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

**Executive Committee**

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

**Wednesday, June 5, 2024**  
**\*\*9:00 AM\*\***

**MEETING LOCATION**

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

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

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

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

**OR**

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

**Meeting ID: 775 161 178**

**Password: 536047**

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

*Please see all the special meeting instructions at the end of this agenda*

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

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

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

**2. PUBLIC COMMENTS**

Any member of the public may address the Board on any item not on the agenda but within the jurisdiction of the Board. All public comments are limited to three (3) minutes, unless specified otherwise by the committee chair. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Board for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at [maria@tamcmonterey.org](mailto:maria@tamcmonterey.org) by 5:00 pm the Monday before the meeting, and such comments will be distributed to the Board before the meeting.

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

**3. CONSENT AGENDA**

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

**3.1. APPROVE** Executive Committee draft minutes of May 1, 2024.

**- Elouise Rodriguez**

**4. Legislative Update:**

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

**- Christina Watson**

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

**5. RECOMMEND** the Board of Directors extend the current contract with Thorn Run Partners for federal legislative assistance.

- Christina Watson

***TAMC's current contract for federal legislative assistance with Thorn Run Partners expires on December 31, 2024. This contract was secured via a formal Request for Qualifications (RFQ) process in 2021. Staff recommends a three-year extension of this contract to December 31, 2027.***

6. **RECIEVE** information about the Agency Investment Policy.

- Jefferson Kise

***Agency counsel's research determined that the California Code of Regulations (Title 21, Section 6623) stipulates that the County Treasurer holds the Transportation Agency of Monterey County's funds. This requirement prevents the agency from directly opening alternative investment accounts in search of higher yields.***

7. **RECOMMEND** that the Board of Directors ratify actions necessary for Agency staff to contract with an appraisal firm to determine the fair-market value of the Monterey Branch Line corridor.

- Todd Muck

***In 2003, the Transportation Agency purchased the Monterey Branch Line from Union Pacific Railroad using Proposition 116 bond funds granted by the State. The California Transportation Commission recently informed Agency staff that the ten-year deadline to begin service on the line has not been met and current proposed uses of the rail right-of-way are not consistent with the Proposition 116 guidelines. The Commission has proposed curative actions that would resolve the issue and allow the SURF! Busway and Bus Rapid Transit project to continue.***

8. **RECEIVE** report on draft agenda for June 26, 2024, TAMC Board meeting.

- Todd Muck

9. **ADJOURN**

#### **ANNOUNCEMENTS**

Next Executive Committee meeting:

**Wednesday, August 7, 2024, at 9:00 a.m.**

**Transportation Agency for Monterey County  
Conference Room**

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

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

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

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

[Elouise@tamcmonterey.org](mailto:Elouise@tamcmonterey.org)

[Important Meeting Information](#)

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

Transportation Agency for Monterey County  
[www.tamcmonterey.org](http://www.tamcmonterey.org)  
55B Plaza Circle, Salinas, CA 93901  
TEL: 831-775-0903  
EMAIL: [info@tamcmonterey.org](mailto:info@tamcmonterey.org)

Agenda Items: The agenda will be prepared by Agency staff and will close at noon five (5) working days before the regular meeting. Any member of the Board may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any support papers must be furnished by that time or be readily available.

## Memorandum

**To:** Executive Committee  
**From:** Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board  
**Meeting Date:** June 5, 2024  
**Subject:** Executive Committee Draft Minutes

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### **RECOMMENDED ACTION:**

**APPROVE** Executive Committee draft minutes of May 1, 2024.

### **SUMMARY:**

### **FINANCIAL IMPACT:**

### **DISCUSSION:**

### **ATTACHMENTS:**

1. Exec draft minutes May\_1\_2024

### **WEB ATTACHMENTS:**

**DRAFT MINUTES**

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

**EXECUTIVE COMMITTEE MEETING**

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

**Wednesday, May 1, 2024**

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

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

Alternate locations:

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

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

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

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

Others present: Shane Strong, County Counsel; Paul Schlesinger and Jim Davenport, Thorn Run Partners; Gus Khouri, Khouri Consulting; Yuri Anderson, Supervisor 4 District office; and Linda Gonzales & Jasmine Mejia Cortez, Supervisor District 1 office.

**2. PUBLIC COMMENTS**

No public comment.

