

Mayor Donaldson Report

Below is a summary of board meetings I attended:

**Transportation Agency for Monterey County
(TAMC)**



April 22, 2026

TAMC Board Receives Measure X Seventh Year Audit Results & Measure X Annual Report

The Board of Directors of the Transportation Agency for Monterey County (TAMC) received a presentation on the Measure X Seventh Year Audit Results and the Measure X Annual Report. The Measure X Oversight Committee Chair Kevin Dayton presented the report.

On October 7, 2025, the Measure X Citizens Oversight Committee unanimously appointed Committee members Norm Groot, Monica Lal, and Robin Lee to serve on the audit subcommittee with Chair Kevin Dayton and Vice Chair Christie Cromeenes to conduct the independent audit for fiscal year 2024/2025 and to prepare the annual audit report.

The duties of the subcommittee are to conduct the audit, report their findings to the full oversight committee, prepare the Measure X Annual Report, present their findings and the Measure X Annual Report to the TAMC Board of Directors, and make their report available to the public.

The Measure X Audit Subcommittee conducted the independent audit and prepared the Measure X Annual Report in January 2026. The Measure X Citizens Oversight Committee received the results of the audit and the annual report on April 21, 2026, and the TAMC Board of Directors received them on April 22, 2026. The Measure X Annual Report is included in the TAMC Annual Report, which will be mailed to Monterey County residents in May 2026.

Be on the lookout for the audit report in your mailbox.

Highway 101 South of Salinas Project Status Report

TAMC's Board of Directors received an update on the status of the US 101 South of Salinas corridor. Caltrans, the lead agency, provided an update on recent progress, coordination with partner agencies, and upcoming milestones related to environmental, design, and funding activities for two projects along the US 101 South of Salinas corridor.

The "*South of Salinas Access Management Project*" is a short-term measure to address safety concerns. The project will prohibit left-turn and U-turn movements at eleven (11) uncontrolled intersections between Salinas and Chualar via implementation of full median closures. The Caltrans team will begin placement of the temporary barriers in November 2026 and complete work by March 2027.

To preserve local connectivity and emergency response capability, two emergency access points will remain open. A detour on Alisal and Old Stage Road will include all-way stop control at four intersections along Old Stage Road, improving safety and operational clarity for residents. Caltrans will make targeted improvements at the southbound exit ramp at the existing Chualar interchange to enhance safety and traffic flow.

Caltrans will complete construction of the permanent barriers in fall 2027. Caltrans secured \$3 million through the State Highway Operation and Protection Program (SHOPP) for this project.

The "*US 101 South of Salinas Corridor Improvement Project*" ("US 101 SOS") will address long-term issues including safety, freight movement, and congestion. This project has entered the environmental review phase with \$9.9 million in State Transportation Improvement Program funds.

Phase I of the US 101 SOS project will construct a new, relocated interchange north of Chualar, including a grade-separated crossing over the Union Pacific Railroad and the addition of new frontage roads with bicycle facilities to improve safety and connectivity for people traveling by bike and accessing transit. By improving access, circulation, and safety, the project will enhance transit reliability and support increased transit ridership along this corridor.

The US 101 SOS project directly addresses transportation impacts experienced by the small, rural, and disadvantaged community of Chualar. The new interchange and frontage roads will reduce cut-through traffic, improve access to regional destinations, and mitigate safety and environmental impacts that disproportionately affect the community today.

Caltrans will seek construction funding for Phase I through a Senate Bill 1 (SB 1) Trade Corridor Enhancement Program grant application in November 2026; the award decision will be made in June 2027.

Monterey One Water (M1W)



April 27, 2026

Informational Items:

- Community and Legislative Affairs Manager Rachel Gaudoin provided an update on the Communications and Outreach Plan for the Wastewater Rate Study and Proposition 218 Process for Fiscal Years 2027 through 2031 and presented the Legislative Advocacy Report for Quarter 3 for Fiscal Year 2025-2026
- Director of Employee Services Leara Sampson presented on organizational development strategies for Agency Talent Management

Public Hearing:

- Pursuant to Government Code Section 3502.3. Director of Employee Services Leara Sampson reported on the Agency's vacancies, recruitment and retention efforts

Board Actions:

