal funding for Agency transportation priorities.~~

- 4F. Coordinate with regional military installations to seek funding for transportation projects with a nexus to operations at those installations.
- 5F. Support applications for Department of Transportation discretionary grant and climate resiliency/adaptation grant programs for projects on the California Central Coast.
- 6F. Preserve regional discretion and priority-setting for infrastructure needs.
- 7F. Support programmatic flexibility in federal funding for infrastructure.
- 8F. Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 9F. Support availability of funding for enhanced broadband and advocate for the Federal Communications Commission to regulate broadband/internet access as a utility to enable the increase of broadband infrastructure capacity to help bridge the digital divide and to encourage telecommuting.
- 10F. Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing integrated passenger rail service for the traveling public.
- 11F. Support the use of Federal rail funding to implement new passenger rail service on the Coast Route.
- 12F. Support investments in critical infrastructure and airspace access for carbon neutral advanced air mobility.
- 11F.
- ~~12F,13F.~~ Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities when they are consistent with Transportation Agency for Monterey County priorities.

Memorandum

To: Board of Directors
From: Ariana Green, Principal Transportation Planner
Meeting Date: October 23, 2024
Subject: **Alisal Union School District Agreement**

RECOMMENDED ACTION:**Alisal Union School District Agreement**

1. **APPROVE** and **AUTHORIZE** the Executive Director, or their designee, to execute an agreement with Alisal Union School District, subject to approval by Agency Counsel, to allow TAMC and partners to provide Safe Routes to School Education & Encouragement programming to Alisal Union schools for the period ending June 30, 2030; and
2. **AUTHORIZE** the Executive Director, or their designee, to take such other further actions as may be necessary to fulfill the intent of the contract, including approvals of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

SUMMARY:

The purpose of this agreement is to set forth the roles and responsibilities of TAMC and School District with respect to the implementation of various “Safe Routes to School” plans and activities. including the implementation of the “Alisal Safe Routes to School” Project. In addition, this Master Agreement sets forth processes for creating a holistic Safe Routes to Schools Program, which would allow incorporation of additional efforts and obtaining additional state and federal funds.

FINANCIAL IMPACT:

There is no financial impact associated with the recommended action.

DISCUSSION:

In February 2018, the TAMC Board adopted the Measure X Safe Routes to School Guidelines, which set goals for safe routes to school in Monterey County. The Measure X Safe Routes to School program is aimed at developing safe, healthy, and affordable transportation options for children, educating children and the community how to safely walk, bicycle and carpool, and encouraging children to use active transportation that will lead to a healthier lifestyle.

Goals:

The goals of the Measure X Safe Routes to School education program are:

- Education 1: All Children in Monterey County receive pedestrian and bicycle safety education by 5th grade
- Education 2: Parents, guardians, teachers, school staff and surrounding neighborhood

community are educated on safe driving, bicycling and walking in support of safe routes to school efforts

- Encouragement 1: The majority of children arrive to school by bus, carpool, bike, scooter/skateboard or walking
- Encouragement 2: All K-12 schools have safe routes to school encouragement programs
- Encouragement 3: All K-12 schools participate in Monterey County Bike Walk Challenge
- Enforcement 1: Crossing guards at all elementary schools
- Enforcement 2: Community-enhanced enforcement
- Equality 1: Countywide Safe Routes to School Program resources are distributed equitably

To reach these goals, the Transportation Agency has partnered with the Monterey County Health Department and hired a consultant, Ecology Action to implement programming across Monterey County.

In addition to Measure X funding, the Transportation Agency has been successful in securing Active Transportation Program grants which include both infrastructure and non-infrastructure components. This agreement would include programming for the Active Transportation Program Cycle 6: Alisal Safe Routes to School project.

The purpose of this agreement is to set forth the roles and responsibilities of TAMC and District with respect to the implementation of various Safe Routes to School activities and projects including the “Alisal Safe Routes to Schools” project, traffic garden programming, crossing guard trainings, traffic safety education programming, Walk & Roll to School events, Walking School Bus programming, and bike repair workshops. In addition, this Master Agreement sets forth processes for creating a holistic Safe Routes to Schools Program, which would allow incorporation of additional efforts and obtaining additional state and federal funds.

ATTACHMENTS:

None

WEB ATTACHMENTS:

[Master Agreement_AlisalUnion](#)

Memorandum

To: Board of Directors
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: October 23, 2024
Subject: **Measure X Citizens Oversight Committee Member Appointments**

RECOMMENDED ACTION:

APPROVE the appointment of John McPherson to serve as the Senior or Disabled Services agency representative on the Measure X Citizens Oversight Committee, Brielle Bumba to serve as the Senior or Disabled services agency alternate representative on the Measure X Citizens Oversight Committee, and Bradley .

SUMMARY:

The Transportation Safety & Investment Plan Policies calls for the formation of a Citizens Oversight Committee representing a diverse range of community interests. Representatives of these interests must be nominated by their organizations. Additional members may be appointed by the Transportation Agency Board of Directors to assure that a broad range of geographic and stakeholder interests are represented on the Committee.

FINANCIAL IMPACT:

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

DISCUSSION:

In accordance with the Policies & Project Description for the Transportation Safety & Investment Plan, a Citizens Oversight Committee representing a diverse range of community interest was formed within six months of voter approved of Measure X. Members and their alternates were nominated by the organizations they were representing, and appointed by the Transportation Agency Board of Directors to assure that a broad range of geographic and stakeholder interests are represented on the Committee.

Kalah Bumba, who served as the Senior or Disabled Services organization representative, has resigned from the committee. The Alliance on Aging has nominated, John McPherson, who currently serves as the alternate senior or disabled services organization, to serve as the representative, and Brielle Bumba to serve as their alternate representative on the Measure X Citizens Oversight Committee.

The Monterey Peninsula Chamber of Commerce has nominated Bradley Levang to serve as their alternate representative on the Measure X Citizens Oversight Committee. This appointment will fill a

position that is currently vacant.

Staff is seeking Board approval of these appointments.

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Board of Directors
From: Michael Zeller, Director of Programming & Project Delivery
Meeting Date: October 23, 2024
Subject: **Monterey County Rail Extension - Packages 2 & 3 - Just Compensation**

RECOMMENDED ACTION:**Monterey County Rail Extension - Packages 2 & 3 - Right of Way Just Compensation**

1. **AUTHORIZE** the Executive Director to establish just compensation and approve appraisals for rights-of-way for the Monterey County Rail Extension project, Package 2 (Salinas layover facility) and Package 3 (Gilroy track connections); and
2. **AUTHORIZE** the Executive Director to make purchase offers in the amount that equals the statutory offer of just compensation established for the parcel and negotiate agreements for parcels needed for the Monterey County Rail Extension project.

SUMMARY:

To streamline the right-of-way process and ensure that the rights are acquired in a prompt manner, the Agency is requesting authority for the Executive Director to establish just compensation and initiate offers for the Monterey County Rail Extension project, with final approval reserved for the Board.

FINANCIAL IMPACT:

The capital cost of the Monterey County Rail Extension project, Phase 1, Salinas Kick Start project (the Salinas station and track improvements between Gilroy and Salinas), is estimated to total \$87 million for all phases of work. The Kick Start project is proceeding with secured state funding under the adopted state environmental clearance and is currently in the final design phase.

DISCUSSION:

The Monterey County Rail Extension Project will extend passenger rail service from Santa Clara County south to Salinas. TAMC is pursuing a phased implementation of the Project. Phase 1, known as the Kick Start Project, includes Salinas train station circulation improvements, a train layover facility in Salinas, and track improvements at the Gilroy station and between Salinas and Gilroy. The Kick Start Project has wrapped up construction of Package 1, circulation improvements at the Salinas train station. The Salinas layover facility (Package 2) and Gilroy track improvements (Package 3) are now in final design.

Four parcels remain that are potentially required for the layover facility and Gilroy track improvements, which are owned by Union Pacific. Property rights negotiations have been on hold pending Union Pacific's review of the design plans. However, TAMC staff has requested permission to begin discussions with the Union Pacific real estate division and are concurrently moving forward

with the appraisal process to ensure that right-of-way certification for the project occurs before the February 2025 funding deadline. The first step in this process is to establish just compensation.

Just compensation is the price an agency must pay to acquire real property. An agency official must make the estimate of just compensation to be offered for the property needed. That amount may not be less than the amount established in the approved appraisal report as the fair market value for the property. The appraiser is responsible for determining the initial fair market value of the property.

Once the appraisal of fair market value is complete, a review appraiser will review the report to ensure that all applicable standards and requirements are met. When they are, the review appraiser will give the agency the approved appraisal to use in determining the amount of just compensation to be offered for the real property. This amount will never be less than the fair market value established by the approved appraisal. After the agency approves the just compensation offer, they will begin negotiations by delivering the written offer of just compensation for the purchase of the real property.

The recommended actions would provide the Executive Director with the authority to approve the appraisals and establish just compensation for the parcels needed for the Monterey County Rail Extension project. The recommended action would also give the Executive Director the authority to initiate negotiations to acquire the easement or rights to build on the relevant parcels once just compensation has been established. These actions will streamline the process and ensure that the appropriate rights to the parcels are secured in a prompt manner.

Once a price has been agreed to by the property owner, Transportation Agency staff will present the offer to the Board of Directors for review and consideration. The Transportation Agency Board would have the opportunity to review, comment, and approve or reject the proposed offer.

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board
Meeting Date: October 23, 2024
Subject: **MINUTES**

RECOMMENDED ACTION:

ACCEPT draft minutes of the Transportation Agency Committees:

- Rail Policy Committee - October 7, 2024 meeting canceled
- Executive Committee - draft minutes of October 2, 2024
- [Bicycle and Pedestrian Facilities Advisory Committee](#) - draft minutes of October 2, 2024
- [Technical Advisory Committee](#) - draft minutes of October 4, 2024
- [Measure X Citizens Oversight Committee](#) - October 15, 2024 meeting canceled

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

1. Exec draft minutes October 2_2024

WEB ATTACHMENTS:

DRAFT MINUTES

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

EXECUTIVE COMMITTEE MEETING

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

Wednesday, October 2, 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, 2nd Floor, Salinas, CA 93901, Supervisor Alejo's Office

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

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

Others present: Shane Strong, TAMC Counsel; Jim Davenport, Thorn Run Partners; Gus Khouri, Khouri Consulting; Jasmine Mejia Cortez, Supervisor District 1 office; Bryan Rosen; Lorna Moffat; Mitch Weiss.

2. PUBLIC COMMENTS

Lorna Moffat, resident, commented on the proposed SURF! Project.

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

3. CONSENT AGENDA

On a motion by Committee Member LeBarre, seconded by Committee Member Potter, the Committee voted 6-0 to approve the minutes from the Executive Committee meeting of September 4, 2024.

4. LEGISLATIVE UPDATE

On a motion by Committee Member Potter and seconded by Committee Member Poduri, the Committee voted 6-0 to recommend the TAMC Board approve the draft program for circulation to Committees for comment.

The Committee received an update on state and federal legislative issues and provided input on the draft 2025 legislative program.

Jim Davenport, Agency federal legislative consultant, reported that Congress; passed a continuing resolution through December 20, deferring negotiations over the fiscal year (FY) 2025 appropriations bills until after the election.

Gus Khouri, Agency state legislative consultant, reported that the Governor signed and vetoed bills on the list, and that an updated bill list would be prepared for the October Board agenda. Mr. Khouri noted that the Governor called a special session about gas prices.

Christina Watson, Director of Planning, reviewed the proposed draft 2025 program. The Committee agreed to keep broadband investments and Brown Act reform on the program.

Committee Member Poduri requested that staff add support for vertical aviation investment to the program.

5. FISCAL YEAR 2022-2023 FINANCIAL AUDIT REPORT

The Committee received and reviewed the fiscal year 2022-2023 financial audit report.

