



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

EXECUTIVE COMMITTEE

Members are: Robert Huitt (Chair), Luis Alejo (1st Vice Chair), Ed Smith (2nd Vice Chair), John Phillips (Past Chair), Mary Adams (County Representative), Mike LeBarre (City Representative)

**Wednesday, April 3, 2019
Transportation Agency Conference Room
55-B Plaza Circle, Salinas**

****9:00 AM****

1. ROLL CALL

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 Committee on any item not on the agenda but within the jurisdiction of Transportation Agency and Executive Committee. Comments on items on today's agenda may be given when that agenda item is discussed.

3. BEGINNING OF 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 the Executive Committee draft minutes of March 6, 2019.

-Rodriguez

END OF CONSENT AGENDA

REGULAR AGENDA

4. **RECEIVE** update on state legislative activities and **RECOMMEND** the Board adopt positions on legislation.

- Watson

Staff will present a legislative update and a bill list for consideration and recommendation to the Board.

5. **RECEIVE** an update on the Salinas Rail Station Package 1 Bid Opening.

- Williamson

TAMC held a bid opening for the Salinas Rail Station Package 1 project on March 19, 2019.

6. **RECOMMEND** appointment of a delegate and alternate delegate to the California Association of Councils of Government, for consideration by the Agency Board of Directors.

-Hale

The California Association of Councils of Government (CalCOG) is a statewide association representing approximately 45 councils of government and regional planning agencies, including the Transportation Agency for Monterey County. Delegates meet three times a year. Former TAMC Board member Jerry Edelen served as the delegate and Board member Simon Salinas served as the alternate delegate.

7. **RECEIVE** report on draft TAMC Board meeting agenda of April 24, 2019.

- Hale

8. **ANNOUNCEMENTS**

9. **ADJOURN**

NEXT MEETING

Next Executive Committee meeting is:

Wednesday, May 1, 2019

There will be no Executive Committee meeting in December.

Please mark your calendars.

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 inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901-2902
Monday thru Friday 8:00 a.m. - 5:00 p.m.
TEL: 831-775-0903
FAX: 831-775-0897

CORRESPONDENCE, MEDIA CLIPPINGS, AND REPORTS - No items this month.



Memorandum

To: Executive Committee
From: Elouise Rodriguez, Senior Administrative Assistant
Meeting Date: April 3, 2019
Subject: **Executive Draft Minutes of March 6, 2019**

RECOMMENDED ACTION:

APPROVE the Executive Committee draft minutes of March 6, 2019.

ATTACHMENTS:

- ▣ Executive Committee Draft Minutes of March 6, 2019

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 are: Robert Huitt (Chair),
Luis Alejo (1st Vice Chair), Ed Smith (2nd Vice Chair),
John Phillips (Past Chair),
Mary Adams (County representative), Michael LeBarre (City representative)*

Wednesday, March 6, 2019

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

Transportation Agency Conference Room
55-B Plaza Circle, Salinas

EXECUTIVE COMMITTEE	JUN 18	AUG 18	SEPT 18	OCT 18	NOV 18	JAN 19	FEB 19	MAR 19	APR 19	MAY 19	JUN 19
Luis Alejo, 1st Vice Chair Supr. Dist. 1 (L. Gonzales ; J. Gomez)	P(A)	P	P	P(A)	P(A)	P(A)	P	P(A)			
Michael LeBarre, City Representative King City (C. DeLeon)	P	P	P	E	P	P	P	P			
Robert Huitt, Chair Pacific Grove (D. Gho)	P(A)	P	P	P	P	P	P	P			
John Phillips, Past Chair Supr. Dist. 2 (J. Stratton)	P	P(A)	P	P	P	P	P	P(A)			
Mary Adams, County Representative Supr. Dist. 5 (Y. Anderson)	P	P(A)	P	P	P		P	P(A)			
Ed Smith, 2nd Vice Chair Monterey (A. Renny)	E	P	P	P	E	P	E	P			

- 1. CALL TO ORDER:** Chair Huitt called the meeting to order at 9:00 a.m. Alternate Javier Gomez representing Supervisor Alejo arrived after item 4 was approved.

Staff present: Muck, Rodriguez, and Watson

Others present: Agency Counsel Kay Reimann and Gus Khouri, TAMC’s Legislative Consultant (via phone)

- 2. PUBLIC COMMENTS:** None.

3. CONSENT AGENDA:

On a motion by Committee Member LeBarre and seconded by Chair Huitt, the committee voted 4-0 to approve the consent agenda, with Smith abstaining.

- 3.1** Approved minutes from the Executive Committee meeting of February 6, 2019.

END OF CONSENT

4. STATE AND FEDERAL LEGISLATIVE UPDATES

On a motion by Committee Alternate Anderson and seconded by Committee Member LeBarre, the Committee voted 5-0 to recommend that the Board adopt positions on legislation and to approve a sponsor position on Senate Bill (SB) 628 (Caballero).

Christina Watson, Principal Transportation Planner, reported that the federal shutdown ended in February, and Congress negotiated a budget for fiscal year 2019. The funding for transportation includes \$49.3 billion for the Federal Highway Administration, \$13.4 billion for the Federal Transit Administration, \$2.9 billion for the Federal Railroad Administration, and \$900 for the Better Utilizing Investments to Leverage Development program. She reported that at the State of the State address, Governor Newsom announced his intention to complete the portion of the High-Speed Rail project on the Central Valley (Bakersfield to Merced) and the bookends Caltrain in the San Francisco area and Metrolink in Southern California. She noted that staff will continue to stay involved as it relates to the TAMC rail projects.

Gus Khouri, Agency Legislative Consultant, reported on state legislative priorities and highlighted bills of interest. He addressed the Governor's proposal to leverage transportation funds to punish regions that do not meet their housing production goals. He reported on pressure from the California Air Resources Board (CARB) favoring projects that reduce vehicle miles traveled, putting at risk Measure X projects that are focused on safety or goods movement. Mr. Khouri also noted that the Local Partnership Program is facing tension from southern California entities that wish to change the formula from 50% to 95% of the program, reducing the amount of funding for competitive awards under that program.

Ms. Watson asked the Committee to take action on behalf of the Board to approve a "sponsor" position on SB 628 (Caballero), per TAMC legislative priority #4S.

