



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

EXECUTIVE COMMITTEE

REVISED AGENDA Item #5 Members are: Mary Adams, Chair; Michael LeBarre, 1st Vice Chair; Chris Lopez, 2nd Vice Chair; Ed Smith, Past Chair; Wendy Askew, County Representative; Kimbley Craig, City Representative

Wednesday, June 8, 2022

****8:30 AM****

REMOTE CONFERENCE ONLY

There will be NO physical location of the meeting.

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

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

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 the Committee. Under this item, each member of the public is allowed three minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Committee for public comment or on an item on the agenda are

encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Monday before the meeting, and such comments will be distributed to the Committee before the meeting.

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 May 4, 2022.

- Rodriguez

END OF CONSENT AGENDA

4. Legislative Update

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

- Watson

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

5. DISCUSS terms for a City of Marina lease agreement for recreational use of the Monterey Branch Line corridor between Marina and Sand City in 2022.

-Watson

The Museum of Handcar Technology and the Mendocino Railway company submitted unsolicited proposals for use of the same section of the Monterey Branch Line corridor for recreational use of handcar or railbike operations. During the March 23, 2022 TAMC Board meeting, the Board voted to enter into a lease agreement with the City of Marina to transfer coordination of the proposals for recreational use of the Monterey Branch Line to Marina staff. TAMC staff will present draft terms to the Committee for discussion.

6. RECEIVE report on draft TAMC Board meeting agenda.

- Muck

7. ANNOUNCEMENTS

8. ADJOURN

ANNOUNCEMENTS

Next Executive Committee meeting:
Wednesday, August 3, 2022 at 8:30 a.m.

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

Elouise Rodriguez, Senior Administrative Assistant

Elouise@tamcmonterey.org

Important Meeting Information

Remote Meetings: On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which enhanced State and Local Governments ability to respond to COVID-19 Pandemic based on Guidance for Gatherings issued by the California Department of Public Health. The Executive Order specifically allowed local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. That order expired on September 30, 2021. Governor Newsom has now signed AB 361, and the TAMC Board of Directors approved a resolution to enact AB 361 on September 22, 2021. This legislation permits teleconferencing for Brown Act meetings during a state of emergency. Thus, TAMC meetings will convene remotely, until further notice. For remote meetings, the public is strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants should download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/wordpress/2018/07/03/video-communications-best-practice-guide/>.

Remote Meeting Public Comment: Due to current circumstances, there may be limited opportunity to provide verbal comments during remote meetings. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to maria@tamcmonterey.org by 5:00pm the Monday before the meeting. Such comments will be distributed to the Committee before the meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

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

Office is closed and all employees are working remotely until further notice

TEL: 831-775-0903

EMAIL: info@tamcmonterey.org

Agenda Items: The agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member of the Committee may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

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.

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



Memorandum

To: Executive Committee
From: Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board
Meeting Date: June 8, 2022
Subject: **Executive Committee draft minutes of May 4, 2022**

RECOMMENDED ACTION:

APPROVE the Executive Committee draft minutes of May 4, 2022.

ATTACHMENTS:

- ▢ Executive Committee draft minutes of May 4, 2022

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: Mary Adams (Chair), Michael LeBarre (1st Vice Chair),
 Chris Lopez (2nd Vice Chair), Ed Smith (Past Chair),
 Wendy Root Askew (County representative), Kimbley Craig (City representative)*

Wednesday, May 4, 2022

*** 8:30 a.m. ***

REMOTE VIDEO/PHONE CONFERENCE ONLY

EXECUTIVE COMMITTEE	JUN 21	AUG 21	SEP 21	OCT 21	NOV 21	JAN 22	FEB 22	MAR 22	APR 22	MAY 22
Mary Adams, Chair Supr. Dist. 5 (S. Hardgrave, C. Courtney)	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Michael LeBarre, 1st Vice Chair King City (C. DeLeon)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Chris Lopez, 2nd Vice Chair Supr. Dist. 3 (P. Barba)	E	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Ed Smith, Past Chair Monterey (D. Albert, A. Renny)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	E	P (VC)	P (VC)	A
Wendy Root Askew, County Representative Supr. Dist. 4 (Y. Anderson)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)	E	P (VC)	P (VC)	P (VC)	P (VC)
Kimbley Craig, City Representative Salinas (C. Cromeenes)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)	P (VC)

