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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](mailto:info@tamcmonterey.org)

## **EXECUTIVE COMMITTEE**

*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, August 3, 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](mailto:maria@tamcmonterey.org) by

5:00 pm the Monday before the meeting, and such comments will be distributed to the Committee before the meeting.

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**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 June 8, 2022.

- Rodriguez

**END OF CONSENT AGENDA**

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**4. Legislative Update**

1. **RECEIVE** update on state and federal legislative issues; and
2. **RECOMMEND** the Board of Directors adopt 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. RECOMMEND** that Board of Directors approve evaluation form, procedure, and timeline for completing annual evaluation for Executive Director.

- Goel/Adams

*The Agency Bylaws require an annual evaluation of the Executive Director.*

**6. RECEIVE** report on draft TAMC Board meeting agenda.

- Muck

**7. ANNOUNCEMENTS**

**8. ADJOURN**

**ANNOUNCEMENTS**

Next Executive Committee meeting:  
**Wednesday, September 7, 2022 at 8:30 a.m.**

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

**Senior Administrative Assistant**  
**Elouise@tamcmonterey.org**

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](mailto: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 an 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:** August 3, 2022  
**Subject:** **Executive Committee draft minutes of June 8, 2022**

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### **RECOMMENDED ACTION:**

**APPROVE** the Executive Committee draft minutes of June 8, 2022.

### **ATTACHMENTS:**

- ▣ Executive Committee draft minutes of June 8, 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 (1<sup>st</sup> Vice Chair),  
 Chris Lopez (2<sup>nd</sup> Vice Chair), Ed Smith (Past Chair),  
 Wendy Root Askew (County representative), Kimbley Craig (City representative)*

**Wednesday, June 8, 2022**

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

REMOTE VIDEO/PHONE CONFERENCE ONLY

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

Others present: Janet Holmes, County Counsel; Paul Schlesinger and Jim Davenport, Thorn Run Partners; Gus Khouri, Khouri Consulting; Mason Clark, Museum of Handcar Technology.

## **2. PUBLIC COMMENTS**

No public comment

## **3. CONSENT AGENDA**

On a motion by Committee Member LeBarre, seconded by Committee Member Craig, the Committee voted 6-0 to approve the minutes from the Executive Committee meeting of May 4, 2022.

## **4. LEGISLATIVE UPDATE**

On a motion by Committee Member Smith, seconded by Committee Member LeBarre, the Committee recommended that the Board of Directors change from an “oppose” to a “watch” position on Assembly Bill (AB) 1919 regarding free transit passes. The Committee received an update on State and Federal legislative issues.

Paul Schlesinger, Agency federal legislative consultant, reported that Rep. Panetta and Sen. Padilla both nominated the US 101 South of Salinas Auxiliary Lane Project for \$1 million in transportation appropriations funds. He noted that we should know if this project is included in the House bill in 2 weeks. Chair Adams expressed her gratitude for this excellent news.

Gus Khouri, Agency State Legislative Consultant, gave an update on the state budget and reviewed a handful of legislative bills that are being hotly debated in Sacramento that would have dramatic impacts on transportation funding.

Christina Watson, Director of Planning, noted that on AB 1919 Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding, Monterey-Salinas Transit recommended an “oppose” position on the previous version of the bill, but is now okay

with a “watch” position. This bill is now an opt-in proposal, whereby transit agencies would petition Caltrans for grants.

**5. MONTEREY BRANCH LINE RECREATIONAL USE LEASE TO CITY OF MARINA**

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

Executive Director Todd Muck reported the Museum of Handcar Technology and the Mendocino Railway company proposed 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. Director Muck noted that the City of Marina discussed this proposal last night at their Council meeting. He also noted that he has been working with Marina’s City Manager Layne Long on the terms of the agreement. The lease would be for 2 years, but cannot interrupt the Monterey-Salinas Transit SURF! Busway and Bus Rapid Transit project when it is ready to move forward; the lease would allow for a 60-day termination notice.

The Committee concurred that using TAMC’s Monterey Branch Line current leasing cost for the recreational use was appropriate.

**6. TAMC BOARD DRAFT AGENDA**

Executive Director Todd Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of June 22, 2022. After Executive Committee discussion, direction was provided to staff to place the following items for consideration on the regular agenda:

- 2022 Regional Transportation Plan
- New Guidelines for Active Transportation Support Program

**7. ANNOUNCEMENTS**

Committee Member LeBarre commented that staff should consider changing the name of the Bicycle & Pedestrian Facilities Advisory Committee to the Active Transportation Committee, in line with current grant programs.

**8. ADJOURNMENT**

Vice Chair LeBarre adjourned the meeting at 9:22 a.m.





**Memorandum**

**To:** Executive Committee  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** August 3, 2022  
**Subject:** Legislative Update

**RECOMMENDED ACTION:**

**Legislative Update**

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

**SUMMARY:**

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

**FINANCIAL IMPACT:**

The legislative proposals may have a financial impact on TAMC if they are enacted. Representative Panetta and Senator Padilla 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 and Agency legislative analyst Paul Schlesinger will present an update on federal legislative activities.