- Approved a Second Amendment to the Contract for Advanced Water Purification Facility and Injection Well Facility (AWPF/IWF) Contracted Laboratory Testing Services for Various Title 22 Drinking Water Panels to Eurofins Drinking Water and Wastewater West, LLC in the Not-To-Exceed Amount of \$127,570, which includes a 10% Contingency.
- Adopted Resolution No. 2026-01, Authorizing a Contract for Advanced Water Purification Facility (AWPF) Laboratory Strontium Testing Services to Monterey Bay Analytical Services on a Sole Source Basis, without Formal Competitive Bidding in the Not-To-Exceed Amount of \$148,800.
- Awarded Contract to DDP Specialty (Dupont) for Reverse Osmosis System Membrane Procurement for the Advanced Water Purification Facility (AWPF) in the Not-To-Exceed Amount of \$511,800.00.
- Awarded Contract to Toray Membrane, USA for Membrane Filtration System Membrane Procurement for the Advanced Water Purification Facility (AWPF) in the Not-To-Exceed Amount of \$1,055,241.23
- Received the preliminary budget for Pure Water Monterey (fund 58) for Fiscal Year 2026/2027
- Accepted the M1W Regional Treatment Plant Comprehensive Master Plan Report for Upgrade of the Regional Treatment Plant

Kim Shirley's Council Report for Tuesday, May 19, 2026

Saturday, April 25th- Sustainable Del Rey Oaks, Tabling at The Oaks condominiums for food waste composting- I was happy to join Sustainable Del Rey Oaks at The Oaks condominiums as we tabled near their green organics container to talk about diverting their food waste from the trash. GreenWaste was there to assist. With an information flier and kitchen pails to hand out, we were able to teach people about how they can collect their food waste and then drop it off at the green yard waste containers. It was wonderful to meet some of the residents of The Oaks (shout out to Jose if you're reading this!) and to talk to people about putting their food waste in the green organics bins to help protect our climate by reducing harmful methane gas production.

Saturday, April 25th- Del Rey Oaks, Earth Day, Tabling for ReGen Monterey- After tabling at The Oaks, I headed over to Del Rey Park to table for ReGen Monterey. I was grateful for my canopy as it quickly started to rain, but I was happy that the rain didn't deter people from coming out for the event. I had a great time helping kids and adults with our sorting game, placing bean bags with different waste items in the proper containers. Two tidbits that I enjoyed passing on were that pizza boxes can be recycled (even with a few grease marks) and that it was better if they weren't torn apart, but instead were kept as a box (apparently, that makes it easier for the machines to sort them). I also frequently reminded people that napkins and tissues were not recyclable (the lightweight material gets wet and makes it difficult to sort with the other paper products). Overall, it was a great day!

Tuesday, April 28th- City Council Meeting- We began our meeting with a proclamation celebrating Arbor Day. Next, we had a presentation from the Executive Director of the Monterey Airport, Chris Morello. Ms. Morello has been with the airport for many years, and this last year was chosen as the Executive Director. It's been many, many years since the airport has provided information at a council meeting, so I appreciated her willingness to share what's happening at the airport. I was impressed with the amount of "green building" that's being put into the build-out of the terminal, and I do feel that should be commended. When it was time for questions, I asked about their limiting factors in terms of growth because I know many people worry about the airport continuing to increase flights. In terms of the sizes and the number of airplanes they can have at one time, they are limited by the dimensions of their runway. In terms of the number of planes overall, it sounds like they will be including space for two additional gates that may come in the future (they have 5 now), so it sounds like there's a potential for the frequency of flights to increase. I also asked about international flights, which Ms. Morello clarified that international flights were already coming to Monterey, but they are stopping first at another airport to clear their port of entry. In order to shorten that process, the airport is in the process of applying as a port of entry, which would prevent the need for those flights to land and take off at another

airport before they get to Monterey. Additionally, I asked if there was any non-aviation building that's in their Master Plan, and she confirmed that, at this time, they have nothing planned. Lastly, I asked if the airport would ever consider establishing an airport "Roundtable," which is an FAA-approved "committee" that provides a space for all stakeholders to come together to talk about noise or other issues with the airport. I suggested it would be beneficial to bring their neighbors to the table, and it would be beneficial to the airport to provide them with another avenue for educating the public. She said she would bring it back to their board. At the end of the presentation, our local Airport Director, John Gaglioti, got up to share that the "Air Carrier Service, Marketing, and Community Relations" committee meets every month and would be a more relaxed place where members of the public could bring up concerns and possibly get questions answered. Unfortunately, Director Gaglioti couldn't tell me when the committee meets (sounds like they were still settling on a time). In looking it up, the committee has met on the second Monday of the month at 10:30 as well as the third Wednesday of the month at 9:30, so there is not a consistent time. (Update: the next mtg is Monday, May 18th at 10:30 am)