**3. CONSENT AGENDA**

On a motion by Committee Member LeBarre, seconded by Committee Member Poduri, the Committee voted 5-0 to approve the minutes from the Executive Committee meeting of April 3, 2024.

Committee Member Alejo arrived after consent agenda approval.

**4. LEGISLATIVE UPDATE**

On a motion by Committee Member Askew, seconded by Committee Member Poduri, the Committee voted 6-0 on behalf of the Board of Directors to authorize Gus Khouri to negotiate with the author of AB 2535 to eliminate certain elements of the bill that would change TAMC's position from oppose to watch.

Jim Davenport and Paul Schlesinger, Agency Federal Legislative Consultants, reported that the 2024 transportation appropriations bill included a \$1.8 million earmark for the G12 corridor project, and that TAMC staff has submitted fiscal year 2025 earmark requests for the King City multimodal station and the Highway 1 Elkhorn Slough Climate Resiliency projects.

Gus Khouri, Agency State Legislative Consultant, presented a state legislative update. He noted that Governor Newsom is withholding all funding pending the May Revise Budget, due May 14, to avert a larger deficit. Mr. Khouri noted transportation funds are largely protected from the deficit as transportation is not dependent on the general fund.

## **5. FISCAL YEAR 2024-25 BUDGET & OVERALL WORK PROGRAM**

On a motion by Committee Member Askew, seconded by Committee Member Poduri, the Committee voted 5-0 to recommend that the Board of Directors approve Resolution 2024-07 adopting the fiscal year 24/25 budget and estimated budgets for fiscal years 25/26 and 26/27 and the Overall Work Program for FY 24/25, and; That the Board approve the 2024 Integrated Funding Strategy.

Jeff Kise, Director of Finance & Administration, and Mike Zeller, Director of Programming & Project Delivery, highlighted the budget and Integrated Funding Strategy with minor changes from last presented to the Board in February.

Mike Zeller, Director of Programming & Project Delivery, reviewed the annual Overall Work Program and Integrated Funding Strategy which describes the activities to be accomplished during the fiscal year beginning July 1 and ending June 30. Agency staff has incorporated comments from Caltrans into to the final proposed Overall Work Program to be presented to the Board in May with the fiscal year 2024/25 budget.

Jeff Kise, Director of Finance & Administration, reported that the Agency budget separates expenditures into operating and direct programs. Operating expenditures include salaries and benefits, materials and supplies, and equipment, noting staff is including a 3.8% cost of living increase to keep pace with inflation and stay competitive with other agencies. He noted on the operating side long range planning include software and space planning.

## **6. TAMC BOARD DRAFT AGENDA**

Executive Director Todd Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of May 22, 2024. After Executive Committee discussion, directions were provided to staff to place the following items for consideration on the regular agenda:

- 2024 National Public Works Week
- Employee of the Quarter Certificate
- Measure X Sixth Year Audit (FY 22/23) Results and the Measure X Annual Report
- Monterey Bay Drone Automation and Robotics Technology (DART) Initiative
- SR 68 Torero Drive cut through traffic anti-diversion demonstration
- Final Overall Work Program, Budget, and Integrated Funding Strategy

## **7. ADJOURNMENT**

Chair Lopez adjourned the meeting at 10:22 a.m.



**Memorandum**

**To:** Executive Committee  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** June 5, 2024  
**Subject:** **Legislative Update**

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

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

**SUMMARY:**

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

**FINANCIAL IMPACT:**

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

**DISCUSSION:**

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

**Attachment 1** is the draft state bill list, with cross-out and underline indicating changes since the last Board report. Priorities listed in the bill list refer to the adopted 2024 legislative program, online as a **web attachment**. There are no new position recommendations. **Attachment 2** is a state legislative update, focused on the potential budget impacts to the Active Transportation Program.

**Attachment 3** is a federal legislative update.

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

**ATTACHMENTS:**

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

**WEB ATTACHMENTS:**

- [TAMC 2024 Legislative Program](#)