TC: via teleconference; VC: via video conference

P = Present

A = Absent

P(A) = alternate present

E = Excused

1. CALL TO ORDER

Chair Adams called the meeting to order at 8:30 a.m. Roll call was taken, and a quorum was confirmed.

Staff present: Goel, Guther, Muck, Rodriguez, Strause, Watson and Zeller.

Others present: Agency Counsel Katherine Hansen

2. PUBLIC COMMENTS

No public comment

3. CONSENT AGENDA

On a motion by Committee Member LeBarre, seconded by Committee Member Lopez, the Committee voted 5-0 to approve the minutes from the Executive Committee meeting of April 6, 2022.

4. OVERALL WORK PROGRAM, INTEGRATED FUNDING PLAN & 3-YEAR BUDGET

On a motion by Committee Member Askew, seconded by Committee Member LeBarre, the Committee recommended that the Board approve Resolution 2022-05 adopting the fiscal year 22/23 budget and estimated budgets for fiscal years 23/24 and 24/25, Overall Work Program for FY 22/23 and the 2022 Integrated Funding Plan.

Rita Goel, Director of Finance & Administration, reported that since the Board last reviewed the draft budget in February 2022, only minor changes have been made to the budget. Benefit and salary changes are set forth in the resolution, as well as authority for out of state travel trips.

Mike Zeller, Director of Programming & Project Delivery, reported on the Overall Work Program. He reported that the final overall work program contains only minor changes made in response to comments by Caltrans and to reflect the budget modifications noted by Ms. Goel. These changes have very little effect on the 2022/23 work program that the Executive Committee and Board reviewed in February.

Director Zeller noted that the proposed 2022 Integrated Funding Plan updates the 2021 version of the plan with the latest funding and timing information for the projects and programs. The 2022 version of the plan includes a few additional projects to be consistent with staff work identified in the budget and work program.

5. TAMC BOARD DRAFT AGENDA

Executive Director Todd Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of May 25, 2022. After Executive Committee discussion, direction was provided to staff to place the following items for consideration on the regular agenda:

- Fort Ord Regional Trail and Greenway - SR 218 Canyon Del Rey Segment
- US 101 South of Salinas Project Update Audit Results
- Monterey County Regional Projects & Alignment with State Goals

6. ANNOUNCEMENTS

Agency Counsel Katherine Hansen announced she will be leaving the county and has taken a job with Santa Cruz County, as Superior Court Commissioner. She expressed her gratitude working with the TAMC Board but assured there will be a good transition. The Executive Committee thanked her and congratulated Ms. Hansen on her new job.

7. ADJOURNMENT

Chair Adams adjourned the meeting at 9:02 a.m.



Memorandum

To: Executive Committee
From: Christina Watson, Director of Planning
Meeting Date: June 8, 2022
Subject: **Legislative Update**

RECOMMENDED ACTION:

Legislative Update

1. **RECEIVE** update on State and federal legislative issues; and
2. **RECOMMEND** the Board of Directors take 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. Representative Panetta has nominated the US 101 South of Salinas auxiliary lane project for a \$1 million earmark in the fiscal year 2023 transportation appropriations bill.

DISCUSSION:

Agency legislative analyst Gus Khouri will present an update on State legislative activities, while Agency legislative analyst Paul Schlesinger will present an update on federal legislative activities.

Attachment 1 is an updated draft state bill list, reflecting the positions adopted by the TAMC Board on May 25. Any changes to the list since that meeting are indicated with cross-out and underline. Staff will review the list at the meeting.