Committee Member LeBarre requested more information about SB 50 (Wiener) regarding transit-oriented development limits, asking whether the author would consider

adding a 1-mile radius for rural towns to the qualifying projects. Mr. Khouri said he would investigate and report back.

Committee Alternate Anderson asked whether it would be possible for the Agency position on SB 526 (Allen) to be modified to be “oppose unless amended”. Deputy Executive Director Muck noted the biggest concern with this bill was its impacts on local control, and that this bill would circumvent local authority and disregard the voter-approved expenditure plan in Measure X. He stated that there are already regulations and ramifications in law for not achieving the greenhouse gas emissions reductions targets set in AMBAG’s Sustainable Communities Strategy. Committee Alternate Anderson suggested the Board report should contain more explanation of the efforts now underway in the region to reduce emissions. She also asked staff to coordinate with Senator Monning, recently appointed to the CARB, on this issue.

5. TAMC DRAFT AGENDA FOR MARCH 27, 2019

Deputy Executive Director Muck reviewed the highlights of the draft regular and consent agenda for the TAMC Board meeting of March 27, 2019. He noted that the Board will:

- Hold a closed session regarding rail acquisition;
- Receive and provide comment on the Measure X Safe Routes to School; and
- Receive update on state and federal legislative activities and adopt positions on legislation.

On the consent agenda, the Board will:

- Update Procurement Policies to Add Small Purchases Policy; and
- Accept the demolition work at the Salinas train station as complete.

6. ANNOUNCEMENTS

Committee member Smith reported that the City of Monterey has prevailed in a lawsuit “Turn down lights” to replace the lightbulbs in the City to LED.

7. ADJOURNMENT

Chair Huitt adjourned the meeting at 10:04 a.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: April 3, 2019
Subject: State Legislative Update

RECOMMENDED ACTION:

RECEIVE update on state legislative activities and **RECOMMEND** the Board adopt positions on legislation.

SUMMARY:

Staff will present a legislative update and a bill list for consideration and recommendation to the Board.

FINANCIAL IMPACT:

Some of the bills on the draft list would have funding impacts on the agency if enacted.

DISCUSSION:

Attachment 1 is the itinerary for the Central Coast Coalition legislative day attended by Chair Huitt, Executive Director Hale, and Principal Planner Watson. **Attachment 2** is a write-up by Agency Legislative Analyst Gus Khouri. Some key takeaways include:

- The Central Coast Coalition, composed of the 5 counties on the Central Coast, is a stronger voice than if each County worked alone, and our elected representatives in Sacramento appreciate our collaborative approach to legislation and grant applications.
- The Governor's proposal to tie housing production to Senate Bill 1 (SB 1) transportation funding is of great concern to everyone, especially local elected officials who campaigned to protect SB 1 funding in 2018. The Governor himself said if we can think of a better "stick", to let him know, but that his primary goal is to increase housing in California, and especially affordable housing. He was very open to the group's ideas and interested in the Coast Rail project.
- There are a few bills of concern to the group, including SB 526 (Allen), which would favor greenhouse gas emissions reductions over safety or congestion relief in project selection, and a proposal to change the local partnership and active transportation grant programs to favor formula

funding over competitive. Our region has done well from the competitive pot and would get very little funding if the programs were converted to being primarily formula.

- It seems unlikely that the definition of "disadvantaged communities" will be revised or standardized. This is a problem for the Affordable Housing Sustainable Communities program, from which no grants have been awarded to the 5-county region in the first four rounds. Other barriers in that grant program for our region are their definition of "rural", transit service frequency, and density requirements.

Attachment 3 is an updated bill list. Changes to the list compared to the TAMC Board meeting of March 27 are indicated in cross-out and underline. New support/oppose recommendations are as follows:

- Assembly Bill (AB) 697 (Ting): Bicycles: This bill strengthens the language on when a bicyclist can take the lane. Recommend support.
- AB 1486 (Ting): Local Agencies: surplus land: This bill would require special districts and other public agencies to offer a right of first refusal to affordable housing developers, schools, and park agencies before leasing, selling, or otherwise “conveying” any of the agency’s land. This bill could impact TAMC’s ability to transfer property at the Salinas train station to the City of Salinas. Recommend oppose.
- AB 1568 (McCarty): Affordable Housing Production: withholding transportation funds: this proposal would threaten voter-approved SB 1 funding for unrelated activities, housing production. Recommend oppose.
- SB 5 (Beall): Affordable Housing and Community Development Investment: This bill would fund construction of workforce and affordable housing, transit-oriented development, and “projects promoting strong neighborhoods.” Recommend support.

Attachment 4 is a fact sheet from Senator Weiner's office about Senate Bill 50, as Committee Member LeBarre requested more information on this bill at the March Executive Committee meeting.

Staff will present a verbal update at the meeting.

ATTACHMENTS:

- ▢ Central Coast Legislative Day Itinerary
- ▢ State legislative report - Khouri
- ▢ State bill list
- ▢ SB 50 Fact Sheet



Central Coast Coalition Lobby Day Itinerary **March 20, 2019**

8:30 am – 9:30 am	Pre-Briefing w/ Gus Khouri (All) State Capitol, 6 th Floor Cafeteria
9:30 am – 10:00 am	Trevor Taylor, Consultant Senator Bill Monning (Monterey, SLO, Santa Cruz) State Capitol, Room 4040
9:30 am – 10:00 am	Assembly Member Monique Limón (Santa Barbara) State Capitol, Room 6031
10:00 am – 10:45 am	Christine Inouye, Undersecretary, CalSTA State Capitol, Room 126
11:00 am – 11:30 am	Senator Anna Caballero (Monterey, San Benito) State Capitol, Room 5082
11:30 am – 12:00 pm	Senator Hannah Beth Jackson (Santa Barbara) State Capitol, Room 2032
12:00 pm – 1:00 pm	Mitch Weiss, CTC Chief Deputy Director Ella Dining Room & Bar 1131 K Street (916) 443-3772
1:00 pm – 1:45 pm	Anthony Williams, Legislative Secretary, Governor Newsom Ronda Paschal, Deputy Legislative Secretary, Governor Newsom Rachel Wagoner, Deputy Legislative Secretary, Governor Newsom State Capitol, Room 126
2:00 pm – 2:30 pm	Assembly Member Mark Stone (Monterey, Santa Cruz) State Capitol, Room 3146
2:30 pm – 3:00 pm	Nick Mirman, Chief of Staff Assembly Member Jordan Cunningham (SLO, Santa Barbara) State Capitol, Room 4102
3:15pm – 3:45 pm	Assembly Member Robert Rivas (Monterey, San Benito, Santa Cruz) State Capitol, Room 5158