After passing the consent agenda, we moved on to New Business, which was to consider approving ReGen Monterey's Technical Advisory Committee's Subgroup recommendation on the 2030 collection franchise planning process. Rob Hilton from HF&H, who was hired to facilitate this process as they are waste hauler contract specialists, presented the recommendation to go out for an RFP (request for proposals) for a new waste hauler when our contract is up in 2030. Rob also presented on the survey data that was collected, showing "affordability" as being the most important factor when deciding on a waste hauler. This was a similar presentation we received on April 17th at ReGen's board meeting, so I happily spoke first during council comments, talking about my support for this decision, as I both trusted the committee's work and thoughtful decision, and I felt it would be the most transparent method and could get us the most competitive bid for our next contract. After council comments, comments from the haulers, as well as the committee chair, the council passed both this recommendation along with an "Integrity Process Policy" which limits our ability to talk with the waste haulers during this process. And with that, our meeting ended.

Wednesday, May 6th- ReGen Monterey Finance Committee Meeting- Great meeting today, as we reviewed our draft budget for FY26-27. Mayor Bruce Delgado and I spent two hours meeting with our staff as they explained our budget for the next year, as well as projections for 3 additional years. With essentially a new finance team, we were given additional information, which was so helpful in understanding this complex process. With their conservative approach, we'll be able to cover all operations and still end up with net income. I learned that we hadn't been covering all of our reserve policies in the past few years, so this budget also fills in those gaps and gets us back on track, while also funding our necessary capital projects. The 3-year look into the future does show a large decrease in unrestricted cash, but our staff is confident, as am I, that we'll be able to make the

adjustments necessary to remain in the black. I'm looking forward to the full board discussion on this topic later this month.

Friday, May 8th- City Finance Committee Meeting- Today's meeting mainly focused on our operations budget for next year. The operations budget includes everything to keep the city up and running, along with general maintenance, and other things such as charitable contributions and travel budgets. This year, our operations budget was calculated as a deficit (\$336,965.00 in the red), meaning higher expenses when compared to our revenue. The good news is that it turns out we may break even, which is incredible, given that other cities are working with some pretty major deficits at the end of their budget year. For this next fiscal year, we will again have an operations budget that will be working in the deficit range. Property taxes and sales taxes are rising minimally, while our liability and medical insurance obligations are rising much higher. It was clear we were working with a first draft of our budget, as I was able to point out several areas in our budget that still needed to be updated, so the final deficit amount was unclear. We still have over \$1.5 million "unappropriated funds" in addition to our economic reserve funds of over \$1.6 million. The money in our unappropriated funds is what we'll use to cover any deficit we have next year.

Regarding additional projects for next year, our city manager is recommending that we not commit to any projects for next year because of the need to fix Rosita Rd (the original fix was paid for with FEMA money, but since it failed, it's unclear who will be paying for the final repair). I did ask if we could have a discussion about other maintenance issues and maybe provide prioritization for projects that need to be tackled in the city, but that request was turned down, and I was told that those decisions were only being made by our Public Works Director, Ron Fucci, in conjunction with our City Manager. I would like to at least see a list of potential projects that are on their radar for next year, but it didn't sound like that would be presented to the council. Also, last year we spent at least \$14,000 on new budget software, which will have an annual cost of at least \$11,000, and when I asked if our budget would be presented with the new software, I was told "not this year." I was disappointed that after all that time (council approved this cost last August), it would not be used to present our budget in a manner that would be more digestible for our residents. Lastly, when Mayor Donaldson asked a good question about areas where we can see reductions in expenses, our City Manager shared that staff is stretched and he had not done a good job of making sure staff only works on "core services." He mentioned there would be no website maintenance, as an example of things that won't get done, and he shared that expectations would need to be managed. He reminded us that our only chance at additional revenue would be working on a project where the Garden Center was located, but we'd need private investment for that, with a lot of research to make sure that it's something that would benefit the larger community as well as our city (as of now, there is no timeline for working on that project). He also reminded us that our police force is the most expensive portion of our city, and if we continue to operate with a deficit every year, without additional revenue, we may have to rethink these core services that remain much

of our identity. This is one of the reasons development in Ft. Ord is being pursued, but even if that gets built, it's likely we wouldn't see revenue coming in for another 10 years or so. After the City Manager's response, unfortunately, it left no room for the committee to discuss other options for future reductions in expenses.