Representative Panetta has nominated the US 101 South of Salinas auxiliary lane project for a \$1 million earmark in the fiscal year 2023 transportation appropriations bill (see **Attachment 2** and **web attachment**). Senators Feinstein and Padilla have not yet published their list of nominations.

Staff and consultants will present verbal updates at the meeting.

ATTACHMENTS:

- Draft bill list
- Federal Legislative update

WEB ATTACHMENTS:

- [Community Project Funding Requests - Rep. Jimmy Panetta](#)

TAMC Bill Matrix – June 2022

Measure	Status	Bill Summary	Recommended Position
<p>AB 1713 (Boerner Horvath) Vehicles: required stops: bicycles</p>	<p>5/5/22 Assembly Floor</p>	<p>This bill would require a person who is 18 years of age or older riding a bicycle on a two-lane highway, when approaching a stop sign at the entrance of an intersection with another roadway with two or fewer lanes, where stop signs are erected on all approaches, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. The bill would impose a warning citation for a first violation by a person who is under 18 years of age and fails to stop when approaching a stop sign at the entrance of an intersection. The Bicycle and Pedestrian Facilities Advisory Committee voted to recommend the Board support this bill, as amended on March 21.</p>	<p>SUPPORT Priority 9S</p>
<p>AB 1778 (Cristina Garcia) State transportation funding: freeway projects</p>	<p>5/19/22 Assembly Floor</p>	<p>This bill would require the department to consult the California Healthy Places Index as a condition of using state funds or personnel time to fund or permit freeway projects. The bill would require the department to analyze housing and environmental variables through the index and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the index. The recommendation is to oppose unless amended to make this bill a pilot program or require seeking alternatives to pursue multi-modal options, zero-emission vehicle investments, or procurement of zero emission trucks through the corridor as offsets for projects that traverse an area of high pollution. In its current form, this bill may impact funding highway projects in Monterey County.</p>	<p>OPPOSE UNLESS AMENDED Priority 2S Letter sent 4/4</p>

TAMC Bill Matrix – June 2022

Measure	Status	Bill Summary	Recommended Position
AB 1909 (Friedman) Vehicles: bicycle omnibus	5/11/22 Senate Transportation	This bill would remove the prohibition of class 3 electric bicycles (electric bicycles that feature pedal assist and top off at 28 miles per hour) on a bicycle path or trail. The bill would instead authorize a local authority to prohibit the operation of any electric or any class of electric bicycle on an equestrian trail or hiking or recreational trail. This bill extends the authorization for an electric bike to cross an intersection to a when a "WALK" sign is displayed unless a bicycle control signal is displayed. This bill would no longer require a bicycle to be licensed and requires a vehicle that is passing or overtaking a vehicle to move over to an adjacent lane of traffic if one is available, before passing or overtaking the bicycle.	Watch Priority 9S

TAMC Bill Matrix – June 2022

Measure	Status	Bill Summary	Recommended Position
<p>AB 1919 (Holden) Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding</p>	<p>5/19/22 Assembly</p>	<p>This bill would require local authorities, school districts, and colleges to maintain their funding for free or reduced fare youth transit as provided in the 2018-19 fiscal year. By imposing new transit funding requirements on local entities, the bill would impose a state-mandated local program. This bill would require transit agencies to offer free youth transit passes to all persons 25 years of age and under with California residency, regardless of immigration status, to be eligible for state funding under the Transportation Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program, subject to a determination by the Controller that a legislative appropriation and the funding from local authorities, school districts, and colleges is sufficient to cover the lost farebox revenue as a result of offering free youth transit passes. These free youth transit passes would count as full-price fares for purposes of calculating the ratio of fare revenues to operating costs. Upon the appropriation by the Legislature, this bill would also create the Youth Transit Pass Pilot Program, administered by Caltrans, for purposes of offsetting the costs awarding grants to transit agencies for the costs of creating, designing, developing, advertising, and distributing implementation of offering the free passes to persons under the age of 25, providing service and administering the program. MST recommended an “oppose” position on the previous version of the bill. This bill is now an opt-in proposal, whereby transit agencies would petition Caltrans for grants. Awards would be provided based on a transit agency’s proportional share of total statewide farebox revenues. MST remains concerned about the potential for this bill to negatively impact partnerships with CSU, MPC and Hartnell</p>	<p>OPPOSE Watch Priority 3S</p>