March 25, 2019

TO: TAMC Executive Committee

FROM: Gus Khouri, Principal, Khouri Consulting

RE: STATE LEGISLATIVE UPDATE – APRIL

On March 20, TAMC Chair Robert Huitt, Executive Director Debbie Hale, and Principal Transportation Planner Christina Watson participated in the Central Coast Coalition's 10th Annual Legislative Day. Khouri Consulting arranged meetings with Governor Newsom, his cabinet, the California State Transportation Agency, California Transportation Commission, and the Central Coast's seven legislative delegation members (Assembly Members Cunningham, Limón, Rivas, Stone, and Senators Caballero, Jackson, and Monning).

The day's events primarily focused on discussing Governor Newsom's budget proposal to tie affordable housing production to the receipt of local streets and roads funding, the influence of the California Air Resources Board on transportation funding decisions, advocating for endorsements of prospective applications for Senate Bill 1 (SB 1) funds, and funding for passenger rail along the Central Coast.

Tightening the Nexus Between Affordable Housing and Transportation Funding

On March 11, Governor Newsom released draft budget trailer bill strongly encouraging local jurisdictions to make zoning changes to increase the availability of affordable housing, proposing \$750 million in support, and withholding local streets and roads funding for failure to take action.

This proposal, which is essentially draft language without a bill number, sets higher short-term housing production goals for cities and counties and provides \$750 million in support and incentives to help jurisdictions plan and zone for more ambitious housing targets. The proposal would update and modernize the state's long-term housing goals, known as Regional Housing Needs Allocations (RHNA), to better reflect regional housing and transportation needs. Under this proposal, the Department of Housing and Community Development must propose an improved RHNA process and methodology that promotes and streamlines housing development. The language authorizes the state to withhold SB 1 local streets and roads funds from any jurisdiction that does not have a compliant housing

element and has not zoned and entitled for its updated annual housing goals, beginning July 1, 2023.

Of the \$750 million in support and incentives in this proposal, the five-county Central Coast is projected to receive about \$6.7 million from the \$250 million statewide planning pot, and roughly \$13.25 million from the \$500 million statewide set-aside based on a proportionate share of annual housing targets.

In our discussion with Governor Newsom, he emphasized that he respects the will of the voters as it pertains to SB 1 funding, and that funding would only be withheld in the most egregious circumstances as demonstrated by the City of Huntington Beach. Legislators we talked to were all staunchly opposed to withholding SB 1 funding.

CTC and CARB Collaboration to Reduce Greenhouse Gas Emissions

Per Assembly Bill (AB) 179 of 2017, the CTC and CARB are required to convene a meeting twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions. A tension exists with transportation planning agencies who are being asked to go above and beyond to meet future emission reduction targets, despite not having purview over housing production or job creation location, while implementing voter-approved expenditure plans, such as Measure X. At the state level, there is also concern about the ability to implement SB 1 programs, which voters have overwhelmingly supported for purposes of maintaining highway and local streets and roads infrastructure, easing congestion, and providing multimodal solutions.

The Central Coast Coalition discussed SB 526 (Allen), which would prioritize greenhouse gas emission reducing projects over safety and congestion management projects, with Governor Newsom and legislators. The Governor was interested in the Coalition's suggestion to provide more funding for passenger rail as the most impactful way to reduce greenhouse gas emissions and build momentum for implementing the State Rail Plan.

SB 1 Competitive Program Allocations- ATP and LPP

The Active Transportation Program (ATP) is a \$400 million/ year grant program to encourage increased use of active modes of transportation such as biking and walking. Under current rules, 50% of ATP funds are awarded on a statewide competitive basis by the CTC, 10% are set aside for competitive projects in small urban and rural regions, and 40% go to projects selected by metropolitan planning organizations (MPOs) in urban areas with populations greater than 200,000. Senator Beall has introduced SB 152 to modify ATP to have 75% of all funding to go to MPOs (up from 40%), 15% to be allocated on a competitive basis to small urban and rural areas (up from 10%), and 10% to be allocated on a competitive basis statewide (down from 50%). If this change were enacted, TAMC's eligibility would be limited to the 15% for small and rural areas and the 10% statewide pot. Under current rules, TAMC can apply for 60% of ATP funds. TAMC has been successful recently, winning \$10.3 million for the Fort Ord Regional Trail and Greenway (FORTAG) and \$2.1 million for a Safe Routes to School Education Program in the most recent round.

The Local Partnership Program (LPP) provides \$200 million annually for jurisdictions that have secured a voter-approved tax or fee dedicated for transportation purposes. It is split 50/50 between a formulaic share and a competitive program administered by the CTC. TAMC receives roughly \$700,000 annually from the formulaic share, but also succeeded in receiving \$19 million from the competitive program in May 2018 to fund the Imjin Parkway project. Some Southern California regional transportation planning agencies have expressed a desire to pursue legislation to change program allocations to be distributed on a 95/5 split favoring a formulaic share, or some hybrid that provides a higher floor of guaranteed funding. The result would limit the CTC's flexibility to mix and match funding to fully fund projects. Under a best-case scenario of an increased formulaic share, TAMC would virtually double its formulaic share to roughly \$1.4 million annually, which could provide funding for a minor active transportation project at the expense of competing for prospective resources to address safety or congestion relief initiatives on US 101 and State Route 156. We will continue to monitor any prospective legislative effort on this issue. Senator Beall may amend SB 277 (currently "Road Maintenance and Rehabilitation Program: guidelines") to make changes to LPP. We were pleased to hear that Governor Newsom and legislators are reluctant to make any changes to either the ATP or LPP.