**TAMC Bill Matrix – May 2024**

Measure	Status	Bill Summary	Recommended Position
<b>AB 6 (Friedman)</b> <b>Transportation Planning: regional transportation plans: Solutions for Congested Corridors</b>	6/14/23 Senate Transportation Two-year bill	As amended on March 16, this bill would require the State Air Resources Board (ARB) to establish additional greenhouse gas emission targets for automobiles and light trucks. The bill adds a 60-day timeline before the public participation process for a Metropolitan Planning Organization (MPO) to submit its technical methodology to ARB to determine greenhouse gas emissions reductions. An MPO must submit its sustainable communities strategy to ARB within 120 days of adoption, and ARB would be provided with 180 days, rather than 60, to review a sustainable communities strategy. This bill would require each Solutions for Congested Corridors project nomination to demonstrate how the project would contribute to achieving the state’s greenhouse gas emission reduction targets.	<b>Watch</b> <b>Priority 1S</b>
<b>AB 7 (Friedman)</b> <b>Transportation: project selection processes</b>	9/11/23 Senate Floor Two-year bill	As amended on September 1, this bill would require the California State Transportation Agency (CalSTA), the Department of Transportation (Caltrans), and the California Transportation Commission (CTC) to incorporate principles outlined in the Climate Action Plan for Transportation Infrastructure (CAPTI), the federal Infrastructure Investment and Jobs Act of 2021 (IIJA), and the federal Justice40 initiative into their existing program funding guidelines and processes.	<b>Watch</b> <b>Priority 1S</b>
<b>AB 817 (Pacheco)</b> <b>Open meetings: teleconferencing: subsidiary body</b>	5/1/24 Senate Local Government	This bill allows, until January 1, 2026, a subsidiary body of a local agency to teleconference without meeting all of the teleconferencing requirements of the Ralph M. Brown Act (Brown Act). A subsidiary body is defined as a commission, committee, board, or other body of a local agency, whether permanent or temporary, decision-making or advisory, created by charter, ordinance, resolution, or formal action of a legislative body that does not take final action on behalf of a local entity.	<b>SUPPORT</b> <b>Priority 15S</b> <b>Letters sent 5/10/24</b>

**TAMC Bill Matrix – May 2024**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>AB 1773 (Dixon)</b> <b>Vehicles: bicycles on boardwalks</b>	4/17/24 Assembly Transportation Failed Passage	This bill would prohibit the use of e-bikes on a boardwalk, regardless of whether the facility also provides bicycle access. The bill would impose a fine, not to exceed \$35, against a person convicted of an infraction for a violation of an ordinance prohibiting or regulating e-bikes on recreational trails, including boardwalks.	<b>Watch</b> <b>Priority 9S</b>
<b>AB 1904 (Ward)</b> <b>Transit buses: yield right-of-way sign</b>	5/1/24 Senate Transportation	This bill would allow transit agencies statewide to equip buses with a yield right-of-way sign on the left rear of the bus designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers.	<b>Watch</b> <b>Priority 9S</b>
<b>AB 2302 (Addis)</b> <b>Open meetings: local agencies: teleconferences</b>	5/22/24 Senate Local Government	This bill revises the Brown Act to allow local legislative bodies to meet virtually more frequently based on the number of meetings that they convene. While there are no changes to those entities that meet monthly, entities that meet twice per month can meet virtually five times annually, and those that meet three times or monthly can meet seven times virtually annually. This bill would not impact any TAMC meeting as none of them meet twice per month.	<b>Watch</b> <b>Priority 15S</b>
<b>AB 2259 (Boener)</b> <b>Transportation: bicycle safety handbook</b>	5/22/24 Senate Rules	This bill would require the California State Transportation Agency (CalSTA) to develop and distribute, on or before September 1, 2025, a bicycle safety handbook that includes information on, among other things, existing laws regulating bicycles and e-bikes.	<b>SUPPORT</b> <b>Priority 9S</b> <b>Letter sent</b> <b>4/10/24</b>

**TAMC Bill Matrix – May 2024**

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 2266 (Petrie-Norris)</b> <b>California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project</b></p>	<p>4/4/24 Assembly Transportation &amp; Natural Resources Failed Passage</p>	<p>This bill would require the ARB to authorize a voucher issued under the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project to be used for the acquisition of any zero-emission vehicle that meets specified requirements.</p>	<p align="center"><b>Watch</b> <b>Priority 13S</b></p>
<p><b>AB 2290 (Friedman)</b> <b>Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program</b></p>	<p>5/20/24 Assembly Floor</p>	<p>As amended on April 1, this bill would prohibit the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a residential street with a design speed limit of 20 miles per hour or less or the project will reduce the design speed limit to 20 miles per hour or less. A Class III bikeway is defined as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. This bill would establish the Bikeway Quick-Build Project Pilot Program to expedite development and implementation of bikeways on the state highway system.</p>	<p align="center"><b>Watch</b> <b>Priority 2S</b></p>
<p><b>AB 2401 (Ting)</b> <b>Clean Cars 4 All Program</b></p>	<p>5/22/24 Senate Rules</p>	<p>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.</p>	<p align="center"><b>SUPPORT</b> <b>Priority 4S</b> <b>Letter sent 4/10/24</b></p>