Jeff Kise, Director of Finance & Administration, reported that the agency's financial records are audited each year, and for fiscal year (FY) 2022-2023 the agency received a clean opinion from its auditors. The financial results reflect agency revenue of \$9,219,066 with \$127,293 of excess revenue over expenditures. The agency's programming activities grew in several areas that had not been anticipated when the budget was finalized. Commuter Rail, the Fort Ord Regional Trail and Greenway (FORTAG), State Route (SR) 156, and Safe Routes to School projects resulted in revenue and direct program expenses being over budget by \$2,146,971 and \$2,898,557 respectively. Operating expenses came in at \$878,879 under budget.

Director Kise commented that the cost for the auditor is \$23,700 and that Moss Levy has been the Agency's auditor over the past 7 years, noting that we will be going out for bid this year for a new audit firm.

6. TAMC BOARD DRAFT AGENDA

Todd Muck, Executive Director, reviewed the draft regular and consent agenda for the TAMC Board meeting of October 23, 2024. After Executive Committee discussion, directions were provided to staff to place the following items for consideration on the regular agenda:

- Employee of the Quarter
- Toro Park Cut-Through Traffic Pilot Project Update
- Scenic Route 68 Adaptive Signal Funding Allocation
- US 101 South of Salinas Notice of Preparation Report

7. ADJOURNMENT

Chair Lopez adjourned the meeting at 10:11 a.m.

Memorandum

To: Board of Directors
From: Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board
Meeting Date: October 23, 2024
Subject: **CORRESPONDENCE**

RECOMMENDED ACTION:

RECEIVE TAMC Correspondence for September 2024.

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

None

WEB ATTACHMENTS:

- [October 9, 2024, letter to Chair Lopez and the TAMC Board of Directors regarding: The lease between the City of Marina and the Transportation Agency for Monterey County for the use of the Monterey Branch Line expires on October 31, 2024, from Marina City Manager Layne Long.](#)
- [September 27, 2024, letter to The Honorable Pete Buttigieg, Secretary of Transportation U.S. Department of Transportation regarding: Support for the Pinnacles Parkway Project from TAMC Executive Director Todd Muck](#)
- [September 23, 2024, letter to Mr. Layne Long, City Manager City of Marina regarding: Lease of MONTEREY BRANCH LINE PROPERTY from TAMC Executive Director Todd Muck](#)
- [August 28, 2024, letter to Alejandro Chavez, Transportation Agency for Monterey County, re: President's Special Acknowledgment Award - Worker's Compensation Program, Congratulations on maintaining an impeccable record of zero "paid" claims for the Worker's Compensation Program years 2019-2024 from Sandy A. Selfert-Raffelson, President Special District Risk Management Authority](#)

Memorandum

To: Board of Directors
From: Todd Muck, Executive Director
Meeting Date: October 23, 2024
Subject: **PRESENT the Transportation Agency Employee of the Quarter to Maria Montiel.**

RECOMMENDED ACTION:

PRESENT the Transportation Agency Employee of the Quarter to Maria Montiel.

SUMMARY:

It is hereby certified that Maria Montiel, Administrative Assistant, has been selected by her colleagues at the Transportation Agency for Monterey County as an Employee of the Quarter for July 1, 2024 – September 30, 2024.

FINANCIAL IMPACT:

None.

DISCUSSION:

The Agency employees recognize Maria for her professionalism and her efficiency, for always being willing to help and most notably for her work on agenda preparation and support with TAMC committee meetings. Her diligence in taking on an extra workload assisting with the check deposits, helping with the account payables, and keeping accounting related files and credit card charges up to date.

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

ATTACHMENTS:

1. Employee of the Qtr Jul- Sep- Maria

WEB ATTACHMENTS:

EMPLOYEE OF THE QUARTER

Maria Montiel

It is hereby certified that Maria Montiel, Administrative Assistant, has been selected by her colleagues at the Transportation Agency for Monterey County as an Employee of the Quarter for July 1, 2024 – September 30, 2024.

The Agency employees recognize Maria for her professionalism and her efficiency, for always being willing to help and most notably for her work on agenda preparation and support with TAMC committee meetings. Her diligence in taking on an extra workload assisting with the check deposits, helping with the account payables, and keeping accounting related files and credit card charges up to date.

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

Recognized By

Acknowledged By

TAMC Chair
Chris Lopez

Executive Director
Todd Muck

Date: October 23, 2024

Memorandum

To: Board of Directors
From: Doug Bilse, Principal Engineer
Meeting Date: October 23, 2024
Subject: Funding Allocation for Adaptive Signal Operations Along Highway 68

RECOMMENDED ACTION:**State Route 68 Adaptive Signal Operations:**

1. **APPROVE** and **AUTHORIZE** the Executive Director to execute a cooperative agreement with Caltrans, subject to approval by Agency Counsel, to fund the purchase and installation of hardware and software needed for adaptive signal controls for State Route 68 at four intersections;
2. **APPROVE** the use of \$300,000 in Regional Measure X funds for this purpose; and
3. **AUTHORIZE** the Executive Director to take such other further actions as may be necessary to fulfill the intent of the contract, including approval of future modifications or amendments that do not significantly alter the scope of work, or change the approved contract term or amount.

SUMMARY:

The implementation of adaptive signal operations is an interim solution for the Scenic Highway 68 Corridor that is consistent with the long-term improvements identified for this corridor. Caltrans was unsuccessful in acquiring funding for a pilot project to install adaptive signal operations at four of the nine signalized intersections on the corridor. Staff recommends funding the project using Measure X funds instead.

FINANCIAL IMPACT:

Caltrans submitted an unsuccessful request to fund a pilot project to install adaptive signal operations on the State Route 68 corridor. TAMC is seeking to assist Caltrans with implementing this pilot project and requests to use up to \$300,000 to cover the capital costs (e.g., equipment and software) needed to implement adaptive signal operations at four (4) intersections along the State Route 68 corridor. The funds would come from the State Route 68 portion of Regional Measure X funds.

DISCUSSION:

Most delays experienced by drivers along a corridor like Highway 68 occur at intersections controlled by traffic signals. The Scenic Highway 68 Corridor Improvement Project identified roundabouts as a long-term solution, but it is expected to take many years to fund and construct this entire project. Most of the intersections along the corridor are expected to remain signalized for the foreseeable future.

On May 28, 2024 TAMC submitted a letter (**ATTACHMENT 1**) requesting that Caltrans establish a team to implement interim improvements to enhance operations along the Highway 68 corridor using the existing traffic signal equipment to the greatest extent possible. As stated in the letter, this team

would develop a scope of work and execute work towards the following objectives:

- Implement traffic signal coordination using the existing traffic signal equipment to improve traffic flow along the mainline corridor this summer.
- Identify and fund a pilot project to implement adaptive signal operations at each signalized intersection along the entire corridor.
- Collect traffic data to help guide sound decisions to determine the benefits and limitations of adaptive signal operations.
- Report results of signal optimization work that can be shared with the TAMC Board and the public.

A traffic signal essentially serves two non-conflicting movements at a time using a very strict order of operation. This strict process results in very dependable signal service, but it has its limitations with respect to the efficient distribution of green time to the many drivers trying to navigate through the intersection. There are four primary limitations of signal operations:

1. approximately 10% "lost time" occurs because no drivers are moving (or driving slowly) after the signal turns red, and the drivers served with a new green light must react and accelerate;
2. the strict order of the signal operations commonly results in one of the green lights serving a phase that has no traffic;
3. traffic signals located too close together or too far apart do not act efficiently as a system to promote the primary flow of traffic without increased delay on the side streets; and
4. it is very difficult to synchronize traffic flow in both directions of travel along a corridor, so one direction of travel typically gets preferential treatment.

Traffic signal coordination can address some of these challenges. A good coordination system links the signals together to allow the traffic signals to "talk" to each other and synchronize the green lights to promote travel along the corridor. It is analogous to a series of technicians directing traffic while observing the roads from towers while they are in constant communication with each other. In this analogy, the traffic flow is limited by the traffic the technicians can observe and the ability to react quickly to the directions received by the partners.

Basic signal coordination deploys a regimented schedule that is based on historic data. The technician sets up a series of predetermined plans that automatically change throughout the day. This approach is very effective during the morning and afternoon peak commute periods when traffic is consistently heavy. Basic signal coordination does not work effectively when unexpected traffic occurs due to holidays, special events or incidents. A staff person can monitor traffic and make adjustments as needed, but this is not typically done.

An adaptive traffic signal control (ATSC) system takes basic signal coordination to another level. It relies on a feedback system using real-time information to constantly monitor and adjust the signal timing plans throughout the day. Recent advances in data collection and storage have driven advances in adaptive operations that often incorporate Artificial Intelligence (AI). The ability to collect detailed high-resolution (HiRes) traffic data and store it in the cloud helps develop better timing plans. New crowdsourcing data is used to monitor the system using the same data from Google Maps and WAZE that drivers use to select a route. Real-time data-driven solutions can create superior signal coordination compared to the basic system that relies on historic data and human adjustments. The basic requirements for implementing ATSC system requires the following:

- excellent communication to each traffic signal controller in the field that includes a link to a

- traffic management center or a cloud-based system;
- signal controllers that allow remote access that can implement new timing plans in real-time; and,
- outstanding vehicle detection that can accurately count the number of vehicles, trucks, pedestrians and bicycles.

There are challenges to implementing an ATSC:

- staff must be available to observe traffic conditions- especially while the AI technology is in the learning stage
- communication can go bad; and
- detection can go bad (e.g., foggy conditions or mud on the lens of a video detector)

TAMC will work with Caltrans staff to improve traffic flow along Hwy 68 including using the existing traffic signals. Caltrans staff is currently reviewing traffic signal timing plans developed by TAMC's consultant, GHD. These plans can be easily implemented and can provide a good opportunity to see how well adaptive might work during the peak commute periods. Caltrans will need to select a vendor and enter into an agreement to install the adaptive system. Once the costs are identified, TAMC will enter into a cooperative agreement with Caltrans and assist the implementation of adaptive operations as needed. Implementing adaptive traffic signals at the remaining five intersections along Hwy 68 will be pursued after the performance of the first four locations is evaluated.

Staff supports Caltrans effort to implement ATSC along Highway 68. ATSC should greatly improve traffic flow, especially during special events, holidays and roadway incidents. If successful, adaptive signal operations could delay or even eliminate the need to construct roundabouts at all the intersections.

ATTACHMENTS:

1. Letter to Caltrans District 5: Recommendations on SR 68

WEB ATTACHMENTS:



May 28, 2024

Scott Eades
District 5 Director
50 Higuera Street,
San Luis Obispo, CA 93401

RE: Update of Scenic Route 68 Corridor Improvement Project

Dear Director Eades,

Last month the Transportation Agency Board of Directors received an update on the Scenic State Route 68 Corridor Improvement project. The TAMC Board appreciates the effort our combined team spent reaching out to the community and listening to their concerns and ideas. The TAMC Board unanimously approved staff recommendations on this project. This letter reflects the Board of Directors guidance to Caltrans on the Scenic State Route 68 Corridor Improvement Project to:

1. Consider Alternative 1 (Roundabouts) as the project alternative that best meets the project objectives;
2. Identify and pursue funding for a Phase 1 that includes improvements to the intersections at San Benancio Road, Corral de Tierra, and Laureles Grade and construct wildlife crossings;
3. Ensure roundabout designs facilitate future upgrades to hybrid roundabouts with a focus on the intersections included in Phase 1;
4. Continue to work with emergency responders to address concerns of project impacts on emergency response times; and
5. Request that Caltrans pursue interim operational improvements along the corridor focused on signal coordination that may include a pilot project to implement adaptive signal operations, with the recommendation to include all nine signals in the pilot project.

There was a lengthy discussion at the Board meeting reflecting the importance of the Scenic State Route 68 corridor in providing access and supporting the local economy. Community representatives and Board members strongly support and encourage our team to find interim ways to improve traffic flow in advance of the roundabout improvements. The comprehensive multimodal corridor study required for Solution for Congested Corridors Program is expected to evaluate traffic conditions of the adaptive signal operations and proposed hybrid roundabout design. This will help alleviate concerns expressed at the meeting that the traffic analysis

currently available to the public did not fully reflect the current conditions experienced by Salinas Valley commuters and visitors to the Monterey Peninsula.