Bills of interest

1. **AB 697 (Ting)** provides cyclists flexibility in sharing the road to improve safety and strengthens the language on when a bicyclist can take the lane. **Recommendation: Support**
2. **AB 1486 (Ting)** would require special districts and other public agencies to offer a right of refusal to affordable housing developers, schools, and park agencies before selling, leasing, or otherwise "conveying" any of the agency's land. This bill could impact TAMC's ability to transfer property at the Salinas train station to the City of Salinas. **Recommendation: Oppose**
3. **SB 5 (Beall)** would fund construction of affordable housing, transit-oriented development, and "projects promoting strong neighborhoods." **Recommendation: Support**
4. **SB 152 (Beall)** would change the ATP allocation to a predominantly formulaic program, which would make it unlikely for TAMC to get funding from this program in the future. **Recommendation: Oppose**

TAMC Bill Matrix – April 2019

Measure	Status	Bill Summary	Position
AB 40 Ting Zero-Emission Vehicles	1/24/19 Assembly Transportation	This bill would require the California Air Resources Board (CARB) to develop a comprehensive strategy to ensure that the sales of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles by 2040. Transportation funding is dependent on motor fuel. The state would need to find an alternative method of funding transportation infrastructure if this bill were to be enacted.	OPPOSE unless amended Priority 1S
AB 148 Quirk Silva Regional Transportation Plans: housing needs	1/24/19 Assembly Transportation	This bill would require each Sustainable Communities Strategy (SCS) within a regional transportation plan to identify an 8-year projection of emergency shelters needed in the region. This provision is very specific to housing needs rather than transportation plans, and regional transportation plans are prepared by transportation agencies. It would be more appropriate to place an emergency housing projection in the city and county-prepared regional housing needs assessment and local housing elements.	OPPOSE Priority 1S
AB 158 Voepel Roadside rest areas: commercial vehicles: parking	<u>3/20/19</u> <u>Assembly Appropriations</u>	<u>This bill would require Caltrans and CHP to conduct a study evaluating parking and rest facilities for commercial vehicles. The County of Monterey is looking into whether the study would include Big Sur.</u>	Watch Priority 9S
AB 246 Mathis State Highways: property leases	<u>2/7/19</u> <u>Assembly Transportation</u>	<u>This bill would authorize Caltrans to offer a lease on a right of first refusal basis of any airspace under a freeway, or real property acquired for highway purposes, located in a disadvantaged community, that is not excess property to the city or county in which the disadvantaged community is located, for purposes of an emergency shelter or feeding program, or for park, recreational, or open-space purposes for a rental amount of \$1 per month. The bill would authorize Caltrans to lease up to 10 parcels in any city or in the unincorporated area of any county in which the disadvantaged community is located, for park, recreational, or open-space purposes, at an amount equal to 30% of the fair market lease value of the applicable parcel. Although Prunedale is not a disadvantaged community, this bill could affect the land acquired for the Prunedale Bypass.</u>	Watch Priority 4S

TAMC Bill Matrix – April 2019

Measure	Status	Bill Summary	Position
AB 252 Daly Environmental review: federal program	3/12/19 Assembly Appropriations	This bill would remove the sunset date (January 1, 2020) for Caltrans being able to use the National Environmental Policy Act (NEPA) delegation to streamline environmental review for projects with federal funding, allowing for environmental review of projects to be expedited. The bill is sponsored by the Self-Help Counties Coalition (SHCC). TAMC supported the previous version, AB 28 (Frazier) in 2017, which was also sponsored by SHCC, and had extended the sunset date from January 1, 2017 to January 1, 2020.	SUPPORT Priority 6S
AB 285 Friedman California Transportation Plan	3/7/19 Assembly Transportation	Under existing law, Caltrans is required to prepare the California Transportation Plan, which looks at the movement of goods and people and how the state will achieve greenhouse gas emission goals. This bill would require Caltrans to address in the California Transportation Plan how statewide greenhouse gas emission goals will be reduced by 2030 with carbon neutrality by 2045.	Watch Priority NA
AB 352 Garcia, Eduardo Transformative Climate Communities Program	3/18/19 <u>Assembly Natural Resources</u>	<u>This bill would require agencies administering competitive Greenhouse Gas Reduction Fund (GGRF) grant programs to give preferential points for programs intended to improve air quality, to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications, and to prohibit grant eligibility and scoring criteria from precluding low-income communities from being awarded a grant.</u>	Watch Priority NA
AB 697 Ting Bicycles	3/13/19 <u>Assembly Transportation</u>	<u>This bill would require a bicyclist to ride in the right-hand lane or bicycle lane, if one is present, and would require a bicyclist in a lane that is wide enough for a vehicle and bicycle to travel safely side by side within the lane to ride far enough to the right to allow vehicles to pass, except when it is reasonably necessary to avoid conditions that make it hazardous to continue along the right-hand edge of the lane, and when approaching a place where a right turn is authorized. This bill strengthens the language on when a bicyclist can take the lane.</u>	SUPPORT Priority 8S
AB 821 O'Donnell Trade Corridor Enhancement Program Account	3/4/19 Assembly Transportation	This bill would require the California Transportation Commission (CTC) to allocate not less than 10% of funds available in the Trade Corridor Enhancement Program to projects nominated by Caltrans for projects nominated to the California Port Efficiency Program. Since there are no ports in Monterey County, this bill would result in less available funding for our trade corridors (US 101, State Route 156).	OPPOSE Priority 1S