**TAMC Bill Matrix – May 2024**

Measure	Status	Bill Summary	Recommended Position
<b>AB 2535 (Bonta)</b> <b>Trade Corridor Enhancement Program</b>	5/16/24 Assembly Appropriations Failed Passage	As amended April 24, this bill would alter the Trade Corridor Enhancement Program (TCEP) to allow investment targets into zero-emission freight infrastructure. The minimum investment target is 15%, increasing by 5% each cycle until it reaches 50%. Additionally, starting on January 1, 2025, the Department of Housing and Community Development (HCD) and State Air Resources Board (ARB) would create guidance for programming projects that expand a highway's physical footprint to address the impact on the highest 10% of CalEnviroScreen communities. This guidance must be incorporated into the January 1, 2028, programming cycle, which is Cycle 5.-Lastly, the bill would require the applicant agency to complete the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) within six months of the California Transportation Commission (CTC) adopting the TCEP program of projects as a condition of CTC funding for design, right-of-way, and capital construction costs.	<b>OPPOSE</b> <b>Priority 1S</b> <b>Letter sent 4/10/24</b>
<b>AB 2583 (Berman)</b> <b>School Zones and Routes</b>	5/22/24 Senate Rules	As amended on April 8, this bill would establish a default speed limit of 20 miles per hour in school zones during the hours before the school day begins and after the school day ends.	<b>Watch</b> <b>Priority 9S</b>
<b>AB 2744 (McCarty)</b> <b>Vehicles: pedestrian, bicycle, and vehicle safety</b>	4/22/24 Assembly Transportation Failed Passage	As amended on April 15, this bill would prohibit the construction of slip lanes For purposes of this section, “slip lane” means a channelized right-turn lane that channelizes the right-turn lane between an island and the curb that allows a vehicle to turn onto a cross street without entering an intersection.	<b>Watch</b> <b>Priority 9S</b>

**TAMC Bill Matrix – May 2024**

Measure	Status	Bill Summary	Recommended Position
<b>AB 2796 (Alvarez)</b> <b>Equitable Access to Zero-Emissions Vehicles Fund</b>	3/11/24 Assembly Transportation Failed Passage	This bill would require the ARB to establish the Equitable Access to Zero-Emission Vehicles Fund to offer rebates for the purchase of zero-emission vehicles.	<b>Watch</b> <b>Priority 4S</b>
<b>AB 2815 (Petrie-Norris)</b> <b>Clean Transportation Program: electric vehicle charging stations</b>	5/22/24 Senate Rules	As amended on April 3, this bill would require the State Energy Resources Conservation and Development Commission to provide funding through a new or existing program under the Clean Transportation Program for repair or replacement of nonoperational electric vehicle charging stations that are at least 5 years old, that were installed before January 1, 2024, and that are in a publicly available parking space. The bill would require the commission to allocate at least 50% of that funding to low-income communities and disadvantaged communities.	<b>Watch</b> <b>Priority 4S</b>
<b>AB 2869 (Friedman)</b> <b>Department of Transportation: trail access: infrastructure projects</b>	5/16/24 Assembly Appropriations Failed Passage	As amended on April 2, this bill requires Caltrans to mitigate the impact of infrastructure projects on safe access to parks and recreational areas and trails.	<b>Watch</b> <b>Priority 11S</b>
<b>AB 3005 (Wallis)</b> <b>Motor Vehicle Fuel Tax Law: adjustment suspension</b>	3/11/24 Assembly Transportation Failed Passage	This bill would suspend the annual inflationary adjustment of gas tax revenues, which would create a deficit of funding for the State Transportation improvement Program, State Highway Operations and Protection Program, and local streets and roads.	<b>OPPOSE</b> <b>Priority 1S</b> <b>Letter sent 4/10/24</b>