TAMC Bill Matrix – June 2022

Measure	Status	Bill Summary	Recommended Position
<p>AB 1944 (Lee) Local government: open and public meetings</p>	<p>5/5/22 Assembly Floor</p>	<p>The Ralph M. Brown Act allows for meetings to occur via teleconferencing if the legislative body provides notice of each teleconference location of each member that will be participating in the public meeting, and those locations are made accessible to the public, and posted to the agenda to allow for public participation. At least a quorum of the legislative body must participate from locations within the boundaries of the local agency’s jurisdiction. Until January 1, 2024, existing law authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely. <u>By a majority vote of the local body, members would not need to post their address if it’s not a public place.</u> The bill would also require an updated agenda reflecting all members participating in the meeting remotely to be posted if a member of the legislative body elects to participate in the meeting remotely after the agenda is posted. It would require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option.</p>	<p>SUPPORT Priority 15S Letter sent 4/5</p>
<p>AB 1946 (Boerner Horvath) Electric bicycles: safety and training program</p>	<p>5/4/22 Senate Transportation</p>	<p>This bill would require Caltrans-to develop, on or before September 1, 2023, statewide safety standards and training programs based on evidence-based practices for users of electric bicycles.</p>	<p>Watch Priority 9S</p>
<p>AB 2120 (Ward) Transportation finance: federal funding: bridges.</p>	<p>5/19/22 Held in Approps Committee</p>	<p>The bill would require that the division and allocation of federal Highway Infrastructure Program funds occur pursuant to a specified formula approved by the California Transportation Commission.</p>	<p>SUPPORT Priority 9S</p>

TAMC Bill Matrix – June 2022

Measure	Status	Bill Summary	Recommended Position
<p>AB 2237 (Friedman) Transportation planning: regional transportation improvement plan: climate goals</p>	<p>5/19/22 Assembly Floor</p>	<p>This bill would require the Strategic Growth Council to convene key state agencies to review the roles and responsibilities of metropolitan planning organizations and to define “sustainable community”. This bill would require the regional transportation improvement plans (RTIPs) be consistent with the adopted sustainable communities strategy and the state’s climate goals. The bill would require the State Air Resources Board to prohibit a regional agency from funding inconsistent projects or programs. The bill would require each regional transportation planning agency to submit a report on local transportation tax measures to the CTC on or before March 30, 2023. The bill would require the CTC, in consultation with the ARB, to propose recommendations on alignment of local tax measures with the state’s climate goals. The bill would require, to the extent permitted by the local tax measures, projects funded by local tax measures to be included in regional transportation plans and to adhere to the most recently adopted sustainable community strategy of the applicable regional transportation agency and the state’s climate goals.</p>	<p>OPPOSE Priority 14S Letter sent 4/4</p>
<p>AB 2264 (Bloom) Pedestrian crossing signals</p>	<p>5/19/22 Assembly Floor</p>	<p>This bill would require a <u>state-owned or operated</u> traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, upon the first placement or replacement of a traffic-actuated signal. The bill would also require an existing <u>state-owned or operated</u> traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian interval when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the signal is in a residence, business, or business activity district, a safety corridor, or an area with a high concentration of pedestrians and cyclists. The bill would define a “leading pedestrian interval” for these purposes as an official traffic control signal that advances the “WALK” signal for 3 to 7 seconds while the red signal halting traffic continues to be displayed on parallel through or turning traffic. This bill lacks context sensitivity and could have the unintended consequence of leading to longer wait times for all modes.</p>	<p>Watch Priority 9S</p>