TAMC Bill Matrix – April 2019

Measure	Status	Bill Summary	Position
AB 847 Grayson Transportation Financing: housing	3/14/19 Assembly Transportation	This bill would direct miscellaneous revenue (approximately \$80 million annually) from the State Highway Account to cities and counties certified by the Department of Housing and Community Development (HCD) to have met their very low-income housing goals or low-income housing goals. The bill would require the CTC to amend its guidelines for the Active Transportation Program and Local Partnership Program and provide a 10% bonus to those jurisdictions determined by HCD to have met its moderate-income housing goals. This bill sets a precedent of shifting transportation funding away from cities and counties based on other goals, in this case, housing. In their rejection of Proposition 6, voters affirmed the funding formulas established by SB 1, which base transportation funding on population, rather than investment in housing projects.	OPPOSE Priority 3S
AB 938 Rivas Tax Exemptions: Trade-In for Low Emission Vehicles	3/4/19 Assembly Revenue and Taxation	<u>This bill provides a tax exemption for trading in a vehicle for the purchase of a low-emission vehicle. Unclear how this exemption might impact sales tax receipts from Measure X.</u>	Watch Priority NA
AB 983 Boerner-Horvath Transportation Electrification: charging station locations	3/7/19 Assembly Utilities and Commerce	This bill would require an electric company to work with local agencies or regional planning agencies in its service territory to determine where to install new electric vehicle charging stations along local transit corridors. The bill would prioritize the installation of charging stations in disadvantaged communities. The requirement to prioritize installation of charging stations in disadvantaged communities may not best serve the transit corridor charging needs; the definition of disadvantaged communities may not correspond to low income neighborhoods or where the need for charging stations exists. The cost allocation methodology may not be in the best interest of the ratepayers. More information is needed.	Watch Priority NA
AB 1089 Stone Local Transportation Fund	2/21/19 Introduced	This is currently a “spot” bill that may be amended to make modifications to the Transportation Development Act in order to adjust the farebox recovery ratio requirement to allow transit operators flexibility in maintaining existing service.	Watch Priority 7S

TAMC Bill Matrix – April 2019

Measure	Status	Bill Summary	Position
AB 1142 Friedman Transportation Pilot Projects: regional transportation plans	3/7/19 Assembly Transportation	This bill would require the Strategic Growth Council, in consultation with CARB, to manage and award financial assistance to specified local entities for the purpose of funding pilot projects that reduce vehicle miles traveled, to support the planning and development of sustainable communities. The bill would require a local entity that receives funding for a pilot project to provide data regarding the reduction of vehicle miles traveled by the project to CARB. The source of funding for this program is unclear.	Watch Priority 9S
AB 1266 Rivas, Robert Traffic control devices: bicycles	3/11/19 Assembly Transportation	<u>This bill would permit drivers of bicycles to disobey the directions of a traffic control device requiring a turn when pavement markings indicate that bicycles may travel straight through a right-turn only lane.</u>	Watch Priority 8S
AB 1486 Ting Local Agencies: surplus land	3/14/19 Assembly Local Government	<u>This bill would require special districts and other public agencies to offer a right of first refusal to affordable housing developers, schools, and park agencies before leasing, selling, or otherwise “conveying” any of the agency’s land. This bill would prevent prudent efforts to lease or otherwise protect land for important community purposes. This bill could impact TAMC’s ability to transfer property at the Salinas train station to the City of Salinas.</u>	OPPOSE Priority 4S
AB 1568 McCarty Affordable Housing Production: withholding transportation funds	3/14/19 Assembly Housing and Community Development	<u>This bill would require cities and counties to be certified in the prior fiscal year by the Department of Housing and Community Development, in order to remain eligible for an apportionment of their local streets and roads funds. The State Controller would withhold funding in an escrow account for those jurisdictions found to be non-compliant. This proposal threatens voter-approved SB 1 funding for an unrelated activity, housing production.</u>	OPPOSE Priority 1S
ACA 1 Aguiar-Curry Affordable Housing and Public Infrastructure Bond: Voter Threshold	12/4/18 Introduced	<u>This measure would lower to 55% the voter-approval threshold for a city, county, or city and county to incur bonded indebtedness, exceeding in any year the income and revenue provided in that year, that is in the form of general obligation bonds issued to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing projects.</u>	Watch Priority 3S

TAMC Bill Matrix – April 2019

Measure	Status	Bill Summary	Position
SB 5 Beall Local State Sustainable Investment Incentive Program Affordable Housing and Community Development Investment	3/21/19 Senate Housing	This bill would establish the Local State Sustainable Investment Incentive <u>Affordable Housing and Community Development Investment</u> Program, to authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, <u>or a combination of those entities</u> , to apply for funding for eligible projects include, among other things, construction of workforce and affordable housing, certain transit-oriented development, and “projects promoting strong neighborhoods.” The source of funding for this program is the Educational Revenue Augmentation Fund (ERAF).	SUPPORT Priority 8S
SB 43 Allen Carbon Taxes	2/12/19 Senate Environmental Quality hearing on 3/20	This bill would require the CARB, in consultation with the California Department of Tax and Fee Administration, to report to the Legislature on the feasibility and practicality of a system to replace the tax imposed pursuant to the Sales and Use Tax Law with an assessment on retail products sold or used in the state based on the carbon intensity of the product, to encourage the use of less carbon-intensive products.	Watch Priority 1S
SB 50 Wiener Planning and zoning: housing development: equitable communities incentives	3/11/19 Senate Housing	This bill would require a city, county, or city and county, to grant an “equitable communities incentive” for a job-rich housing project or a transit-rich housing project. The bill would require that a residential development eligible for an equitable communities incentive receive waivers on density and automobile parking requirements if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop, defined as having 15-minute headways or more frequent bus or rail service during peak periods (6am-10am and 3pm-7pm weekdays). Amended on 3/11/19	Watch Priority 8S
SB 59 Allen Automated Vehicle Technology: Statewide Policy	1/24/19 Senate Transportation	This bill would establish <u>policy relating to automated vehicles in order to ensure that these vehicles support the state’s efforts to reduce greenhouse gas emissions and encourage efficient land use. The bill would require OPR, in coordination with CARB, to convene an automated vehicle interagency working group of state agencies, including the California EPA, CalSTA, and the DMV, to guide policy development for automated vehicle technology consistent with statewide policies.</u>	Watch Priority NA