**TAMC Bill Matrix – May 2024**

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 537 (Becker)</b>  <b>Open meetings: multijurisdictional, cross-county agencies: teleconferences</b></p>	<p>9/14/23                      Assembly Floor                      Two-year bill</p>	<p>As amended on September 5, this bill authorizes multi-jurisdictional, cross-county legislative bodies to use alternate teleconferencing provisions if the authorizing agency has adopted a resolution. The bill would require a legislative body to provide a record of attendance of the members of the legislative body, the number of community members in attendance in the teleconference meeting, on its internet website within <u>10</u> days after a teleconference meeting. The bill requires a quorum of members of the legislative body to participate from one or more physical locations that are open to the public and within the boundaries of the agency’s jurisdiction. The bill would require a member who receives compensation for their service on the legislative body to participate from a physical location that is open to the public. The bill requires the legislative body to identify in the agenda each member who plans to participate remotely and to include the address of the publicly accessible building from each member will participate via teleconference. The bill would prohibit a member from participating remotely pursuant to these provisions unless the remote location is the member’s office or another location in a publicly accessible building and is more than 40 miles from the in-person location of the meeting.</p>	<p><b>SUPPORT</b>  <b>Priority 15S</b>  <b>Letter sent 6/27/23</b></p>
<p><b>SB 768 (Caballero)</b>  <b>CEQA: ARB: vehicle miles traveled: study</b></p>	<p>4/29/24                      Assembly                      Natural Resources</p>	<p>As amended on January 11, 2024, this bill would require the ARB to coordinate with relevant agencies, including Regional Transportation Planning Agencies (RTPAs), to conduct a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to the California Environmental Quality Act (CEQA).</p>	<p><b>SUPPORT</b>  <b>Priority 2S</b></p>
<p><b>SB 947 (Seyarto)</b>  <b>Caltrans: state highway projects: agreements with public entities: project design changes</b></p>	<p>4/24/24                      Senate                      Transportation                      Failed Passage</p>	<p>This bill would require Caltrans, in an agreement with a city, county, or other public entity for the contribution of funds for the acquisition, construction, or improvement of any portion of state highway, to include a provision that makes Caltrans responsible for any additional costs associated with a new project design adopted by Caltrans after the project is included in the state transportation improvement program or the state highway operation and protection program.</p>	<p><b>Watch</b>  <b>Priority 8S</b></p>



**TAMC Bill Matrix – May 2024**

Measure	Status	Bill Summary	Recommended Position
<b>SB 955 (Seyarto)</b> <b>Office of Planning and Research:</b> <b>Infrastructure Gap-Fund Program</b>	5/16/24 Senate Appropriations Failed Passage	As amended April 4, this bill would require the Governor’s Office of Planning & Research (OPR) to establish the Infrastructure Gap-Fund Program. The bill would authorize the office to provide funding for up to 20% of a project’s total cost, subject to specified requirements, including, among other things, that the office is prohibited from awarding a grant to a local agency unless the local agency provides funding that has been raised through local taxes for at least 10% of the infrastructure project’s total cost. The bill requires OPR to develop guidelines to provide grants to help local agencies complete broadband construction, fire stations, schools, health and safety improvements, and road projects that lead to a reduction in the vehicle miles traveled on roads and improve the public health, safety, and welfare. Only a city, county or a city and county can receive funding.	<b>Watch</b> <b>Priority 3S</b>
<b>SB 960 (Wiener)</b> <b>Transportation:</b> <b>planning: complete streets facilities:</b> <b>transit priority projects</b>	5/22/24 Assembly Rules	As amended April 16, 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.	<b>Watch</b> <b>Priority 1S</b>
<b>SB 961 (Wiener)</b> <b>Vehicles: safety equipment</b>	5/22/24 Assembly Rules	As amended May 8, this bill would require 50% of certain vehicles, commencing with the 2029 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 would exempt emergency vehicles from this requirement.	<b>Watch</b> <b>Priority 9S</b>

**TAMC Bill Matrix – May 2024**

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 1098 (Blakespear)</b> <b>Passenger and freight rail: LOSSAN Rail Corridor</b></p>	<p>5/22/24 Senate Floor Consent Calendar</p>	<p>As amended on March 20, 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.</p>	<p align="center"><b>Watch</b> <b>Priority 16S</b></p>
<p><b>SB 1387 (Newman)</b> <b>California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project</b></p>	<p>5/22/24 Senate Floor Consent Calendar</p>	<p>As amended on April 25, this bill requires the State Air Resources Board to authorize a zero-emission vehicle voucher issued under the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project to be used for the acquisition of any zero-emission vehicle has a gross vehicle weight rating that exceeds 8,500 pounds and the vehicle is purchased for fleet operations by a public or private fleet or for personal and commercial use by an individual. If the voucher is provided to an individual to acquire a vehicle for personal and commercial use, the bill would require that individual to attest under penalty of perjury that the vehicle will be primarily used in furtherance of a valid commercial or business purpose, but limited, to hauling and towing.</p>	<p align="center"><b>Watch</b> <b>Priority 13S</b></p>