Based on this discussion and the successful collaboration of our recent staff meetings, I would like to establish a team to implement interim improvements that enhance operations using the existing traffic signal equipment to the greatest extent possible. I would like the team to develop a scope of work and execute work towards the following objectives:

- Implement traffic signal coordination using the existing traffic signal equipment to improve traffic flow along the mainline corridor this summer.
- Identify and fund a pilot project to implement adaptive signal operations at each signalized intersection along the entire corridor.
- Collect traffic data to help guide sound decisions to determine the benefits and limitations of adaptive signal operations.
- Report results of signal optimization work that can be shared with the TAMC Board and the public.

We have discussed and agreed on most of these points at recent team meetings with your staff. Your leadership helped us reach consensus to get to this point. I'm looking forward to working together to deliver both interim and permanent projects that benefit the traveling public on State Route 68.

Sincerely,



Todd Muck
Executive Director
Transportation Agency for Monterey County

Memorandum

To: Board of Directors
From: Doug Bilse, Principal Engineer
Meeting Date: October 23, 2024
Subject: **Toro Park Cut-Through Traffic Pilot Project Update**

RECOMMENDED ACTION:

RECEIVE update on the Toro Park Cut-Through Traffic Pilot Project.

SUMMARY:

Aggressive drivers frequently use Toro Park residential streets to avoid Highway 68 congestion during the morning commute hours. TAMC, Caltrans, and County staff collaborated on a pilot project to reroute this cut-through traffic back onto Highway 68. Two phases of the pilot project have been completed that include partial road closures. The pilot project is expected to identify a long-term solution that may be considered for implementation by the County of Monterey.

FINANCIAL IMPACT:

At the May 2024 meeting, TAMC Board approved the use of Measure X funds budgeted for the Scenic State Route 68 Corridor Improvement Project in an amount not to exceed \$150,000 for a pilot project to address cut through traffic impacting Toro Park and Serra Village neighborhoods. Monterey County is expected to be the lead agency for Identifying funding and implementing the long-term solution to the cut-through traffic.

DISCUSSION:

Highway 68 experiences severe congestion westbound during the normal morning commute hours each weekday. This leads many drivers heading towards the Monterey Peninsula to exit Highway 68 and use Portola Drive as an alternate route to by-pass a few vehicles queued on Highway 68. This cut-through traffic resulted in severe congestion along Portola Drive as well as adjacent residential streets where some residents could not even exit their driveways because of the queues formed by these drivers. Aggressive cut-through driving near the Toro Park Elementary School grounds led to safety concerns and otherwise negatively impacted the character of the neighborhood and quality of life for the residents.

On February 21, 2024 the Toro Park HOA asked TAMC to assist their effort to address the cut-through traffic. On April 3 TAMC hosted a public workshop attended by Toro Park and Serra Village residents and some parents of Toro Park Elementary School students. Comments from community members resulted in a feeling that their neighborhood was taken over by this cut-through traffic, and it was time for action. There was consensus that TAMC and Monterey County Public Works should work with Caltrans to address this issue and implement a pilot project before school commenced. The school district also asked TAMC to redesign the school drop-off area so that improvements could be in place before school opened on August 7. After the TAMC Board approved funding for the pilot project in May, TAMC staff hired Kimley-Horn and coordinated efforts with County staff to implement

the pilot project under this very aggressive schedule.

A Traffic Committee was formed and comprised of 8 residents from the Toro Park and Serra Village neighborhoods. The Traffic Committee reviewed over 40 ideas, including those submitted at the April 3 workshop. The Traffic Committee unanimously selected a partial road closure as the recommended alternative for the pilot project. Some ideas were rejected for the pilot project but will be considered as potential long-term solutions including: a gated road closure, a sign prohibiting right turns onto Highway 68 from Torero Drive, and photo enforcement during congested hours. TAMC hosted a second community workshop on May 22 and the community strongly supported the pilot project. There were serious concerns that rerouting traffic onto Highway 68 could increase travel times to the Montrey Peninsula. Staff has been engaged throughout the project by observing changes in traffic conditions and making appropriate adjustments based on feedback provided by stakeholders including the fire department, school district and HOA's.

Phase I of the pilot project was installed July 12 which allowed a few weeks to assess conditions before the new school year commenced. This included a partial road closure on Torero Drive where cut-through drivers were re-entering Highway 68 (**ATTACHMENT 1**). The school drop-off area was also revised for more efficient school traffic flow. The cut-through traffic that was using Torero Drive was successfully rerouted back onto Highway 68, but the partial road closure also rerouted local and school traffic to the Portola interchange. The project team has been working with Caltrans to improve traffic flow along Highway 68 by coordinating the traffic signals at San Benancio Road and Corral de Tierra. Once these signal timing improvements are implemented, the travel time should actually be reduced from Salinas to Monterey each morning.

Once school started, TAMC staff observed that drivers started to exit Highway 68 at the River Road interchange and drive along Portola Drive to avoid traffic. This new cut-through traffic and the rerouted school traffic created congestion at the Portola interchange and issues in the Serra Village neighborhood. On September 5, Phase II was implemented to install a second partial road closure on Portola Drive at Creekside Court (**ATTACHMENT 2**). Phase I and II have completely eliminated all cut-through traffic in this area and all traffic was re-routed back to Highway 68. TAMC staff is working with Village Creek HOA to evaluate the location of the Phase II improvements.

On October 8, TAMC hosted a third workshop to gain public input on the pilot project. The event was attended by approximately 200 community members and project stakeholders. A questionnaire was conducted that arranged the audience into breakout groups that answered questions about the project and how it impacted each group (**ATTACHMENT 3**). The following is a summary of these results:

- 89% of all respondents think we achieved our goal of eliminating cut-through traffic in the neighborhood
- Almost 2/3 of all respondents said they were not impacted by the pilot project, or were able to adjust to make it work
- over 1/3 of respondents feel the pilot project is a hardship and caused distress
- 46% of all respondents like/love the project
- 19% of respondents say pull the plug on this project
- 69% say we're not there yet (e.g., we need to make improvements on Hwy 68)

Staff has been monitoring the traffic in the neighborhood and along Highway 68. As the table below indicates, Phase I & II have successfully eliminated cut-through traffic in the Toro Park and Serra Village neighborhoods. Severe congestion has been noted on Highway 68 since the pilot project

commenced. Some of this is attributable to the traffic re-routed from the Toro Park area, but that did not increase or decrease the traffic using Highway 68, it simply forced the highway traffic to remain on the highway facility. Staff believes the extra congestion is the result of traffic rerouted from construction projects on Imjin Road, Davis Road and Hitchcock Way. Had this pilot project not been done, cut-through traffic would have been much worse through the neighborhood.

Scenario	Traffic exiting Toro Park at Torero Dr.	Traffic entering Serra Village from Portola Dr.
Before Pilot Project	550	250
After Pilot Project	6	2

Here are the next steps for the pilot project:

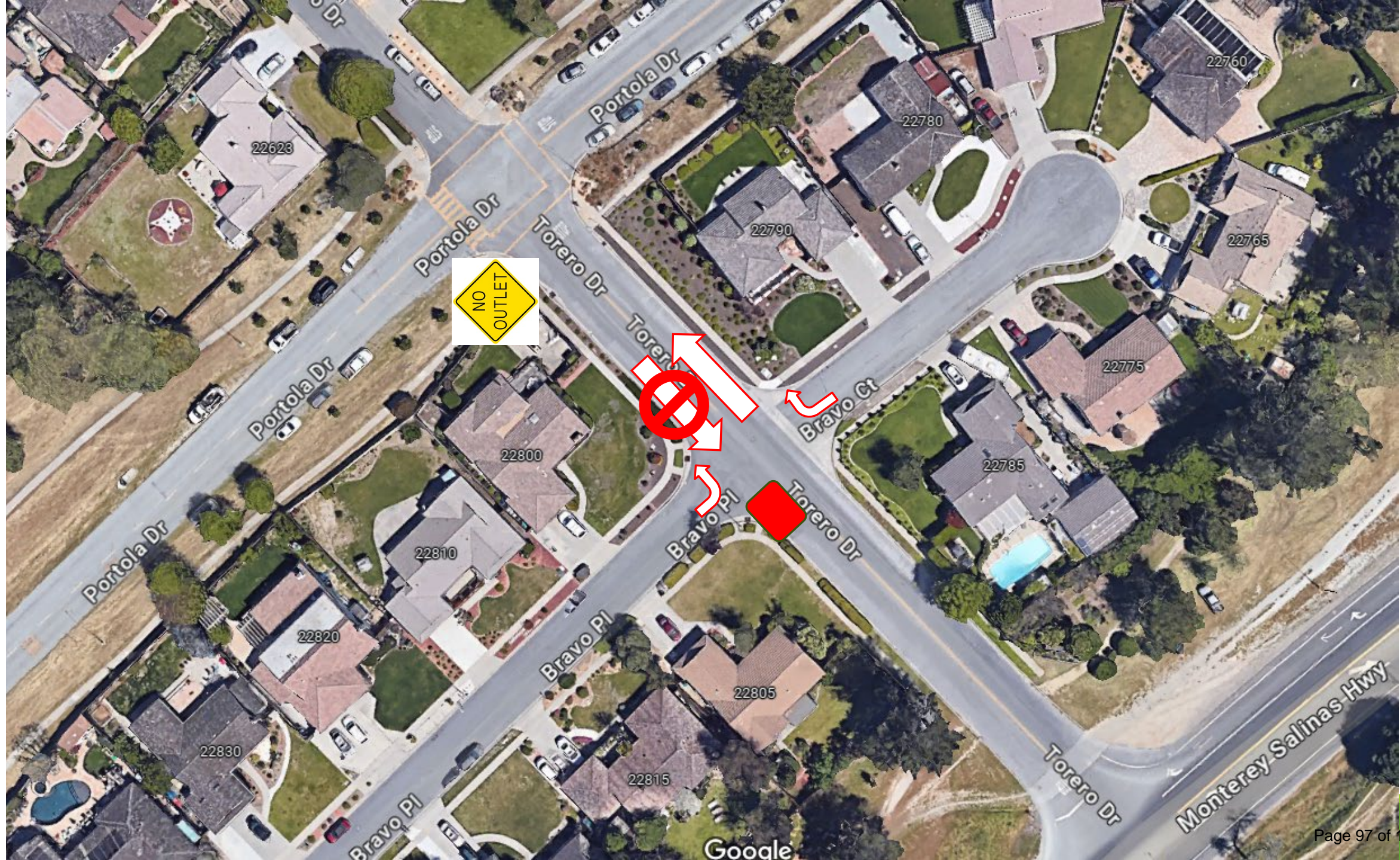
- Continue working with Caltrans to implement signal timing plans
- Work with County and Caltrans staff to implement Phase III of the project to revise signal timing plans on Hwy 68 and temporarily relocate the merge on Hwy 68 east of the Portola interchange
- Continue working with the school district to address impacts to bus schedule (i.e., find a way for busses to get through the barrier legally and safely)
- Work with Kimley-Horn and the Pilot Project Traffic Committee to develop conceptual plans for long-term solutions. This will include researching ideas that can limit the time traffic is rerouted
- Hold a community workshop in January to reach consensus on a recommended long-term solution
- Return to the Board in January with recommendations and transition the project to the County of Monterey Public Works.