TAMC Bill Matrix – April 2019

Measure	Status	Bill Summary	Position
SB 127 Weiner Active Transportation Funding from highway state highway maintenance	1/24/19 Senate Transportation	This bill would establish a “Division of Active Transportation” within Caltrans and require that a CalSTA undersecretary be assigned to active transportation program matters. The bill would require CTC to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities. This bill would create an asset management plan to prescribe a process for community input and complete streets implementation to prioritize safety and accessibility for pedestrians, bicyclists, and transit users on all State Highway Operation and Protection Program (SHOPP) projects. The bill would require Caltrans to use 3% of SHOPP funds for bicycle and pedestrian facilities. The bill provides an opportunity to address multimodal solutions. While the SHOPP is oversubscribed in its ability to address maintenance needs on the state highway system, local jurisdictions such as TAMC are held to the same standards, but state highway projects do not always include active transportation features.	SUPPORT Priority 8S
SB 137 Dodd Federal Transportation Funds: State Exchange Programs	1/24/19 <u>Assembly Transportation</u>	<u>This bill would authorize Caltrans to allow federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to Caltrans.</u>	Watch Priority 1S
SB 152 Beall Active Transportation Funding	3/20/19 <u>Senate Rules</u>	<u>This bill would change the allocation method of the Active Transportation Program to favor the formulaic program, increasing the formula for MPOs with population of 200,000 or more from 40% to 75%, increasing the competitive share for small and rural regions from 10% to 15%, and reducing the statewide competitive portion from 50% to 10%. This change would make it unlikely for TAMC to get funding from this already very competitive program in the future.</u>	OPPOSE Priority 1S
SB 526 Allen Regional transportation plans: Greenhouse gas emission targets	3/8/19 Senate Transportation hearing on 4/3	This bill would require the CARB to adopt a regulation that requires a Metropolitan Planning Organization (MPO) to provide any data that CARB requests to determine if the MPO is on track to meet its 2035 greenhouse gas emission reduction target. If the state board determines that the MPO is not on track to meet its 2035 greenhouse gas emission reduction target, the bill would require the CTC to assign a lower priority to a project that increases vehicle miles traveled and greenhouse gas emissions. This bill could jeopardize funding for safety projects by giving highest priority to projects that reduce greenhouse gas emissions.	OPPOSE Priority 3S

TAMC Bill Matrix – April 2019

Measure	Status	Bill Summary	Position
SB 628 Caballero Prunedale Bypass	3/14/19 Senate Transportation	This bill, sponsored by TAMC, would reserve proceeds from the sale of any excess properties originally acquired by the Department of Transportation (Caltrans) for the Prunedale Bypass in Monterey County and require that the proceeds be used for other projects, including safety projects, on US 101 or Route 156 in Monterey County. The bill is a reintroduction of AB 696 (Caballero), which was vetoed by Governor Brown in 2017. This version also contains language requested by the City of Salinas to direct Caltrans to relinquish a section of State Route 183 to the City.	SPONSOR/ SUPPORT Priority 4S Letter sent 3/14/19
<u>Governor’s Proposed Budget Trailer Bill</u>	<u>3/11/19</u>	<u>This proposal would provide \$750 million in support and incentives to help jurisdictions plan and zone for higher, ambitious housing targets. Failure to comply with zoning for increased affordable housing could result in having local streets and roads funding withheld.</u>	<u>Watch</u> <u>Priority 3S</u>



Senator Scott Wiener, 11th Senate District

SB 50 – More HOMES Act of 2019: *Housing, Opportunity, Mobility, Equity, Stability*

SUMMARY

Senate Bill 50 allows for building housing near existing job centers and public transportation, and includes strong protections against displacement for renters and vulnerable communities in those areas.

The bill is expected to help relieve the acute housing shortage and affordability crisis in California’s cities. It will also reduce climate pollution and improve public health by greatly expanding access to sustainable transportation options, like public transportation, and by allowing people to live closer to where they work.

BACKGROUND/EXISTING LAW

Existing law leaves most zoning and land use decisions to local governments, and includes no minimum density standards near state- and federally-funded transit infrastructure. While state land use standards in the Density Bonus Law and SB 375 establish general guidelines and principles, they do not include adequate provisions for enforcement.

Due to the lack of adequate and enforceable statewide standards, most California cities (with a few noteworthy exceptions) are still operating from outdated and highly restrictive zoning ordinances that make it difficult or impossible to build multi-family dwellings at any density. Duplexes, fourplexes, and similar infill housing types near high-quality transit are routinely banned due to neighborhood objections and underlying single-family zoning.

Clearly, a significant component of solving California’s housing crisis must include greatly expanding access to transit services for workers at all income levels, while addressing the well-documented housing shortage. The status quo is jeopardizing several of the State’s high-priority policy objectives:

- **On housing affordability:** [The California Legislative Analyst’s Office](#) has found that the housing shortage in coastal cities is pushing a growing share of Californians into poverty, and forcing a large and growing cohort to spend more than half their income on rent.
- **On climate change:** The [California Air Resources Board](#) has found that the state will miss its climate targets unless Californians

reduce the amount they drive by 25 percent by 2030. Absent a surge of new housing development in livable, pedestrian-oriented areas near public transit, such reductions in vehicle miles travelled are impossible.

- **On equitable growth:** [According to the California Department of Housing and Community Development](#), “Today’s population of 39 million is expected to grow to 50 million by 2050. Without intervention, much of the population increase can be expected to occur further from job centers, high-performing schools, and transit, constraining opportunity for future generations.”

PROBLEM

Economic and educational opportunities in California are increasingly concentrated in urban areas, but housing construction has not kept pace with demand for access to these opportunities. Local governments play the lead role in determining the location and amount of housing in their jurisdictions, including which developments will be located near high-quality transit corridors. They also control, via housing supply, reasonable access to schools, parks, libraries and other vital services that improve community well-being and ensure a vibrant economic future.

The dearth of new housing construction, particularly in California’s highest-opportunity communities, has compounded over the last several decades into a [shortage of 3.5 million homes](#), according to the California Housing and Community Development Department.

California’s workers and families feel the results of this shortage in the form of exorbitant rents and the highest home purchase prices in the nation. Excessive competition for limited housing supply is also [driving a statewide epidemic of displacement, evictions, and homelessness](#).

California’s failure to keep home building on pace with job growth is directly responsible for longer commutes and increased air pollution. Millions of low- and middle-income Californians have [multi-hour commutes](#), as they seek affordable housing far from areas with concentrated economic and educational opportunities.

Statewide, California's businesses have created 4.5 jobs for every new housing unit; according to the [Building Industry Association](#), the ideal ratio is 1.5 jobs per housing unit.