May 23, 2024

TO: Board Members, Transportation Agency for Monterey County  
FROM: Gus Khouri, President  
Khoury Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – MAY**

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### **General Outlook**

The legislature is currently working on legislation in the house of origin (Assembly bills in the Assembly, Senate bills in the Senate), that must be approved by May 24. Bills that progress to the next house will then be assigned to policy committees, which must conclude their business by July 3. Summer Recess begins upon adjournment of Session on July 3. The legislature reconvenes on August 5. The Appropriations committees must approve bills by August 16. Both houses will have Floor Session only between August 19 through 31. The 2024 Calendar states that August 31 will be the final day of the 2023-24 Legislative Session. The legislature is currently going through its budget subcommittee process to take public comment on the Governor's proposed FY 24-25 State Budget, including the May revision that was released on May 10. The State Budget must be enacted by the legislature on June 15 and signed by the Governor by June 30. Governor Newsom will have until September 30 to sign or veto legislation.

### **Committee Omnibus Bill**

TAMC is seeking technical corrections to harmonize statutory references to the Transportation Agency for Monterey County. The language would replace inconsistent statutory references using the word "of" to use the word "for" throughout various code sections.

### State Budget – May Revision – Active Transportation Program

On May 10, Governor Newsom released his May Revision to the proposed fiscal year (FY) 2024-25 State Budget, citing a \$27.6 billion General Fund deficit. A full analysis was provided to the May Board meeting. One element of the proposed budget that deserves more elaboration is the **Active Transportation Program**, for which the governor proposes a reduction of \$399 million, in addition to the \$200 million proposed in January, leaving \$451 million of General Fund, which is a 57% cut of the original amount (\$1.05 billion). This cut will impact the California Transportation Commission’s ability to fund all projects awarded in Cycle 6, which covers FY 23-24 to FY 26-27. Monterey County received a total of \$44.5 million in Cycle 6 ATP awards for the following projects:

<b>Recipient</b>	<b>Project</b>	<b>Award</b>
King City	San Antonio Drive	\$11,000,000
Monterey County	Castroville Community & School	\$6,400,000
Monterey County	Chualar Community & School	\$6,300,000
Monterey County	San Ardo Community & School	\$3,400,000
Salinas	Alisal Safe Routes to School	\$1,000,000
Salinas	Harden Parkway Path	\$8,000,000
TAMC	FORTAG California Avenue	\$8,400,000
<b>TOTAL</b>		<b>\$44,500,000</b>

Applications for Cycle 7, which are due on June 17 and cover programming capacity between FY 2025-26 and FY 2028-29, will be impacted. TAMC is applying for the FORTAG Laguna Grande segment in Seaside and assisting the Cities of Soledad and Salinas in their applications for Cycle 7.

CalSTA Secretary Toks Omishakin noted that \$980 million over the next four years is programmed for biking and walking infrastructure improvements in the State Highway Operation and Protection Program .

**TO:** Christina Watson

**FROM:** Paul Schlesinger  
Jim Davenport

As a brief follow-up to our May 3 report, we reported the unfortunate news that neither Rep. Panetta nor Rep. Lofgren requested funding for TAMC's projects as part of the Fiscal Year 2025 community project funding (CPF) process. As you know, TAMC submitted its CPF requests for \$2 million for Elkhorn Slough Highway 1 to Rep. Jimmy Panetta and \$1.5 million for the King City Multimodal Transportation Center to Rep. Zoe Lofgren. Both members posted their 15 submissions last week, and TAMC's projects were not listed. Lofgren submitted five transportation projects for her district while Panetta submitted three.

Given that our projects will not advance in the House, like last year, we have now focused our attention on Senators Butler and Padilla, to ask that they consider our projects. The Senators will begin posting their submissions to the Senate Appropriations Committee in early June. According to Padilla's staff, his transportation funding requests will be posted on June 4, and we surmise that Butler's submissions will be posted on or around the same date.