ATTACHMENTS:

1. Attachment 1: Pilot Project Phase I
2. Attachment 2: Pilot Project Phase II
3. Attachment 3- October 8 Questionnaire Results

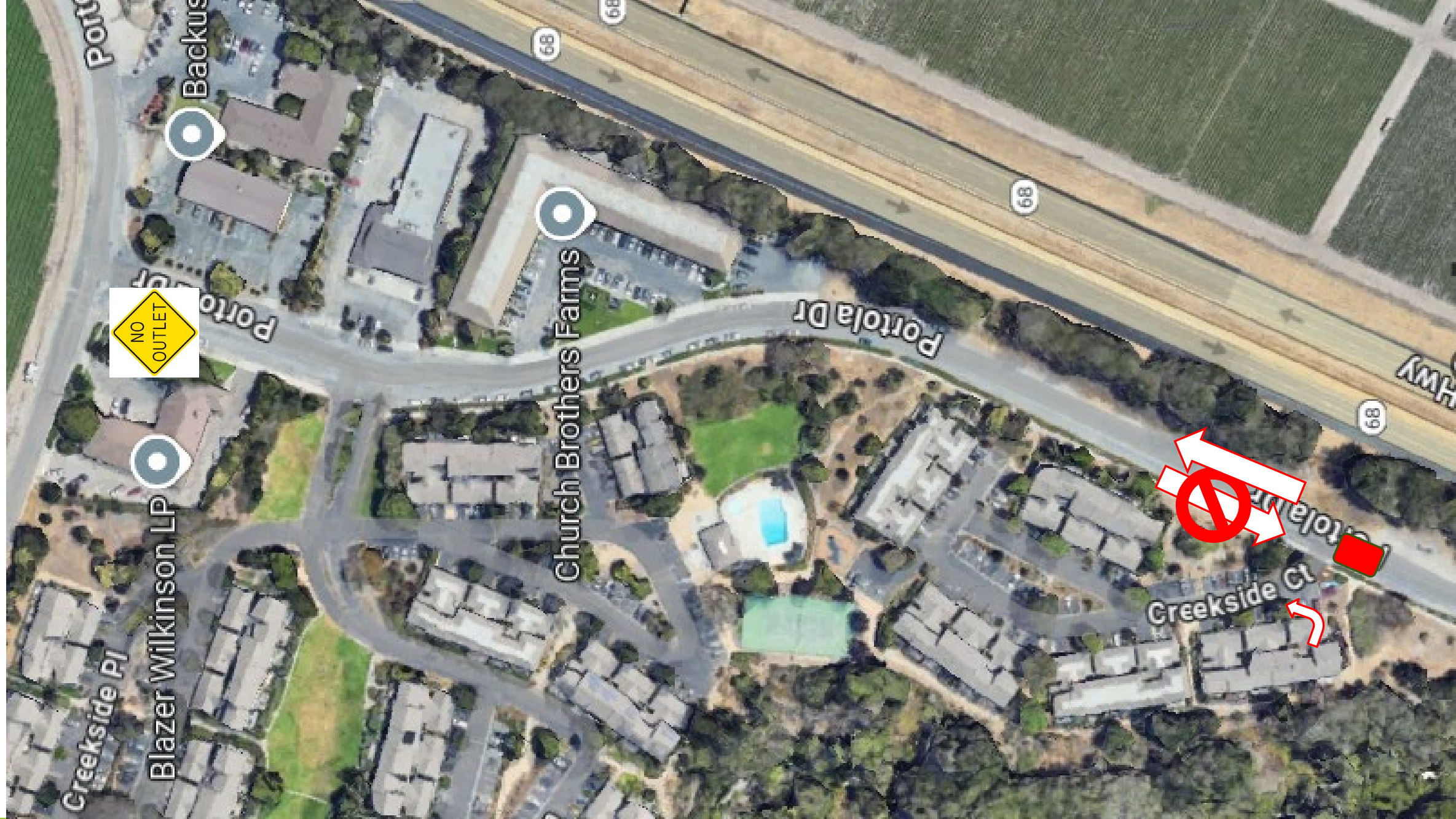
WEB ATTACHMENTS:

Attachment 1:
Phase I- Partial Road Closure at Torero Dr/Bravo Ct.



Attachment 2:

Phase II- Partial Road Closure at Portola Drive/Creekside Ct.



Attachment 3:

Results of October 8, 2024 Public Workshop Questionnaire

Question #1: Where do you live, and do you think we achieved the project objective?

- The 173 workshop attendees that answered the first question reflected the residential community at large, but there did not seem to be many people from outside the study area (i.e., only a few parents of Toro Elementary School students or commuters from Salinas Valley to Monterey Peninsula attended the meeting):
 - 71 lived in Toro Park West
 - 54 lived in Toro Park East
 - 37 lived in Serra Village
 - 13 lived outside the study area (we didn't get many school parents)
 - Note: Creekside was hard to categorize, and some wanted to be considered Serra Village instead of "Other"
- 89% of all respondents think we achieved our goal of eliminating cut-through traffic in the neighborhood

Question #2: Where do you drive in the morning and how has the project impacted you?

- Almost 2/3 of all respondents said they were not impacted, or were able to adjust to make it work
 - None of the respondents that don't drive much in the morning noted a hardship (i.e., hardships are limited to morning commute hours when Hwy 68 is congested)
- A little over 1/3 of respondents feel the pilot project is a hardship and caused distress
 - Almost ¾ of these hardship cases noted that they drive towards Monterey each morning
- 46% of respondents drive towards Monterey each morning
- Almost 1/3 of respondents don't drive much in the morning (i.e., our audience may not have adequately reflected commuters and that is typical of evening meetings)

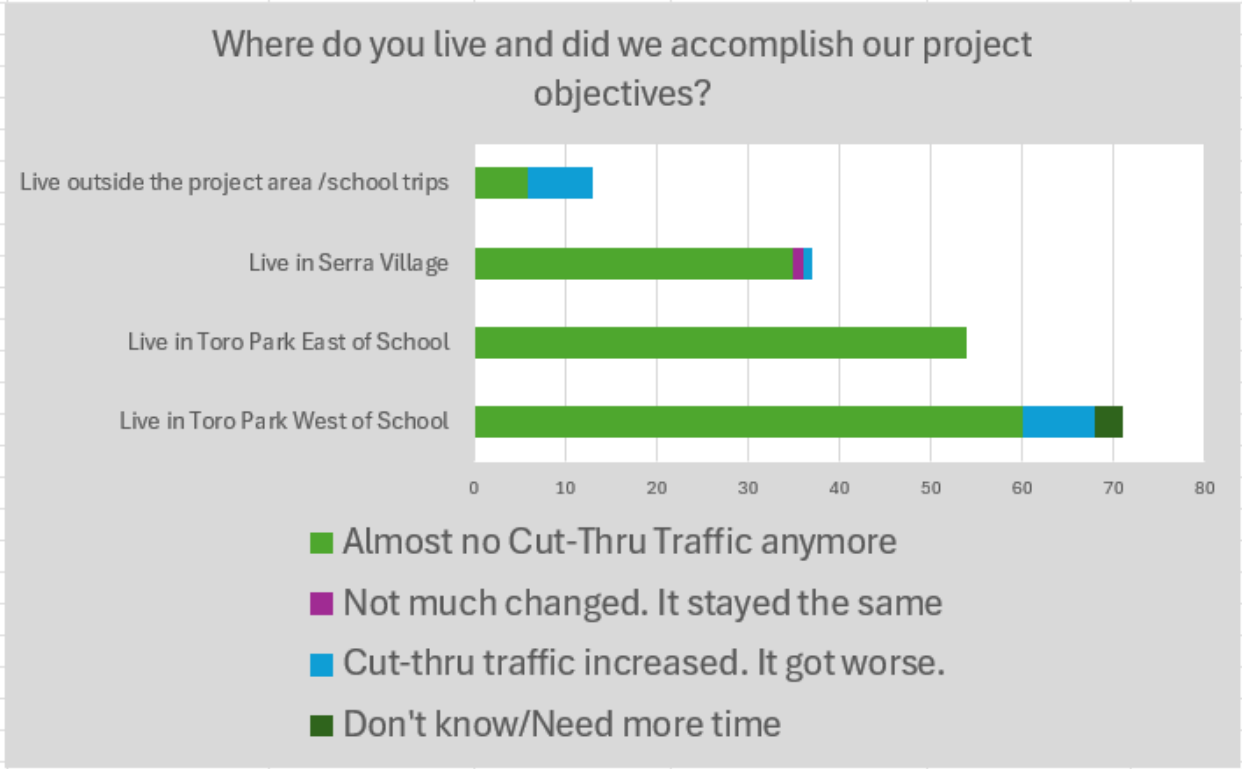
Question #3: Do you walk in the neighborhood and what do you think about the project?

- 82% stated that they walk in the neighborhood daily or weekly
- 46% of all respondents like/love the project
- 37% of all respondents hate the project
- 13% said the project made no difference

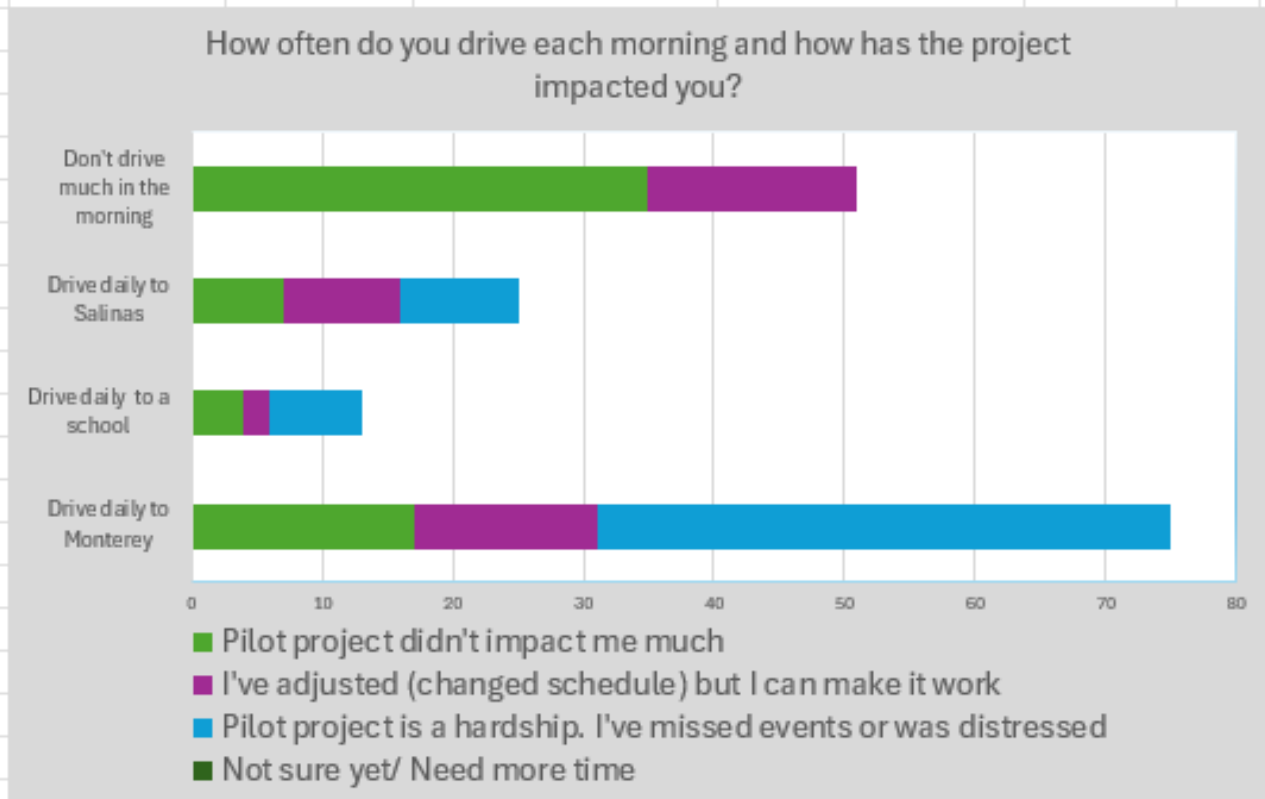
Question #4: What did you think about the project coming in here tonight and what do you think should be done going forward?