TAMC Bill Matrix – June 2022

Measure	Status	Bill Summary	Recommended Position
AB 2336 (Friedman) Vehicles: Speed Safety System Pilot Program	5/19/22 Held in Approps Committee	This bill would authorize a Speed Safety System Pilot Program in specified cities, not including any city in Monterey County. This bill is one of the Vision Zero task force recommendations, implementing automated speed enforcement which has historically been prohibited in California.	Watch Priority 9S
AB 2438 (Friedman) Transportation funding: Alignment with state plans and greenhouse gas emissions reduction standards	5/19/22 Assembly Floor	This bill would require the agencies that administer the STIP, the SHOPP, the Solutions for Congested Corridors program, the Trade Corridor Enhancement program, and the Local Partnership Program to revise the guidelines or plans applicable to those programs to align with the California Transportation Plan (CTP), the Climate Action Plan for Transportation Infrastructure (CAPTI), and greenhouse gas emissions reduction standards. This bill would require funds under the Local Streets and Roads Program to be consistent with the CTP, CAPTI, and greenhouse gas emissions reduction standards. The bill would require the CTP to include a financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues.	OPPOSE unless amended Priority 2S Letter sent 4/4
AB 2449 (Rubio, Blanca) Open meetings: local agencies: teleconferences	5/5/22 Assembly Floor	This bill allows a local agency to meet virtually without posting each members location, if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency’s jurisdiction. It also prohibits an agency from requiring public comments be submitted in advance. In the event of a disruption that prevents the broadcast of a meeting, the board must cease acting on items until the dial-in or internet option is restored. Accommodations must also be made for persons with disabilities. This bill is different from AB 1944 in that: 1) it requires a quorum to be physically present at a singular meeting place accessible to the public, so only a few members could participate virtually; 2) prevents board action on items not broadcast; 3) requires accommodations for persons with disabilities.	Watch Priority 15S

TAMC Bill Matrix – June 2022

Measure	Status	Bill Summary	Recommended Position
AB 2514 (Dahle M) Transportation: underserved rural communities	5/19/22 Assembly Floor	This bill would require CALSTA, in consultation with the CTC and rural counties, <u>the State Management Plan prepared by Caltrans</u> to conduct a study that includes a comprehensive evaluation of the current state of transportation in underserved rural communities and a transportation needs assessment of the cost to operate, maintain, and provide for the transportation system in underserved rural communities.	Watch Priority 1S
AB 2622 (Mullin) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses	5/19/22 Assembly Floor	This bill would extend, from January 1, 2024 to January 1, 20 <u>26</u> 34 , the partial state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California transit agencies.	SUPPORT Priority 13S Letter sent 4/4
AB 2647 (Levine) Local government: open meetings	5/12/22 Senate Rules	This bill requires a local agency to make those writings distributed to the members of the governing board <u>during a meeting</u> available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately post the writings on the local agency’s internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.	Watch Priority 15S

TAMC Bill Matrix – June 2022

Measure	Status	Bill Summary	Recommended Position
AB 2805 (Bauer-Kahan) Department of Fish and Wildlife: advance mitigation and regional conservation investment strategies	5/19/22 Assembly Floor	This bill would authorize the Department of Fish and Wildlife (CDFW), any other public agency, or federally recognized tribe to propose a regional conservation investment strategy (RCIS). The bill makes changes to existing law to streamline the process of developing and approving an RCIS, including removing the cap on how many such strategies the CDFW can approve, clarifying that mitigation credit agreements can create multi-agency credits, and clarifying requirements to support mitigation credit agreements. TAMC adopted its RCIS in 2021.	SUPPORT Priority N/A Letter sent 4/4
SB 674 (Durazo) Public Contracts: workforce development: covered public contracts	9/9/21 Two-year bill	This bill would require the Labor and Workforce Development Agency to create the California Jobs Plan and the United States Jobs Plan, which requires private entities bidding on covered public contracts over \$10 million related to the procurement, manufacturing, installation, and maintenance of transportation infrastructure, excluding contracts for road, bridge, or highway construction, to include as part of their application a form stating information about jobs created and retained.	Watch Priority 1S
SB 726 (Gonzalez) Alternative fuel and vehicle technologies: transportation sustainability strategy	9/7/21 Two-year bill	This bill would require the California State Resources Board and the State Energy Resources Conservation and Development Commission to develop a comprehensive transportation sustainability strategy. The bill would require the Board, as part of the 2027 update of the scoping plan, to set a greenhouse gas emissions reduction target for the transportation sector.	Watch Priority 1S