We will continue to report back to you on any developments. Please let us know if you have any questions.

**Memorandum**

**To:** Executive Committee  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** June 5, 2024  
**Subject:** **Federal Legislative Assistance**

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**RECOMMENDED ACTION:**

**RECOMMEND** the Board of Directors extend the current contract with Thorn Run Partners for federal legislative assistance.

**SUMMARY:**

TAMC's current contract for federal legislative assistance with Thorn Run Partners expires on December 31, 2024. This contract was secured via a formal Request for Qualifications (RFQ) process in 2021. Staff recommends a three-year extension of this contract to December 31, 2027.

**FINANCIAL IMPACT:**

The current contract with Thorn Run Partners is for a total not-to-exceed amount of \$201,850. Thorn Run Partners bills TAMC \$5,000 per month plus expenses. To date, they have only billed \$136.66 for expenses for two Board member visits (of a total \$16,850 set aside for travel and expenses). This contract is paid for using Agency Reserve funds. A three-year extension of this contract would increase the total not-to-exceed amount by \$185,000 for a total not-to-exceed amount of \$386,850.

**DISCUSSION:**

TAMC approved a formal Request for Qualifications (RFQ) in 2021. TAMC received statements of qualifications from four firms. The TAMC Board approved a contract with Alcalde & Fay on May 26, 2021. Paul Schlesinger was a key reason why the Agency selected that firm. Mr. Schlesinger transferred to Thorn Run partners in November 2021, and the TAMC Board approved executing a contract with Thorn Run Partners on December 1, 2021.

In the past 2.5 years, Thorn Run has successfully advocated for TAMC to secure two federal community project funding requests: \$1 million for the US 101 Spence Road auxiliary lane (fiscal year 2023), and \$1,811,000 for the Pajaro-to-Prunedale G12 corridor project (fiscal year 2024). They are supporting TAMC's current requests for funding for the King City Multimodal Station and the Elkhorn Slough Highway 1 Climate Resiliency project (fiscal year 2025). They have supported our federal grant efforts. They have supported visits of Board members to Washington, DC and set up teleconference / videoconference meetings with our federal representatives and agency officials. They provide monthly reports to the Executive Committee & Board and weekly updates to staff.

Should the Executive Committee recommend an extension of the current contract with Thorn Run Partners, staff will bring a contract amendment to a future Board meeting; should the Committee not recommend an extension, staff would prepare a new Request for Qualifications for the June Board agenda.

**ATTACHMENTS:**

None

**WEB ATTACHMENTS:**

**Memorandum**

**To:** Executive Committee  
**From:** Jefferson Kise, Director of Finance & Administration  
**Meeting Date:** June 5, 2024  
**Subject:** Investment Policy Update

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**RECOMMENDED ACTION:**

**RECIEVE** information about the Agency Investment Policy.

**SUMMARY:**

Agency counsel's research determined that the California Code of Regulations (Title 21, Section 6623) stipulates that the County Treasurer holds the Transportation Agency of Monterey County's funds. This requirement prevents the agency from directly opening alternative investment accounts in search of higher yields.

**FINANCIAL IMPACT:**

There is no financial impact, as the agency will continue to receive its County Investment Pool income.

**DISCUSSION:**

The rise in interest rates over the last couple of years has caused some to question the relatively low yield being realized by the agency's investments. Staff investigated the possibility of opening alternative investment accounts to expand the agency's range of investment alternatives. Additionally, staff met with the County Treasurer and her staff to discuss the situation and receive a presentation by the Treasurer's office on its investment guidelines and results. The County Pool has a maximum investment horizon of five years, the result of which is that in a rising rate environment, the pool's average yield is depressed by the relatively low yield of longer term investments purchased when rates were low. The flip side is that when rates start to go down, the pool's yield would not drop as quickly since it will be propped up by long-term instruments bought during the high rate period.

Finally, staff inquired about large one-time investments in light of the pending lump sum Senate Bill (SB) 125 distributions for transit and rail projects. While the County Pool will permit large lump sum investments into targeted investment instruments, the buyer is locked in for the term, which is not the case with normal pool purchases. Staff does not recommend locking up agency funds in this way, and concludes the agency is doing the very best it can with the investment alternatives permitted.