- 57% of respondents thought this project was needed (this is consistent with the 46% that said they like/love the project in Question #3)
- 19% of respondents say pull the plug on this project (this is consistent with the 15% of respondents that didn't support the project coming into the meeting)
- 69% say we're not there yet (e.g., we need to make improvements on Hwy 68)
- 77% think we're on the right track (we're either done already or almost there)

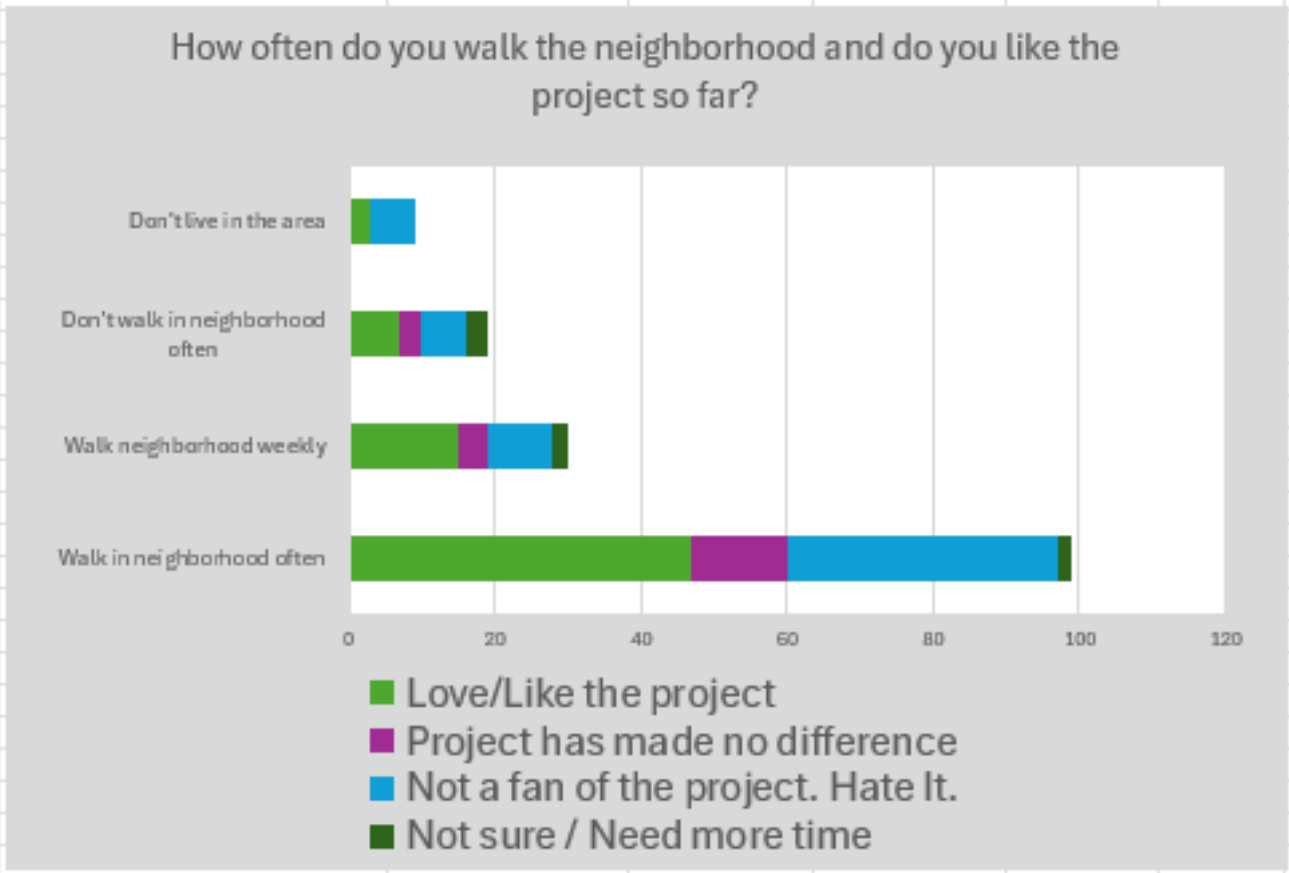
Where do you live and did we accomplish our project objectives?					
Group	Answer Options				TOTAL
	Almost no Cut-Thru Traffic anymore	Not much changed. It stayed	Cut-thru traffic increased. It got worse.	Don't know/Need more time	
Live in Toro Park West of S	60	0	8	3	71
Live in Toro Park East of Sc	54	0	0	0	54
Live in Serra Village	35	1	1	0	37
Live outside the project ar	6	0	7	0	13
TOTAL	155	1	16	3	175



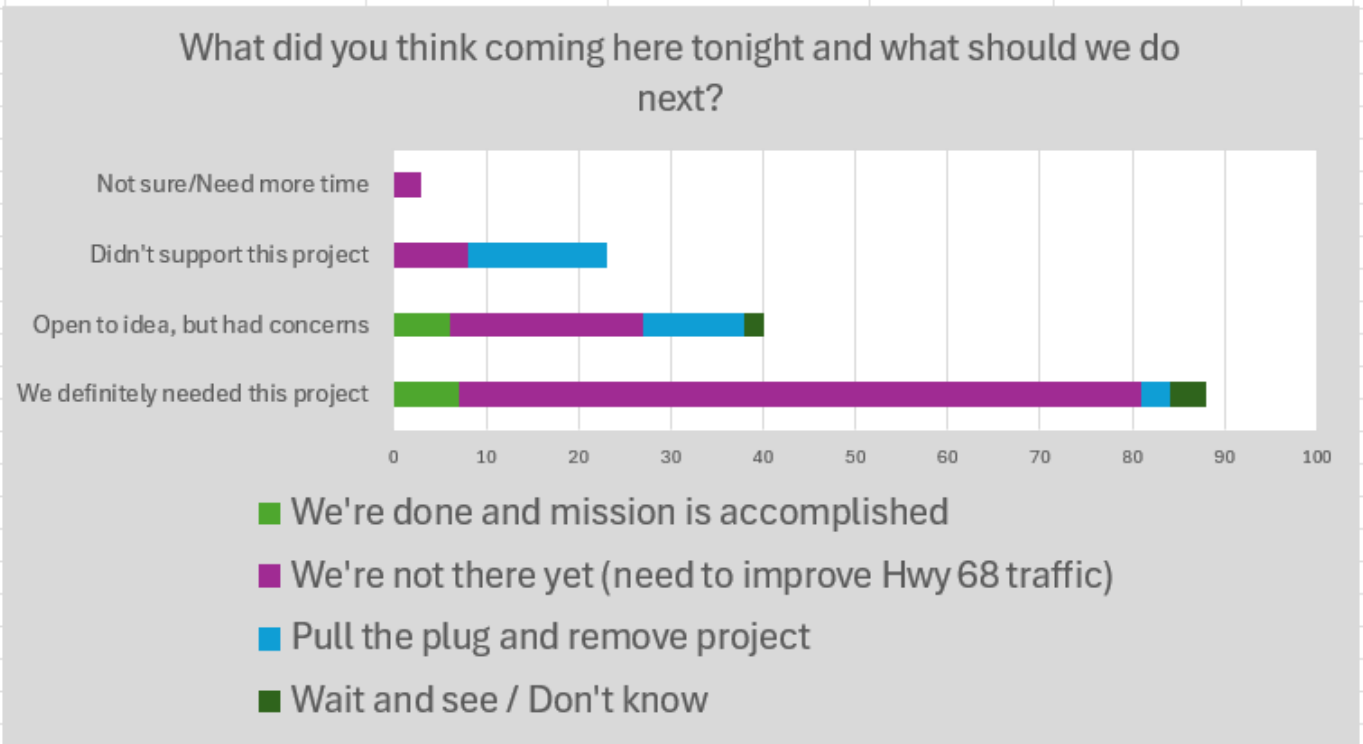
How often do you drive each morning and how has the project impacted you?					
Group	Answer Options				TOTAL
	didn't impact me much	schedule) but I can make it work	missed events or was distressed	Need more time	
Drive daily to Monterey	17	14	44	0	75
Drive daily to a school	4	2	7	0	13
Drive daily to Salinas	7	9	9	0	25
Don't drive much in the morning	35	16	0	0	51
TOTAL	63	41	60	0	164



How often do you walk the neighborhood and do you like the project so far?					
Group	Answer Options				TOTAL
	Love/Like the project	Project has made no	Not a fan of the project. Hate It.	Not sure / Need more	
Walk in neighborhood often	47	13	37	2	99
Walk neighborhood weekly	15	4	9	2	30
Don't walk in neighborhood often	7	3	6	3	19
Don't live in the area	3	0	6	0	9
TOTAL	72	20	58	7	157



What did you think coming here tonight and what should we do next?					
Group	Answer Options				TOTAL
	We're done and mission is accomplished	We're not there yet (need to improve Hwy 68 traffic)	Pull the plug and remove project	Wait and see / Don't know	
We definitely needed this project	7	74	3	4	88
Open to idea, but had concerns	6	21	11	2	40
Didn't support this project	0	8	15	0	23
Not sure/Need more time	0	3	0	0	3
Total	13	106	29	6	154



Memorandum

To: Board of Directors
From: Doug Bilse, Principal Engineer
Meeting Date: October 23, 2024
Subject: **US 101 South of Salinas Notice of Preparation Report**

RECOMMENDED ACTION:

RECEIVE update on the US 101 South of Salinas project.

SUMMARY:

The Notice of Preparation for the US 101 South of Salinas project is scheduled to be circulated October 23, 2004. Caltrans and TAMC staff have worked with the community to narrow the alternatives to be analyzed as part of the environmental review process. Caltrans has also identified near-term safety improvements that may be installed in advance of the long-term improvements under review.

FINANCIAL IMPACT:

The environmental phase is funded with \$9.989 million of State Transportation Improvement Program funds. The proposed safety improvements are expected to be fully funded by Caltrans through the State Highway Operations and Protection Program (SHOPP).

DISCUSSION:

The US 101 South of Salinas (SOS) project is needed to address current safety and operational deficiencies by improving the existing transportation network to support local and interregional traffic between the community of Chualar and the city of Salinas (**ATTACHMENT 1**). The project purpose is to reduce points of conflict to enhance safety along US 101 in a manner that maintains access to adjacent land-uses by:

- Addressing at-grade cross-median turning movements
- Addressing at-grade railroad crossings
- Providing safe and adequate circulation to adjacent lands for all users

The project proposes modifications to the existing corridor that would include new relocated interchanges, new access control, new local roads, and modifications to existing road networks. The project would involve the following improvements:

- Construction of a new interchange near Chualar
- Construction of a new interchange near the existing interchange at Abbott Road
- New access control along the entire project limits
- Construction of new local roads connecting new interchanges

- Improvements to the existing road network affected by the project

This project will develop long-term solutions for this segment of US 101 between the Airport Boulevard interchange serving Salinas and the Main Street interchange serving Chualar that has numerous uncontrolled intersections and railroad crossings (**ATTACHMENT 2**). The main challenge is to eliminate the number of uncontrolled intersections along a section of the state highway system which reports, on average, one fatality per year and one serious collision each month. The project site is located along prime agricultural land that is known as the "Salad Bowl of the World." The project must balance the need to solve traffic issues without unnecessarily impacting agricultural land or the facilities that help farmers deliver produce to the market. The following are the project team's guiding principles:

- Improve interregional travel and local circulation of agricultural goods.
- Provide an adequate roadway system that allows slow moving agricultural equipment to avoid using US 101 to transport agricultural goods and access agricultural businesses.
- Minimize impacts to existing Chualar businesses and avoid reducing production of agricultural land.
- Maintain communication and coordination with the railroad companies, agricultural businesses, and stakeholders from adjacent communities.
- Reduce construction impacts and disruption to agricultural businesses and the Chualar community.
- Design US 101 interchanges to connect to adjacent communities with complete street features that promote pedestrian and bicycle mobility options.
- Facilitate improved transit operations.
- Look for opportunities to design this project to address non-transportation issues such as hydrology.
- Consider opportunities to minimize VMT growth.
- Eliminate left-turn movements across high-speed traffic.