Monday, May 11th- Monterey-Salinas Transit Administrative Performance

Committee- During this meeting, we received an update from our State advocates, who shared they're anticipating either a surplus or a balanced state budget for the next year, but they're also expecting deficits in future years. They'll be asking for additional money for SURF! mitigation measures, and they were asking for elected officials to reach out to Speaker Robert Rivas to talk with him about the amendments to the Cap and Invest program, which would significantly reduce our funding at MST. The Fed update was basically all about reductions for transportation, as you might expect.

We were also given a presentation on our draft budget for MST. Although they budgeted a large deficit for this year (\$10 M), it looks like we'll finish the financial year with a deficit of around \$2.6 M. Thankfully, we've got a \$50 M reserve, but in the next few years, we may need to look at big changes since this next year may also have a large deficit (\$10.6 M). This budget allows us to continue our regular bus routes, subsidize the vanpool program, provide 7 days of free bus fare, and continue to plan and design our new Salinas Operations and Maintenance Facility. As usual, MST will continue to seek grants for its capital projects, not increase bus fares, and closely monitor expenses.

Monday, May 11th- Monterey-Salinas Transit Board Meeting- Please see the MST board highlights in our agenda packet.

**Council Report from Councilmember John Uy
May 19, 2026 Meeting**

I. Council Report: Regular Meeting of the DRO City Council on April 28, 2026



Dear Del Rey Oaks neighbors,

At our regular City Council meeting on April 28, 2026, the Council considered several items that speak directly to the future of our city: environmental stewardship, airport development and neighborhood impacts, emergency communications, public safety staffing, and the long-term future of solid waste, recycling, and organics collection services. While these topics may appear separate, they are all connected by one important question: how do we protect the quality of life of Del Rey Oaks residents while planning responsibly for the future?

We began the meeting by recognizing Arbor Day 2026. This proclamation was a meaningful reminder that trees are not only beautiful additions to our neighborhoods, but also essential community assets. They help clean the air, reduce erosion, provide shade, support wildlife, increase property values, and contribute to the character and charm of Del Rey Oaks. I was especially pleased to see the proclamation recognize the efforts of the Del Rey Oaks Citizens Action Group and its “Oak Tree Give-a-Way” for residents. This is the kind of local, hands-on civic engagement that makes our small city special.

A major presentation was provided by Monterey Regional Airport Executive Officer Chris Morello. The presentation highlighted the airport’s role as an independent special district, its self-sufficient enterprise fund model, its importance for regional travel, emergency services, evacuation, firefighting, and economic development. The airport also shared updates on air service, including 30 combined daily arrivals and departures, nine nonstop destinations, and service from four commercial airlines.

For Del Rey Oaks, however, the airport is not an abstract regional asset. It is our neighbor. As the airport continues its major modernization efforts, including a replacement terminal, circulation improvements, sustainability goals, and the broader Safety Enhancement Program, I believe we must continue asking how growth or development affects residents who live closest to the airport. The presentation noted a \$200 million total Safety Enhancement Program cost estimate, with funding through federal grants and airport revenues, and \$130 million in federal funding received to date plus a \$20 million local match.

My focus remains on ensuring that airport modernization is balanced with neighborhood livability. Residents deserve clear answers on noise, flight paths, traffic spillover, air quality, long-term growth limits, and meaningful local voice. MRY’s presentation emphasized safety, sustainability, and regional convenience, and those are important goals. At the same time, Del Rey Oaks must continue to advocate for transparency, accountability, and real consideration of

the day-to-day impacts on our residents. My thoughts reflected these priorities, including the need to ask about cumulative impacts, noise accountability, traffic modeling, sustainability metrics, financial exposure, and whether smaller neighboring cities have a meaningful role in future airport decisions.

On the consent agenda, the Council considered routine but important city business, including approval of prior meeting minutes, monthly Fire Department, Police Department, and financial reports, authorization for the City Manager to execute the revised 2026 Agreement for 9-1-1 Emergency Communications Services and Governance, and approval of the amended salary schedule for FY 2025–26 with a 5% COLA for the Assistant City Manager/Chief of Police effective May 2, 2026.

The 9-1-1 agreement is especially important because emergency response depends on reliable, coordinated, and clearly governed communication systems. The packet explains that the revised agreement updates the governance structure, clarifies operational roles, and aligns with the Next Generation Emergency Network system. It also notes that the revision has no fiscal impact on the City because it does not modify the existing cost-sharing formula.