**ATTACHMENTS:**

None

**WEB ATTACHMENTS:**





**Memorandum**

**To:** Executive Committee  
**From:** Todd Muck, Executive Director  
**Meeting Date:** June 5, 2024  
**Subject:** Prop 116 & Monterey Branch Line

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**RECOMMENDED ACTION:**

**RECOMMEND** that the Board of Directors ratify actions necessary for Agency staff to contract with an appraisal firm to determine the fair-market value of the Monterey Branch Line corridor.

**SUMMARY:**

In 2003, the Transportation Agency purchased the Monterey Branch Line from Union Pacific Railroad using Proposition 116 bond funds granted by the State. The California Transportation Commission recently informed Agency staff that the ten-year deadline to begin service on the line has not been met and current proposed uses of the rail right-of-way are not consistent with the Proposition 116 guidelines. The Commission has proposed curative actions that would resolve the issue and allow the SURF! Busway and Bus Rapid Transit project to continue.

**FINANCIAL IMPACT:**

The Agency purchased the Monterey Branch Line using \$9,228,475 of Proposition 116 rail bond funds in 2003. California Transportation Commission staff are recommending the Agency pay a credit to the State for the fair-market value of the property in 2024 dollars to rectify the missed deadline to begin service. To determine the fair-market value of the corridor, the Agency will need to retain the services of an appraisal firm, which is expected to be under \$50,000, funded by rail lease revenues. Failure to do so would jeopardize the \$78 million in secured funding for the SURF! Busway and Bus Rapid Transit project.

**DISCUSSION:**

The Monterey Branch Line stretches 16 miles from Castroville to downtown Monterey. Originally used for freight and passenger rail, the line has been dormant since 1978 after the switch connecting the branch line to the mainline tracks in Castroville was removed. The Transportation Agency purchased the line from Union Pacific Railroad (UP) in 2003 for \$9.2 million using Proposition 116 funding granted by the State and approved by the California Transportation Commission (CTC).

In 2009, the TAMC Board adopted light rail as the preferred use for the Branch Line. The project was split into two phases: Phase 1 (Monterey to Marina) estimated at \$165 million, and Phase 2 (Marina to Castroville) estimated at \$40-50 million. However, funding constraints halted progress. TAMC's 2011 Alternatives Analysis reaffirmed light rail as the long-term goal but identified bus rapid transit (BRT) as a viable interim solution.

In 2018, Monterey-Salinas Transit (MST) and Santa Cruz Metro conducted the Monterey Bay Area Feasibility Study of Bus on Shoulder Operations, which concluded that utilizing the Monterey Branch

Line for BRT would be more cost-effective than widening State Route 1. Consequently, MST and TAMC sought funds for the “SURF!” Busway and Bus Rapid Transit project, supported by \$15 million from TAMC's Measure X local transportation sales tax measure.

The Caltrans 2018 State Rail Plan, the TAMC 2021 Monterey Bay Area Rail Network Integration Study, and the draft Caltrans 2023 State Rail Plan all endorse the near-term bus service as a precursor to eventual rail service on the corridor. The long-term vision of those plans includes passenger rail connecting Monterey to Santa Cruz by 2050.

With the SURF! project set to begin construction in October 2024, questions arose about its eligibility for Proposition 116 funds. Preliminary legal review by the CTC concluded that the project did not meet Proposition 116's definition of a rail project and that TAMC missed the ten-year window to begin rail service as required by Proposition 116 guidelines. To resolve this, CTC proposed TAMC repay the purchase price at fair-market value through credits for other eligible rail projects. Eligible fund types and rail projects still need to be negotiated and agreed upon with CTC staff, but an example discussed was using the Agency's State Transportation Improvement Program funding on the Monterey County Rail Extension project as a credit toward that price. This course of action would allow the SURF! project to continue, provided that agreements can be in place in time for the project to receive its Coastal Commission permits, and the credit to be paid with investments the Agency would otherwise already be making in rail projects, meaning there would be no net loss of funding for rail projects in Monterey County.

The Coastal Commission has a September 2024 deadline to consider the Coastal permit for the SURF! project. To meet this, TAMC will likely need to appraise the Monterey Branch Line corridor to establish the fair-market value, which would be used as the basis for the amount of the credit. Executive Committee direction is needed to proceed with the appraisal and seek Board ratification at the June 2024 meeting. Concurrently, TAMC staff is working with CTC staff to determine if alternatives to fair-market valuation would satisfy the California Transportation Commission.

**ATTACHMENTS:**

None

**WEB ATTACHMENTS:**