TAMC Bill Matrix – June 2022

Measure	Status	Bill Summary	Recommended Position
<p>SB 922 (Wiener) CEQA exemptions; transportation-related projects</p>	<p>5/16/22 Assembly Rules</p>	<p>This bill would specify that an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area or urban cluster for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles, also applies to active transportation plans and pedestrian plans. The bill extends the January 1, 2023, sunset date to January 1, 2030, for a CEQA exemption for transit prioritization projects and projects for pedestrian and bicycle facilities or for the institution or increase of new bus rapid transit, bus, or light rail services on public or highway rights-of-way. Provisions relating to projects valued at over \$100 million require additional consideration for displacement of disadvantaged communities and suggest anti-displacement strategies, designs, or actions for those projects for which at least 50% of the project or projects’ stops and stations are in an area at risk of residential displacement and will have a maximum of 15-minute peak headways. MST recommends a support position as it extends the CEQA exemption for transit projects.</p>	<p>SUPPORT Priority 11S Letter sent 4/4</p>

TAMC Bill Matrix – June 2022

Measure	Status	Bill Summary	Recommended Position
<p>SB 932 (Portantino) General plans: circulation element: bicycle and pedestrian plans and traffic calming plans</p>	<p>5/19/22 Senate</p>	<p>This bill would require the legislative body, upon the next substantive revision of the circulation element, on or before June 30, 2024, to develop or update the plan for a balanced, multimodal transportation network, and to ensure that the plan includes bicycle and pedestrian plans and traffic calming plans for any urbanized area within the scope of the county or city general plan. This bill would require a county or city to begin implementation of the plan within 2 years of the date of adoption of the plan. This bill would increase the 20-year implementation period based on whether the measures introduced by a county or city work to reduce its percentage of traffic. Commencing January 1, 2024, this bill would allow a person injured within the right-of-way in a collision with a motor vehicle to have a cause of action for failure to comply with these provisions against specified counties. The bill would make this cause of action inoperative after January 1, 2028. Both the Bicycle and Pedestrian Facilities Advisory Committee and the Technical Advisory Committee voted to recommend the Board oppose this bill.</p>	<p>OPPOSE Priority 14S</p>
<p>SB 942 (Newman) Low Carbon Transit Operations Program: free or reduced fare transit program</p>	<p>5/19/22 Assembly Transportation</p>	<p>This bill would allow public transit agencies to use funds from the Low Carbon Transit Operations Program to subsidize an ongoing free or reduced fare transit program. Sponsored by the California Transit Association.</p>	<p>SUPPORT Priority 3S Letter sent 4/4</p>

TAMC Bill Matrix – June 2022

Measure	Status	Bill Summary	Recommended Position
SB 1049 (Dodd) Transportation Resilience Program	5/19/22 Senate Floor	This bill would establish the Transportation Resilience, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission (CTC) for climate adaptation planning and resilience improvements that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the CTC to prioritize projects that meet certain criteria.	Watch Priority 2S
SB 1078 (Allen) Sea Level Rise Revolving Loan Pilot Program	5/19/22 Senate Floor	This bill would require the Ocean Protection Council (OPC), in consultation with the State Coastal Conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property. The bill would require the OPC, in consultation with other state planning and coastal management agencies, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements.	Watch Priority 2S
SB 1121 (Gonzales) State and local transportation system: needs assessment	5/19/22 Senate Floor	This bill would require the CTC to conduct a 10-year needs assessment, metropolitan planning organizations, county transportation commissions, regional transportation planning agencies, local governments, and transit operators and to identify areas where needs may exceed revenues.	Watch Priority 1S