[According to the Department of Housing and Community Development:](#)

“Land use policies and planning can help encourage greater supply and affordability, as well as influence the type and location of housing. Thoughtful land use policies and planning can translate into the ability for families to access neighborhoods of opportunity, with high-performing schools, greater availability of jobs that afford entry to the middle-class, and convenient access to transit and services. Easy access to jobs and amenities reduces a household's daily commute and other travel demands. Encouraging new homes in already developed areas and areas of opportunity not only alleviates the housing crisis, but also supports the State's climate change and equity goals.”

SOLUTION

While the housing shortage is chronic across most California jurisdictions, there are several examples of cities taking the lead on reforms that help alleviate the crisis by encouraging infill housing near transit, job, and educational opportunities. These include [Los Angeles, which authorized creation of the Transit Oriented Communities \(TOC\) program in 2017](#). The measure created powerful incentives for affordable housing near Metro subway stops and bus services through modifications to the zoning code; as projects move closer to high-quality transit, they are required to increase the amount of affordable housing.

[Oakland's experience](#) also offers a positive vision for future housing growth. In 2016, the city eliminated minimum parking requirements, drastically reducing the cost of new housing construction while encouraging new developments on high-quality transit corridors. The changes to the city's zoning and development standards have resulted in a mini-boom of walkable, transit-oriented apartments near BART and AC Transit bus stations, and within a short distance from the city's primary job locations.

Senate Bill 50 integrates lessons learned from cities like Los Angeles and Oakland to expand the benefits of affordable, transit-rich and job-rich housing across the state. The bill will give cities new tools to provide relief to rent-burdened workers and families while reversing the growing, and alarming, trends of homelessness, displacement, and migration out of California.

State Minimums, More Housing Choices:

The bill waives apartment bans near high-quality transit and in job-rich areas to ensure that the benefits of public investments in transportation are broadly accessible to Californians of all incomes. The bill also includes specific requirements to provide low-income housing in new development to ensure that market-rate construction is always coupled with affordable units for the lowest income Californians.

SB 50 applies to sites that are either within ½ mile of high-quality public transportation, or within a job-rich, high-opportunity neighborhood. Under SB 50, a local government will be allowed to approve higher-density housing with no parking requirements, provided the site is adjacent to transit, or reduced parking requirements in areas close to jobs and high-quality schools. Height limits for new housing with close, walkable access to rail or connected transit will be loosened to encourage mid-rise, apartment-style housing construction. For example, in areas close to rail or transit-connected ferry service, a local government may allow buildings of up to 4-5 stories, depending on the distance from transit.

Preservation of Local Control:

Under the legislation, all housing projects will still be subject to environmental review (the California Environmental Quality Act), and must follow existing labor and employment standards for new construction. Local development fees, community engagement processes, and architectural design review for each housing development will remain as-is. Additionally:

- **Anti-demolition:** A local government retains existing authority to ban, prohibit, or restrict demolition of existing housing, consistent with the Housing Accountability Act. At a minimum, a local government may not issue demolition permits for housing currently or recently occupied by renters.
- **Local affordable housing policy:** If a local government requires more affordable housing than what is required in SB 50, that policy will be honored in new developments.
- **Neighborhood height limits:** A local government retains authority to set or maintain local height limits for new housing in areas without easy access to rail transit.
- **Local initiatives to encourage TOD:** If a community has a successful, preexisting, program to encourage apartments near public transportation, such as the TOC program in Los Angeles, then properties eligible for that incentive will be ineligible for this program.

Key provisions for renters and sensitive communities:

SB 50 includes the following provisions:

- **Tenant Protections:** Establishes strict tenant protections to ensure long-time residents will not be displaced from their communities, including a prohibition on demolishing buildings currently or recently occupied by renters.
- **Affordable Housing:** Establishes a requirement that every new housing development larger than 20 units must include a significant number of housing units affordable to for low, very low, or extremely low-income households, ensuring affordable housing will be built for people of all income levels. Each project must designate 15-25% of the total units to low-income families, or designate an equivalent amount for very low- or extremely low-income families.
- **Sensitive Communities:** Allows for delayed implementation in sensitive communities at risk of gentrification and displacement, and grants five years for a community-led planning process in these neighborhoods.
- **Job-Rich Communities:** Proposes a new “job-rich housing project” designation to ensure that high-opportunity communities with easy access to jobs allow a broader range of multifamily housing choices for people of all income levels, even in the absence of high-quality transit.

CO-AUTHORS

- Sen. Anna Caballero (D-Salinas)
- Sen. Ben Hueso (D-San Diego)
- Sen. John Moorlach (R-Costa Mesa)
- Sen. Nancy Skinner (D-Berkeley)
- Sen. Jeff Stone (R-Temecula)

- Asm. Autumn Burke (D-Marina Del Rey)
- Asm. Kansen Chu (D-San Jose)
- Asm. Tyler Diep (R-Westminster)
- Asm. Vince Fong (R-Bakersfield)
- Asm. Ash Kalra (D-San Jose)
- Asm. Kevin Kiley (R-Rocklin)
- Asm. Evan Low (D-Campbell)
- Asm. Kevin McCarty (D-Sacramento)
- Asm. Robert Rivas (D-Hollister)
- Asm. Phil Ting (D-San Francisco)
- Asm. Buffy Wicks (D-Oakland)

SPONSORS/SUPPORT

- **California Yimby (Co-Sponsor)**
- **Non-Profit Housing (NPH) Association of Northern California (Co-Sponsor)**
- Abundant Housing Los Angeles
- American Association of Retired Persons – (AARP)
- Bay Area Council
- Bay Area Housing Advocacy Coalition
- Bay Area Rapid Transit (BART)
- Black American Political Association of California (BAPAC) – Sacramento Chapter
- California Apartment Association
- California Asian Pacific Islander Chamber of Commerce
- California Association of Realtors
- California Foundation of Independent Living Centers
- California League of Conservation Voters (CLCV)
- California Public Interest Research Group (CalPIRG)
- California Renters Legal Advocacy and Education Fund (CaRLA)
- City and County of San Francisco, Mayor London Breed
- City of Campbell, Councilmember Jeffrey R. Cristina
- City of El Cerrito, Mayor Gabe Quinto
- City of Emeryville Councilmember Dianne Martinez
- City of Emeryville, Councilmember John Bauters
- City of Fairfield, Vice Mayor Chuck Timm
- City of Foster City, Councilmember Herb Perez
- City of Half Moon Bay, Mayor Deborah Penrose
- City of Healdsburg, Mayor David Hagele
- City of Los Gatos, Councilmember Rob Rennie
- City of Milpitas, Vice Mayor Marsha Grilli
- City of Oakland, Mayor Libby Schaaf
- City of Palo Alto, Councilmember Adrian Fine
- City of Pinole, Councilmember Vincent Salimi
- City of Sacramento, Mayor Darrell Steinberg
- City of San Jose, Mayor Sam Liccardo
- City of South San Francisco, Mayor Pradeep Gupta
- City of Stockton, Mayor Michael Tubbs
- City of Woodland, Mayor Enrique Fernandez
- Council of Infill Builders
- East Bay for Everyone
- Environment California
- Grow The Richmond
- Habitat for Humanity