The major new business item was ReGen Monterey's Technical Advisory Committee Subgroup recommendation regarding the 2030 Collection Franchise Planning Process. Seven participating agencies, including Del Rey Oaks, currently have an exclusive franchise agreement with GreenWaste Recovery for solid waste, recycling, and organics collection services, and that agreement expires in 2030. The Council was asked to consider approving the recommendation to initiate a competitive Request for Proposals process, allowing GreenWaste and other service providers to compete for the next franchise agreement, along with approval of a Process Integrity Policy.

For me, this issue comes down to transparency, competition, resident cost, and service accountability. GreenWaste may continue to be a strong contender, but our responsibility is not to protect any one provider. Our responsibility is to protect the public interest. A competitive process allows the market to test pricing, service quality, innovation, and long-term value. It also gives residents greater confidence that the City is not simply extending an existing arrangement without fully examining whether better options may be available.

The staff report noted that the TAC Subgroup conducted a broad engagement process across residential, multi-family, commercial, and industry sectors. This included a statistically valid residential customer survey, community meetings, outreach to property owners and business leaders, and meetings with potential service providers. Industry participants reportedly viewed the service area as attractive and operationally viable because of service density, established customers, and publicly owned infrastructure.

The packet also reflected that while many businesses described GreenWaste as reliable and consistent, some expressed frustration with price increases after GreenWaste took over from Waste Management in 2015, as well as additional charges for certain services. Businesses identified quality of service and low rates as top priorities for a future collection agreement. That is exactly why an open RFP process matters. Residents and businesses deserve both good service

and fair pricing, and the best way to evaluate that is through a transparent and competitive process.

My notes for this item centered on several key questions: If GreenWaste is confident it offers the most competitive rates and highest service quality, why not welcome an RFP process? How do we separate cost increases caused by broader market conditions from cost increases caused by the procurement process itself? How do we preserve leverage for residents if we negotiate too early with the incumbent provider? And most importantly, what is the downside to residents of simply exploring the market before making a long-term decision?

As a Councilmember, I believe continuity is valuable, but it should not replace accountability. Good government requires us to ask careful questions before making long-term decisions that affect every household and business in Del Rey Oaks. Garbage, recycling, and organics collection may not always be the most visible city service, but residents feel it directly through their monthly bills, customer service experience, and neighborhood cleanliness. Any future agreement must be transparent, financially responsible, and centered on service standards our residents can actually feel in daily life.

Overall, the April 28 meeting reflected the kind of balanced work local government must do: honoring our trees and natural environment, listening carefully to regional partners, strengthening emergency systems, supporting public safety operations, and making thoughtful long-term decisions about essential services. My continued commitment is to ask questions that protect residents, promote transparency, and ensure that Del Rey Oaks remains a safe, beautiful, fiscally responsible, and people-centered city.

Thank you, as always, for staying engaged in the work of our City. Local government matters because it is where everyday concerns become public decisions. I remain grateful for the opportunity to serve Del Rey Oaks with care, diligence, and heart.

II. Council Report: Regular Meeting of the Seaside County Sanitation District (SCSD) Board of Directors – May 19, 2026



The Seaside County Sanitation District’s regular meeting was cancelled and rescheduled as a **Special Meeting** to be held on **Tuesday, May 19, 2026, at 9:30 AM** at the Seaside Council Chamber, 440 Harcourt Avenue, with virtual participation available.

As of this writing, the May 19 meeting has not yet occurred. The agenda includes consent items such as approval of the April 14, 2026 regular meeting minutes, approval of October

through December 2025 expenditures with a drawdown request of **\$844,659.28**, and receipt of the April 2026 operations report.

The Special Meeting will also include two New Business items: a first reading of an ordinance to amend the District Code regarding proportional capacity fees for Accessory Dwelling Units, and consideration of the proposed Fiscal Year 2026–2027 Operating and Capital Budget for the Seaside County Sanitation District.

I will continue to monitor these items closely, especially those affecting fiscal accountability, infrastructure planning, sewer capacity, and fair implementation of fees for Del Rey Oaks residents. The next regularly scheduled SCSDD meeting is listed for **June 9, 2026, at 9:30 AM**.

III. Council Report: AMBAG Board of Directors Meeting – May 13, 2026

The regularly scheduled meeting of the AMBAG Board of Directors on May 13, 2026 was attended on my behalf by Councilmember Kim Shirley, who served as Del Rey Oaks’ alternate representative on the AMBAG Board. I appreciate Councilmember Shirley’s continued service in representing our City in these important regional discussions, where transportation, housing, sustainability, and long-term planning decisions affect communities across Monterey Bay, including Del Rey Oaks.