TAMC Bill Matrix – June 2022

Measure	Status	Bill Summary	Recommended Position
SB 1175 (McGuire) Department of Transportation: intermodal passenger services: rail corridors	5/19/22 Senate Floor	Existing law authorizes Caltrans to construct, acquire, or lease, and improve and operate, rail passenger terminals and related facilities that provide intermodal passenger services along specified corridors. This bill would expand that authorization to include the Sacramento-Larkspur-Novato-Cloverdale corridor. While not directly relevant to TAMC, TAMC is part of the larger rail mega region with the Sonoma-Marin Area Rail Transit District (SMART) and staff recommends supporting our partner agency in this effort.	SUPPORT Priority NA Letter sent 4/6
SB 1217 (Allen) State-Regional Collaborative for Climate, Equity, and Resilience	5/19/22 Senate Appropriations	This bill would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the California Air Resources Board (CARB) for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of CARB, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations. The bill would require, on or before December 31, 2025, CARB to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.	Watch Priority 2S
SB 1410 (Caballero) California Environmental Quality Act: transportation impacts	5/19/22 Senate Floor	This bill requires the Governor’s Office of Planning and Research (OPR) to conduct a study on the impacts and implementation of the guidelines relating to vehicle miles traveled for each region in the state. The bill would require OPR to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines.	Watch Priority N/A

May 25,2022

To: Christina Watson

From: Paul Schlesinger

Re: June 8 Meeting of the Executive Committee

While, in the past month we've provided TAMC with information about various grant solicitations from DOT relating to very large highway discretionary grants, those that were much smaller, and others that were directed to bus properties, our shortest report of the year may be our best to date. Congressman Panetta has submitted our earmark request to the Appropriations Committee. We are seeking \$1 million toward the construction on northbound US 101 south of Salinas, of an auxiliary lane to allow traffic to accelerate from Spence Road and to provide a deceleration lane for traffic exiting to Eckhardt Road.

Complementing \$317,000 approved by the TAMC Board from Measure X funds and \$2.989 million programmed by Caltrans, this federal money fills a gap in the funding package that will allow construction to begin in 2022/23 and the project to be completed in 2024/25.

We expect to learn in the next few days, likely before the June 8 meeting, whether Senators Feinstein or Padilla have made the same request of the Senate Appropriations Committee.



Memorandum

To: Executive Committee
From: Alissa Guthier, Assistant Transportation Planner
Meeting Date: June 8, 2022
Subject: **Monterey Branch Line Recreational Use Lease to City of Marina**

RECOMMENDED ACTION:

DISCUSS terms for a City of Marina lease agreement for recreational use of the Monterey Branch Line corridor between Marina and Sand City in 2022.

SUMMARY:

The Museum of Handcar Technology and the Mendocino Railway company submitted unsolicited proposals for use of the same section of the Monterey Branch Line corridor for recreational use of handcar or railbike operations. During the March 23, 2022 TAMC Board meeting, the Board voted to enter into a lease agreement with the City of Marina to transfer coordination of the proposals for recreational use of the Monterey Branch Line to Marina staff. TAMC staff will present draft terms to the Committee for discussion.

FINANCIAL IMPACT:

For the 2019-20 work on the Museum of Handcar Technology proposal, developing and executing the reimbursement agreement and lease agreement, TAMC expended approximately \$17,500 on planner time and legal costs, including the filing of California Environmental Quality Act (CEQA) documentation. Of that amount, the Museum of Handcar Technology reimbursed TAMC a total of \$6,130.56 in 2020, leaving TAMC to pay about \$11,370 in Agency reserve funds to cover those costs.