The project team has done an extensive job reaching out to community members and other project stakeholders to discuss the project and gain insight into important issues that should drive project decisions leading up to the preferred alternative that will be identified in the Draft Environmental Document (DED). Several alternatives have been evaluated for upgrading the two existing interchanges in the study area, and the project team has identified the following potential candidate for each location that will be evaluated in the DED (**ATTACHMENT 3**) :

- Construct a new interchange to replace the existing Abbot Street interchange to be located south of Harris Road (Site A4)
- Construct a new interchange to replace the existing Main Street interchange to be located north of the Chualar community (Site C2)

The DED will evaluate potential environmental constraints and project impact mitigation measures for each of the two alternatives under consideration:

- Freeway: all uncontrolled intersections are eliminated (**ATTACHMENT 4**)
- Expressway: left turn movements entering and regressing US 101 are eliminated (**ATTACHMENT 5**)

The purpose of the Notice of Preparation and the associated workshops being held in the project study area is to:

- introduce the project and alternatives being considered
- provide an opportunity for oral and written public comment on scoping of project alternatives and the environmental document
- inform the public about the upcoming Draft Environmental Document preparation process, project timeline, and future opportunities for public input

The next stage in the project development is to release the DED once the environmental assessment is complete and a preferred alternative is selected. At the time of the DED release there will be a 45-day public review period. During that time, there will be a public meeting, which will provide more specific information about the project alternatives and the environmental studies. The exact timing of the DED release is to be determined, based on yet unknown factors including environmental study findings. The project team will continue to engage with the community members and project stakeholders to gain insight and build consensus on the preferred alternative to be built on US 101.

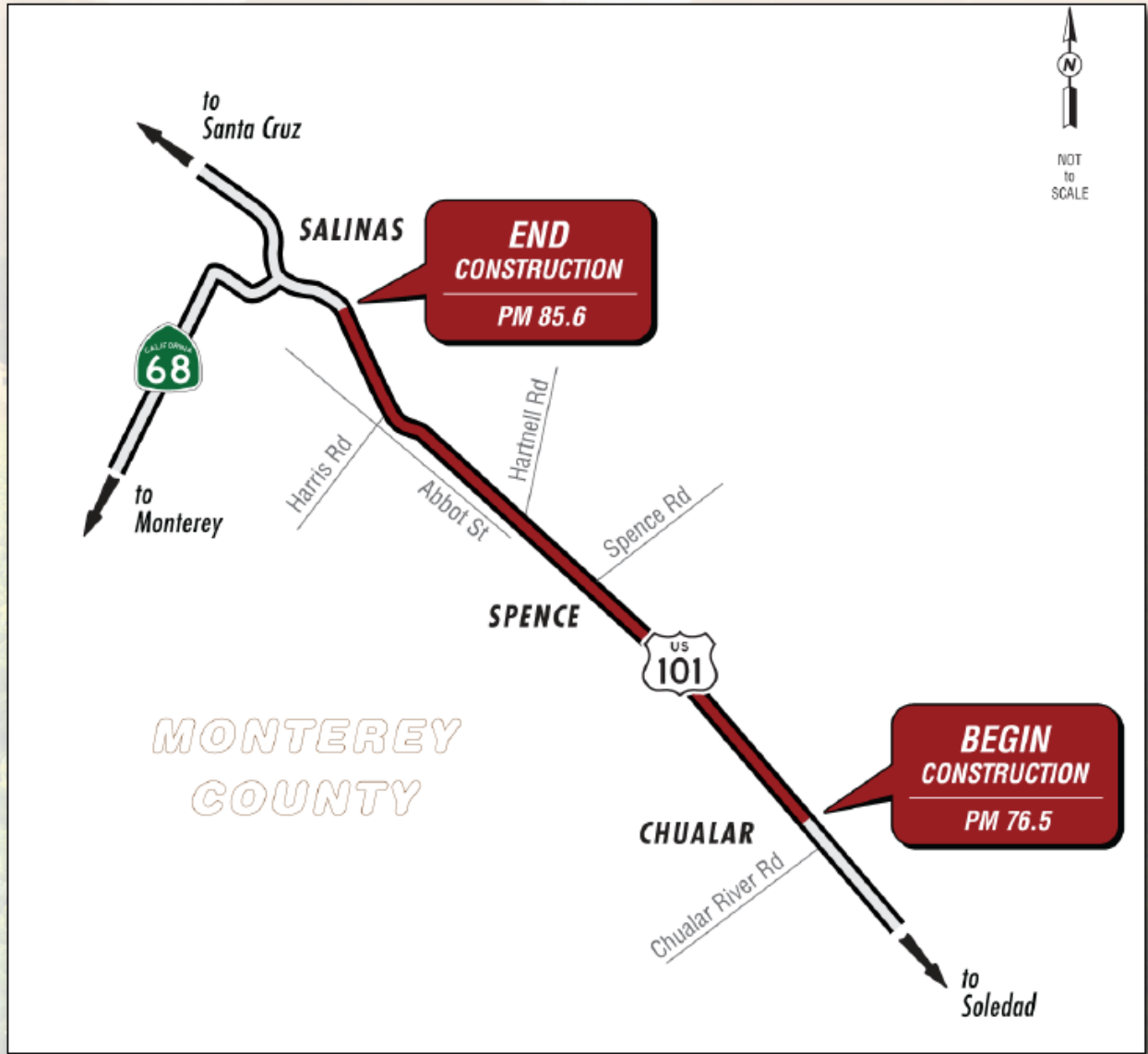
The Caltrans team recently announced that it has identified a State Highway Operations and Protection Program (SHOPP) project to provide short-term measures to partially address the safety issues in the study area. TAMC staff is expected to assist the Caltrans project team so that these improvements are consistent with the long-range project and this may include identifying interim solutions needed to mitigate the impacts of this SHOPP project.

ATTACHMENTS:

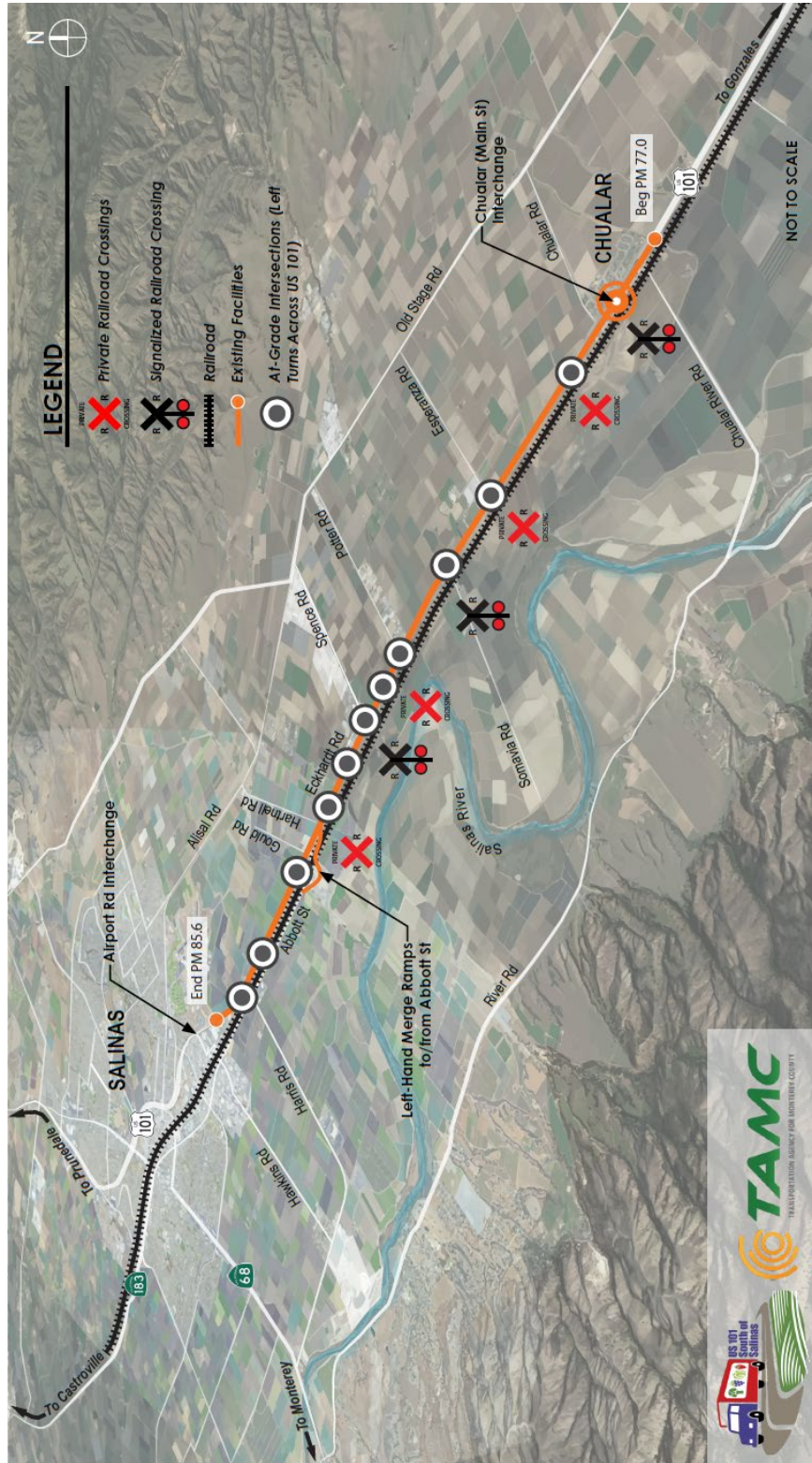
1. Attachment 1- US 101 SOS Study Area
2. Attachment 2- Existing Conditions
3. Attachment 3- Alternatives Considered
4. Attachment 4- Freeway Alternative
5. Attachment 5- Expressway Alternative

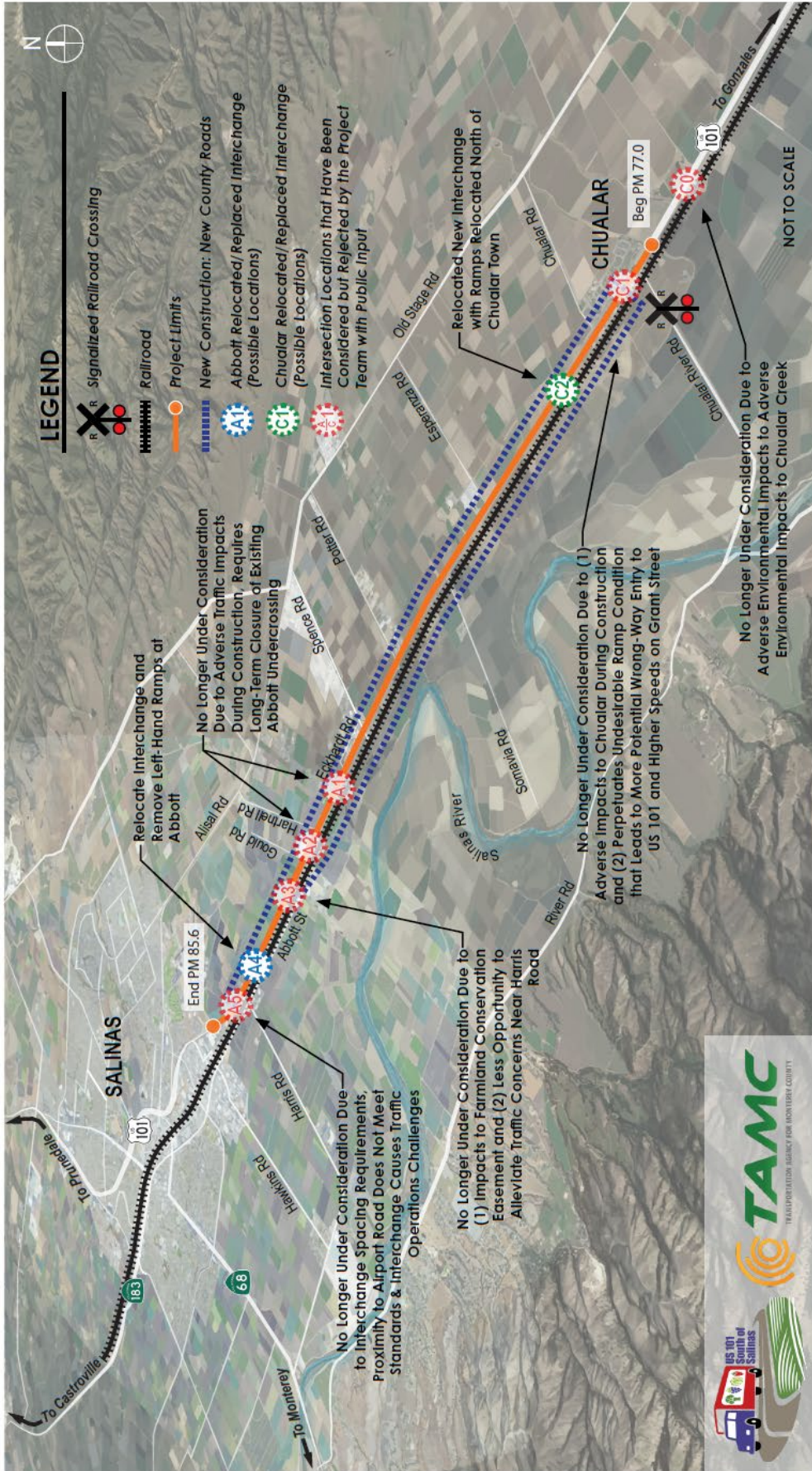
WEB ATTACHMENTS:

Attachment 1: US 101 SOS Project Study Area



Attachment 2: Existing Uncontrolled Intersections and Railroad Crossings

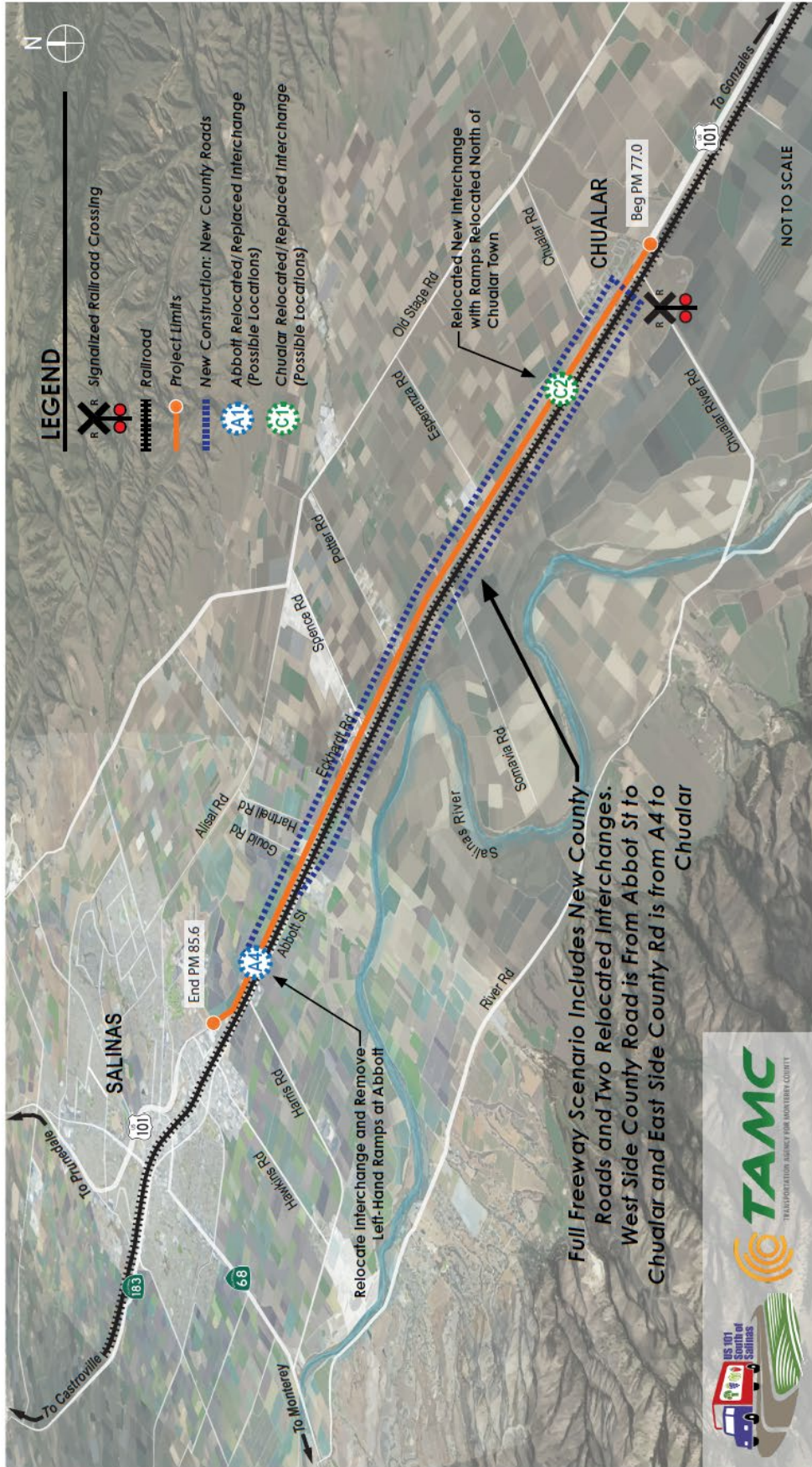




101 - SOUTH SALINAS CORRIDOR HIGHWAY & INTERCHANGE IMPROVEMENTS

Alternative 1 - Full Build: Freeway Condition
 Interchange Locations Previously Considered

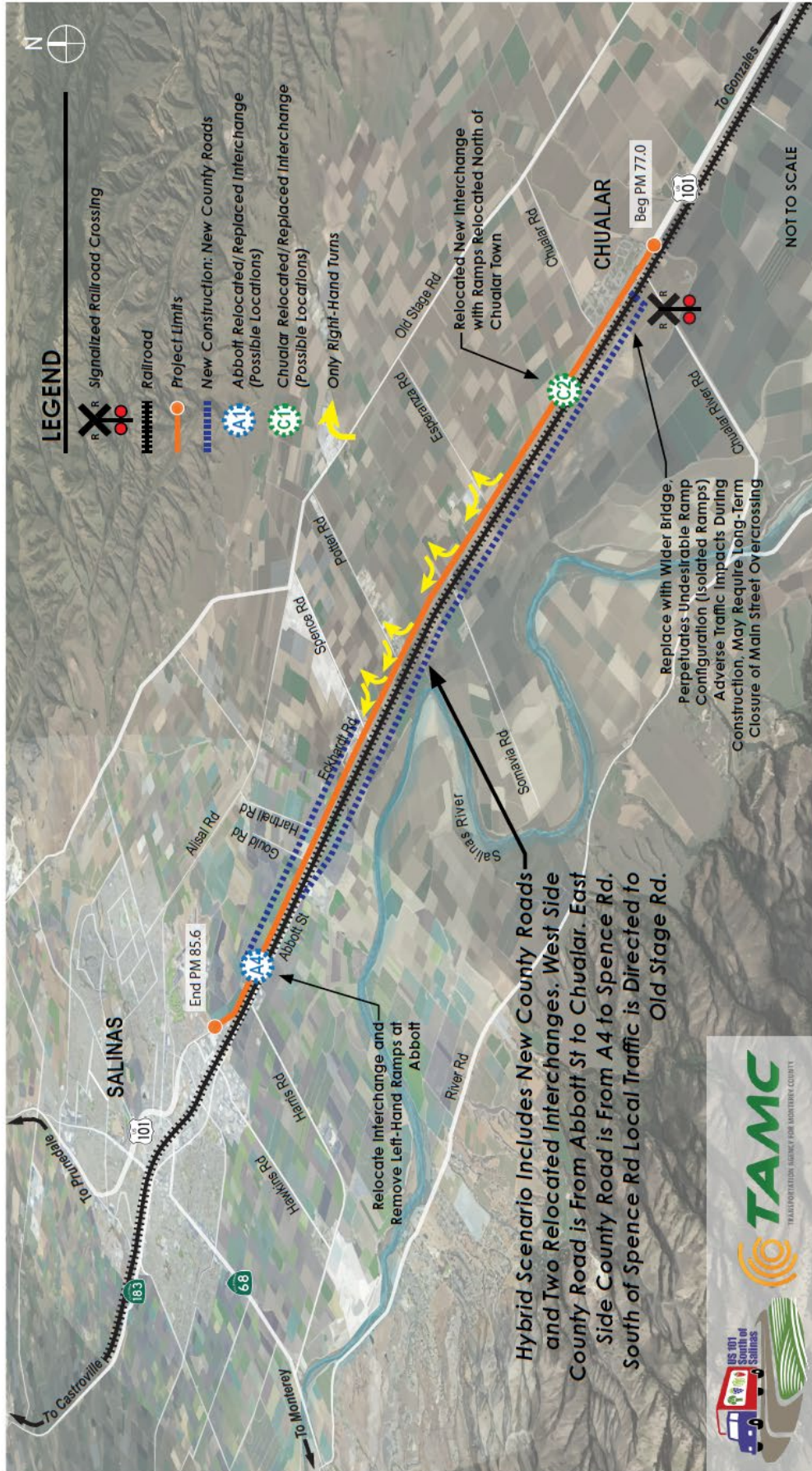
October 11, 2024
 Prepared by District 5 Landscape Architecture



101 - SOUTH SALINAS CORRIDOR HIGHWAY & INTERCHANGE IMPROVEMENTS

Alternative 1 - Full Build: Freeway Condition

October 11, 2024
Prepared by District 5 Landscape Architecture



Caltrans

101 - SOUTH SALINAS CORRIDOR HIGHWAY & INTERCHANGE IMPROVEMENTS
 Alternative 2 - Full Build: Hybrid Expressway Condition

October 11, 2024
 Prepared by District 5 Landscape Architecture



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE AUGUST 28, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
1.	SR 1 Big Sur South (1Q760)	In San Luis Obispo and Monterey Counties, Near Big Sur, From Ragged Point to Limekiln Creek Bridge (SLO PM 71.8/ MON 20.9)	Storm Damage Repairs	Jan 2023 - April 2025	\$18.35 Million	SHOPP	Victor Devens	S. Chaves Construction, Inc.	Construction in progress.
2.	SR 1 Big Sur Central (1Q770)	In Monterey Counties, Near Big Sur, Limekiln Creek Bridge to 0.9 Mile south of Castro Canyon Bridge (PM 20.9/42.2)	Storm Damage Repairs	Jan 2023 - July 2025	\$76.35 Million	SHOPP	Victor Devens	Papich Construction, Inc.	Construction in progress.
3.	SR 1 Big Sur North (1Q800)	In Monterey County, Near Big Sur, From 0.9 Mile south of Castro Canyon Bridge to 0.3 Mile south of Carmel River Bridge (PM 42.2/72.0)	Storm Damage Repairs	Jan 2023 - July 2025	\$25.4 million	SHOPP	Victor Devens	Granite rock Construction	Construction in progress.
4.	SR 1 Flooding (1Q960)	In Monterey and Santa Cruz Counties from Approximately 1 mile North and South of the Pajaro River Bridge (PM T100.0/R1.0)	Storm Damage Repairs	March 2023 - Dec 2024	\$1.85 million	SHOPP	Victor Devens	Teichert Construction	Construction in progress.
5.	Coastal RSP Repair (1R190)	In Monterey County from 3 miles to 1 mile south of the town of Gorda. (MON-1-7.2/9.2)	Repair RSP and gabion baskets	Jan 2024 - April 2025	\$51 million	SHOPP	Victor Devens	John Madonna Construction	Construction in progress
6.	St. Francis Concrete Revetment (1R210)	On Route 1 in Monterey County 2.2 miles north of the Pfeiffer Canyon Bridge (MON-1-47.8)	Replace failed concrete revetment	Jan 2024 - July 2025	\$7.5 million	SHOPP	Victor Devens	Granite Rock Construction	Construction in progress
7.	Dolan Point Slide (1R630)	In Monterey County 1.7 miles south of the Dolan Creek Bridge. (MON-1-29.5)	Remove slide material. Restore roadway. Install rockfall netting.	Feb 2024 - April 2025	\$3.7 million	SHOPP	Victor Devens	Papich Construction	Construction in progress