- Los Angeles Business Council
- Los Angeles Chamber of Commerce
- Mission YIMBY
- Natural Resources Defense Council (NRDC)
- Northern Neighbors
- People for Housing - Orange County Yimby
- Progress Noe Valley
- San Francisco Housing Action Coalition
- San Francisco Planning and Urban Research (SPUR)
- Santa Cruz Yimby
- Silicon Valley Community Foundation
- Silicon Valley Leadership Group
- South Bay Yimby
- State Building and Construction Trades Council, AFL-CIO
- Supervisor David Canepa, San Mateo County
- Supervisor Don Horsley, San Mateo County
- Supervisor Jim Spering, Solano County
- Supervisor Michael Kelley, Imperial County
- Supervisor Miguel Villapudua, San Joaquin County
- Up For Growth, California
- Valley Industry Commerce Association
- YIMBY Action

FOR MORE INFORMATION

Annie Fryman, *Legislative Aide*

Email: ann.fryman@sen.ca.gov

Phone: (916) 651-4011



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Executive Committee
From: Laurie Williamson, Senior Transportation Engineer
Meeting Date: April 3, 2019
Subject: **Salinas Rail Station Package 1 Bid Opening**

RECOMMENDED ACTION:

RECEIVE an update on the Salinas Rail Station Package 1 Bid Opening.

SUMMARY:

TAMC held a bid opening for the Salinas Rail Station Package 1 project on March 19, 2019.

FINANCIAL IMPACT:

The Monterey County Rail Extension Kick Start project, estimated at \$81 million, includes the capital improvements needed to bring new peak hour rail service to Salinas. At their December 5-6, 2018 meeting, the California Transportation Commission awarded TAMC \$11.2 million in state funding for the construction of Package 1 improvements, which include the extension of Lincoln Avenue for signalized access to the Salinas Train Station, circulation and parking improvements, bicycle and pedestrian access, landscaping and lighting improvements. Submitted bids range between \$7,487,989 and \$9,844,656.

DISCUSSION:

The Transportation Agency for Monterey County, as the local lead agency, grantee agency and owner of the Monterey County Rail Extension Kick Start project, proposes to extend passenger rail service from Santa Clara County south to Salinas. The rail extension project provides an alternative to the highly congested US 101 corridor to access to jobs, education, and health care, and will improve interregional transportation and regional air quality.

TAMC advertised for construction bids on December 11, 2018 for Package 1 of the Monterey County Rail Kick Start Project - the Lincoln Avenue Extension, circulation improvements and parking at the Salinas train station. Other parties under separate contract with the Transportation Agency are providing engineering and construction management services. Demolition of structures at the station

was completed by Bowen Engineering and Environmental in November 2018. The City of Salinas is preparing to relocate the Sanitary Sewer and Storm Drain lines from the existing Station Place to the new Lincoln Avenue Extension. After utility relocation, the TAMC-hired construction team may begin the staged construction of Package 1.

The bid opening was held on Tuesday, March 19, 2019 at 12 noon. The submitted bids are as follows:

Monterey Peninsula Engineers	\$7,487,989.00
Granite Construction Company	\$8,170,141.94
Anderson Pacific Engineering	\$8,200,355.00
Don Chapin Company	\$8,464,273.00
Granite Rock Company	\$8,959,556.12
Teichert	\$9,063,506.00
Robert A. Bothman Construction	\$9,844,656.00

The average of all bids submitted is \$8,598,640. The Engineer's Estimate is \$8,569,021, within 0.34% of the average bid. Staff anticipates taking this matter to the Board on April 24, 2019 for authorization to enter into a contract with the lowest responsive responsible bidder. The bid documents and tabulated bid results are available online at http://bit.ly/TAMC_Bids.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Executive Committee
From: Debra L. Hale, Executive Director
Meeting Date: April 3, 2019
Subject: California Association of Councils of Government Delegate Appointments

RECOMMENDED ACTION:

RECOMMEND appointment of a delegate and alternate delegate to the California Association of Councils of Government, for consideration by the Agency Board of Directors.

SUMMARY:

The California Association of Councils of Government (CalCOG) is a statewide association representing approximately 45 councils of government and regional planning agencies, including the Transportation Agency for Monterey County. Delegates meet three times a year. Former TAMC Board member Jerry Edelen served as the delegate and Board member Simon Salinas served as the alternate delegate.

FINANCIAL IMPACT:

Active participation in CalCOG events would result in Agency expenses of less than \$5,000 per year. This funding is available in the Agency's travel and training budget line item.

DISCUSSION:

CalCOG works to ensure the success of its members by facilitating communication and information sharing between members, other local officials, state and federal agencies, and the public. Most members are formed as councils of governments representing joint powers agreements of cities and counties, while others, such as the Transportation Agency for Monterey County, are regional transportation agencies created by statute. All members are governed by locally-elected officials chosen by their peers. Participation in CalCOG is valuable as a forum for exchange ideas and providing input through a recognized collective voice.

Representatives to the CalCOG Board are expected to attend three meetings per year. In 2019, these meetings are:

- Regional Issues Forum – 2 ½ days, (2019 held in Yosemite, late March),
- Board meeting - May 29, 2019 in Sacramento,
- Board meeting – November 7, 2019 (location TBD)

Staff seeks a recommendation from the Executive Committee to present to the Board of Directors.