The 2021 lease agreement included a \$15,000 deposit for staff time. In fiscal year 2020-2021, \$11,140.82 was expended to support the 2021 trial run, of which \$7,350.89 was funded through the deposit and \$3,789.93 from TAMC funds. During fiscal year 2021-2022, TAMC spent \$4,824.86 of the deposit funds for the first two quarters until December 2021. The total expenditures from 2021 on then total \$15,965.68, which is \$965.68 over the deposit amount.

In preparing a lease agreement with the City of Marina for a recreational use of the corridor, staff estimates that planner and legal costs are likely to exceed \$15,000. CEQA documentation is expected to be more extensive for long-term use of the corridor. The California Public Utilities Commission (CPUC) indicated that long-term use would require TAMC to apply for a CPUC permit to make any changes to the rail line. Proceeding with any recreational proposal would involve an additional set of costs, including potential liability and insurance costs, although every effort would be made to transfer such costs to the operator.

In the draft lease, TAMC is requesting a \$20,000 non-refundable payment for cost recovery from the City of Marina as well as a monthly rental payment totaling \$8,858 for the use of the rail line and a storage area at the start of the proposed recreational use area.

DISCUSSION:

On February 24, 2021, the Board of Directors approved a lease agreement with the Museum of Handcar Technology for a trial use of the Monterey Branch Line corridor for recreational use. The agreement was executed, and the handcars had a successful trial in the summer of 2021. The lease agreement expired on September 30, 2021. The Museum of Handcar Technology's proposed 2022 operations would run approximately three and a half (3.5) miles from the Palm Avenue/ Marina Drive intersection in Marina, under the Highway 1 overcrossing and over the bike path, to the balloon spur tracks in the Fort Ord Dunes State Park, with a request to include a lease for an additional two and a half (2.5) miles towards Sand City. The project proponents are requesting to place a 45-foot-long cargo container to store handcars and a 20-foot-long container for support item storage on the tracks within the Monterey Branch Line right-of-way near Palm Avenue in Marina. They propose to have employees and customers park on TAMC property off Marina Drive. They would make upgrades to the tracks needed to support their operations. Changes to their operations as compared to the trial run in 2021 include permanently modifying the bicycle path that connects across the rail tracks from Beach Range Road to the Caltrans coastal trail; having a year long, month to month lease; possibly extending operations to Sand City; and adding fencing around the area where they will base their operations.

In January 2022, Mendocino Railway submitted an unsolicited conceptual proposal for use of the Monterey Branch Line rail corridor for railbike operations. Their proposal is similar to the handcar operations, with a different kind of technology (the handcars are operated by hand, while the railbikes are operated by foot). The railbike proposal requests a long-term agreement for use of the corridor from Marina to Sand City, including a base at Marina with a container using electricity to charge batteries and store bikes. The proposal also includes permanent alterations to the bicycle path that connects across the rail tracks from Beach Range Road to the Caltrans coast trail, and bike turntables at either end that can be installed or removed within a day. The railbike proposal includes other concepts such as a train car station for administration operations at Palm Avenue.

During the March 23, 2022 TAMC Board meeting, the Board voted to enter into a lease agreement with the City of Marina to transfer coordination of the proposals for recreational use of the Monterey Branch Line to Marina staff. TAMC staff will present draft terms to the Committee for discussion.

As the property owner, the Agency would be required to participate as a Responsible Agency for the purposes of the California Environmental Quality Act (CEQA). TAMC would also likely be responsible for coordinating on a permit from the California Public Utilities Commission, in cooperation with the winning vendor for the operations. Recovery of TAMC staff expenses have been incorporated into the lease terms.

The project proponent would be responsible for obtaining all reviews and permits, including, as necessary: County and City of Marina use permits (branch line is in the County, parking is in the City), and Coastal Commission review and permits.

Staff will present draft terms for a lease with City of Marina for discussion.

WEB ATTACHMENTS:

[TAMC and City of Marina DRAFT Lease Agreement](#)