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE AUGUST 28, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
8.	SR 1 Pfeiffer Canyon Mitigation (1K080)	At Pfeiffer Canyon Bridge (PM 45.4/45.6)	Environmental mitigation (planting, erosion control) for project EA 05-1J130.	April 2023 – May 2026	\$200,000	SHOPP	Aaron Wolfram	CON	Contract Approved on 4/11/2023. 3 Year Plant Establishment.
9.	MON/SBt Storm Damage (1Q810)	In Monterey and San Benito Counties on various routes at various locations	Storm Damage Repairs	Jan 2023 - Oct 2025	\$2.8 million	SHOPP	Victor Devens	Brough Construction	Construction in progress.
10.	US 101 Spence Rd Acceleration Lane (1M760)	South of Salinas at Spence Rd (PM 81.03)	Extend NB acceleration lane	July 2023 – May 2024	\$1.7 million	MINOR	Meg Henry	Granite Construction Company	This project completed construction and is now in the Closeout process.
11.	US 101 Prunedale Rehab (1H690)	Near Prunedale North of Boronda Road overcrossing to Monterey/San Benito County Line (PM R91.3/98.8 & 100.3/101.3)	Pavement rehabilitation	Feb 2023- July 2025	\$36.2 million	SB 1 SHOPP	Kelli Hill	Desilva Gates Construction	Construction in progress; traffic control is in place; potential delays may occur, as posted on message signs.
12.	US 101 King City Clean California Project (1Q100)	On Route 101 in Monterey County at the First St, Canal St, and Broadway St (PM 40.1/41.1)	Install beautification, transportation art, and safety measure enhancement project in Caltrans Right of Way	Feb 2023 – Jan 2025	\$750,000	Clean California	Mike Lew	Wabo Landscape & Construction, Inc.	Project is currently in Plant Establishment period.
13.	SR 218 Seaside ADA (1H230)	From Del Monte Road to Fremont Boulevard (PM R0.2/L0.9)	ADA compliant pedestrian access	Jan 2023 – Dec 2024	\$1.7 million	SHOPP	Aaron Wolfram	FBD Vanguard Construction Company	Utility relocation completion and construction in progress completion back onsite completion delayed to end of November 2024.
14.	SR 1, 68 Storm Damage (1R130)	In Monterey on various routes at various locations	Storm Damage Repairs (slides, slip-outs, sinkhole)	April 2023 - April 2025	\$700,000	SHOPP	Victor Devens	Granite Rock	Construction in progress.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE AUGUST 28, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
15.	US 101 Gonzales to Salinas Flood mitigation (1Q730)	On Highway 101 in Monterey County near Salinas MON-101-67.4/85.1	Drainage cleaning and preparation	May 2023 - March 2024	\$461,000	SHOPP Minor	Victor Devens	Top Tier Grading	Construction complete
16.	Monastery Beach Sinkhole (1S080)	In Monterey County one mile south of the Carmel River Bridge MON-1-71.24	Sinkhole over culvert	May 2024 - Dec 2024	\$150,000	SHOPP Minor	Victor Devens	Granite Construction	Construction in progress
17.	Rocky Creek Slip Out (1S040)	In Monterey County at .1 mile south of the Rocky Creek Bridge MON-1-60.0	Stabilize slope. Temporary signal	March 2024 - May 2025	\$8 million	SHOPP	Victor Devens	Teichert Construction	Construction in progress
18.	Castroville Ped Overcrossing (1P533)	In Monterey County at Geil Street Ped OC MON-156-1.35	Mural & Landscaping	Jan 2024 – Jan 2026	\$1.08 million	Clean CA	Jackson Ho	Hoseley Corporation	Construction in progress
19.	Regent's Slide (1R640)	In Monterey County 0.3 mile south of the Big Creek Bridge (PM 27.8)	Remove slide material. Restore roadway.	Jan 2024 - TBD	\$31 million	SHOPP	Victor Devens	Papich Construction	Excavation halted temporarily. Crews observed additional cracking, requiring additional monitoring and analysis before beginning work again. Slope stability and geotechnical monitoring is in progress.
20.	MON 101 Culvert Clearing North of Bradley (1R480)	On US 101 in Monterey County north of the Jolan Rd UC (PM R11/R13.2)	Replace storm water pumps	May 2024 - July 2024	\$461,000	SHOPP Minor	Victor Devens	Brough Construction	Construction Complete



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE AUGUST 28, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

CONSTRUCTION PROJECTS									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
21.	SR 218 FORTAG Bike Trail (1M570)	Located in the City of Seaside (PM 0.1/1.5)	Construct Bicycle and Pedestrian Trail. The project provides a safe alternative to Hwy 218 from Del Rey Woods Elementary to Laguna Grande Regional Park	May 2024 – April 2026	\$1.2 million	100% LOCAL FUNDED	Kelli Hill	Granite Rock	Construction in progress.
22.	Rocky Creek Slip Out Restoration (1S160)	In Monterey County at .1 mile south of the Rocky Creek Bridge (PM 60.0)	Construct a viaduct to restore two-way traffic	June 2024 – Summer 2025	Estimated \$21 million	SHOPP 130 Emergency Work	Chad Stoehr	Gordon N. Ball, Inc.	Construction in Progress



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE AUGUST 28, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
1.	SR 1 Mud Creek Permanent Restoration (1K020)	In Monterey County 0.8 miles north of Alder Creek Bridge to 1.2 miles north of Alder Creek Bridge (PM 8.7/9.1)	Coastal Development Permit Requirements	Summer 2025 – Fall 2025	\$2.1 million	SHOPP MAJOR	Luis Duazo	PS&E/RW	Project Plans, Specifications, and Cost Estimates are being finalized. Coastal Development Permit is in-progress.
2.	SR 1 Big Creek Tieback Wall (1K010)	Near Lucia south of Big Creek Bridge (PM 27.5/27.7)	Construct tieback wall, restore roadway and facilities, place Water Pollution Control BMPs, and erosion control	Winter 2024/25 – Winter 2026/27	\$7.3 million	SHOPP	Meg Henry	PA&ED	Caltrans received an incomplete letter from Coastal for the CDP application and is actively working with Coastal to address their comments
3.	SR 1 Castro Canyon Bridge Rail Upgrade (1H490)	At Castro Canyon Bridge (PM 43.1)	Replace bridge rail	TBD – Spring 2028	\$2.5 million	SHOPP	Meg Henry	PS&E/RW	Project is delayed due to AT&T; a second time extension was requested but denied by HQ CTC staff. D5 is reprogramming the project in the 24/25 SHOPP. EA will remain as 05-1H490. D5 was notified in early March that ATT has contested the legal filing. D5 is awaiting clarification on updated timeline from HQ legal. As of May 2, the date for resolution of legal action is unknown but anticipated to be no earlier than late fall and possibly later than Spring 2025. The construction timeline will be updated when resolved.
4.	SR 1 Coastlands II Wall Permanent Restoration (1P210)	Near Big Sur at 1.1 Miles south of Pfeiffer Canyon Bridge (PM -44.34/44.34)	Construct soldier pile wall or mechanically stabilized embankment wall.	Winter 2025/26 – Winter 2026/27	\$3.2 million	SHOPP	Mark Leichtfuss	PS&E	The 95% Constructability Review is scheduled for December 2024. RTL is scheduled for June 2025.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE AUGUST 28, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
5.	SR 1 Garrapata Creek Bridge Rail Replacement (1H800)	At Garrapata Creek Bridge (PM 62.97)	Bridge rail rehabilitation	Summer 2025 – Summer 2026	\$3.6 million	SHOPP	Aaron Wolfram	PS&E	Project is holding on completion of updates to 2024 Standards because the CDP is currently awaiting appeal to the Coastal Commission. The Monterey County Planning Commission denied CDP on 2/22/2023 and denied appeal on 3/8/23. Board of Supervisors voted to appoint a working group to discuss additional options for rail selection. The Board denied a CDP at the 6/25/2024 meeting. CT is awaiting the decision of our appeal from the Coastal Commission.
6.	SR 68 Drainage Improvements (1J880)	From west of Sunset Dr to Toro Park (PM 0.2/15.7)	Drainage improvement, replace lighting, and install count stations	Winter 2026/27 – Winter 2027/28	\$8 million	SHOPP	Mark Leichtfuss	PS&E	This project is in the final stages of the PS&E phase working on completion of the CDP, Environmental permits, R/W appraisal and acquisitions. RTL is scheduled for June 2025.
7.	SR 68 Corridor Improvements (1J790)	On State Route 68 from Josselyn Canyon Road to San Benancio Road. (PM 4.87-13.7)	Operational Improvements	Winter 2027/28 – Fall 2030	\$52.5 million	STIP & AUTHORIZED	Chad Stoehr	PA&ED	Project is currently in Environmental studies phase. Draft Environmental Document was released in November 2023. Reviewing comments on DED and working towards final Project Report and FED.
8.	US 101 Drainage (1J890)	In and near King City, Greenfield, Soledad, Gonzales, and Salinas, from Paris Valley Road Overcrossing to Dunbarton Road (PM R28.23/100)	Rehabilitate drainage systems, replace overhead signs and structures, and update Transportation Management System (TMS) elements	Summer 2025 – Summer 2026	\$19.4 million	SHOPP MAJOR	Mark Leichtfuss	PS&E	This project is in the final stages of the phase working towards final design and environmental permits. RTL is scheduled on 2/14/24.
9.	US 101 King City CAPM (1K440)	Near King City from Jolon Road undercrossing to Lagomarsino Ave (PM R41.9/R49.0)	Pavement Preservation, TMS Elements, Lighting and Drainage	Fall 2026 - Fall 2027	\$27 million	SHOPP	Mark Leichtfuss	PS&E	This project is in the final stages of the phase working to complete R/W acquisitions and permits at Thompson's Gulch culvert. RTL is scheduled mid-June 2025.



PROJECT UPDATE – MONTEREY COUNTY

PREPARED FOR THE AUGUST 28, 2024, TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
10.	US 101 Prunedale Drainage (1H691)	At and near Prunedale between 0.4 mile north of Crazy Horse Canyon Overcrossing and 1.1 mile south of San Juan Road Overcrossing (PM 98.8./100.3)	Drainage System Rehab	Winter 2024/25 - Winter 2026/27	\$6.2 million	SHOPP MAJOR	Aaron Wolfram	PS&E/RW	Project achieved RTL on 6/27/2024. Greater than 120% submitted allocation approved by the CTC in August. Construction expected to begin once contract is advertised and awarded.
11.	SR 156 Castroville Boulevard Interchange (31601)	Castroville Boulevard and Highway 156 (PM R1.6/1.4)	Construct a new interchange	Spring 2026 – Spring 2028	\$54.5 million	STIP Measure X Federal Demo	Chad Stoehr	PS&E/RW	Final R/W and Environmental activities are ongoing with regards to utilities. CDFW ITP Permit and 1600 LSA Permits have been granted. Project submitted for SB1 Cycle 4 funding.
12.	SR 183 Salinas to Castroville CAPM (1K430)	South of Old Cemetery Rd near Salinas south of Del Monte Ave at Castroville (PM 2.1/8.3)	Roadway rehabilitation, TMS elements, lighting, and sign panel replacement	Spring 2024 - Winter 2024/25	\$6.9 million	SHOPP	Mark Leichtfuss	PS&E/RW	Construction contract approved on 12/21/23. Construction phase in progress.
13.	SR 183 Castroville Improvement Project (1H650)	Community of Castroville from Del Monte Ave. to Washington St (PM R8.3/9.98)	Asset Management Pilot Project	Winter 2024/25 – Spring 2028	\$20.3 million	SHOPP	Jackson Ho	PS&E/RW	RTL achieved on 6/28/24. Preparing for Advertisement.
14.	SR 183 Castroville Arch (1P540)	On Route 183 at Preston St (PM 9.46/9.46)	Beautify/rehabilitate overhead sign.	Fall 2024 – Winter 2024	\$500,000	Clean California	Jackson Ho	PS&E/RW	EP#2 approved. CCSD submitting detail revisions.
15.	Highway 1 Limekiln Creek Bridge Replacement (1F510)	In Monterey County from south of Limekiln Creek Bridge to just north of Limekiln Creek Bridge (PM 20.9-21.3)	Replace bridge	Summer 2027 – Fall 2030	\$96.2 million	SHOPP	Luis Duazo	PA&ED	The Environmental Document is being finalized. The Design phase will begin October 2024.



ACRONYMS USED IN THIS REPORT

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