**Attachment 1** is a state report and **attachment 2** is an updated draft state bill list, reflecting the positions adopted by the TAMC Board on June 23. Any changes to the list since that meeting are indicated with cross-out and underline. Staff and Mr. Khouri will review the list at the meeting. Staff is recommending one position change:

- AB 1919 (Holden): "Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding", which was amended on June 14 to authorize a transit agency to submit a grant application for funds to maintain, subsidize, or expand an existing free transit pass program for students. MST now supports this bill and recommends TAMC support it as well.

Representative Panetta and Senator Padilla nominated the US 101 South of Salinas auxiliary lane project for a \$1 million earmark in the fiscal year 2023 transportation appropriations bill, which is expected to be taken up by the House floor the week of July 18. **Attachment 3** is a federal legislative update.

Staff and consultants will present verbal updates at the meeting.

**ATTACHMENTS:**

- ▣ State update
- ▣ Draft bill list
- ▣ Federal Legislative update



July 13, 2022

TO: Board Members, Transportation Agency for Monterey County

FROM: Gus Khouri, President, Khouri Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – AUGUST**

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### **General Update**

The Legislature recently concluded policy committee hearings for bills in the second house. Fiscal committees must reconcile items by August 12, and all business on the floor of each house must be acted upon by August 31, to be considered for signature by the Governor by September 30. The legislature is currently on Summer Recess, which runs from July 1 to August 1. On June 30, 2022, Governor Newsom signed a package of bills revising the current state budget (FY 21-22) in addition to the FY 22-23 State Budget and several trailer bills. Below is a summary of the package.

### **Inflation Relief Agreement**

There have been various proposals related to how to provide relief to Californians due to inflationary impacts. While the agreement does not contain a pause on the gas tax annual inflationary adjustment as proposed by Governor Newsom (3 cents which would have been a \$523 million loss of revenue), it does suspend the General Fund portion of the sales tax on diesel fuel. This is expected to reduce costs by about 23 cents per gallon, which primarily benefits businesses who consume a large proportion of diesel. It should be noted that this does not impact the funding portion of diesel fuel tax that goes to the Public Transportation Account to primarily fund the State Transit Assistance Program.

The revised budget also includes a \$17 billion relief package, including \$9.5 billion in direct payments (AB 192) to Californians to help offset inflationary impacts. The framework for these direct payments falls within three tiers. The first tier includes tax filers with incomes up to \$75,000 for single filers and \$150,000 for joint filers. Under this tier, \$350 will be provided for each tax filer, plus an additional \$350 if the tax filer has at least one dependent. The second tier includes tax filers with incomes above the first tier, but below \$125,000 for single filers and \$250,000 for joint filers. Under this tier, each tax filer will receive \$250, plus an additional \$250 if the tax filer has a least one dependent. The third tier includes tax filers with incomes above the second tier, but below \$250,000 for single filers and \$500,000 for joint filers. These refunds are anticipated to be provided to 17.4 million California tax filers, 23 million residents when factoring in dependents.

### **Transportation Funding**

Per AB 180 (Committee on Budget), Chapter 44, Statutes of 2022, revises the current state budget (FY 21-22) agreement includes significant new resources for transportation programs, particularly those focused on capital transit and rail improvements and active transportation. No new funding, however, is provided for transit operations purposes. The following is included:

- \$4.2 billion of remaining Proposition 1A (2008) funding for the California High-Speed Rail project.
- \$4 billion over the next two years for priority capital transit and rail purposes, distributed via a population-based formula. This is speculative funding as the appropriation is expressed in intent language and contingent upon the availability of funds for FY 23-24 and FY 24-25.
- \$3.63 billion for transit capital projects to be allocated via the Transit and Intercity Rail Capital Program (TIRCP), a competitive program administered by the California State Transportation Agency (CalSTA).
  - \$300 million off the top for a metropolitan planning organization to conduct project development activities related to rail realignment capital projects for high-priority intercity rail corridors located primarily in the coastal zone to protect against sea level rise, identified in the State Rail Plan as being at risk of sea-level rise, and designated as a Strategic Rail Corridor Network by the United States Department of Defense and Federal Railroad Administration.
  - \$1.8 billion off the top for existing projects that have previously been awarded TIRCP funding and can demonstrate a supplemental state grant would leverage or

maintain an identified source of significant local or federal investment, including through the federal Capital Investment Grant program.

- Up to \$150 million of the overall total is to be used for project development purposes for projects that have entered or applied to enter federal project development processes and expect to receive federal funding in the future once project development is complete.
- \$1.8315 billion is to be dedicated to projects in Southern California, including the counties of Orange, Imperial, Los Angeles, Riverside, San Bernardino, San Diego, and Ventura (\$900M must be for previously awarded projects).
- \$1.4985 billion to the remainder of the state (\$900M must be for previously awarded projects).
- \$1.049 billion for the Active Transportation Program.
  - Of this amount, \$250 million is dedicated to grade separations and \$149 million to the Highways to Boulevards program.
- \$198 million for local climate adaptation projects. Of this amount, \$148 million is to be allocated through the Local Transportation Infrastructure Climate Adaptation program administered by the California Transportation Commission (CTC). The remaining \$50 million is to be available as competitive grants awarded and administered by the Caltrans to local agencies to identify climate vulnerabilities through the development of climate adaptation plans and incorporation of transportation climate adaptation needs into existing transportation plans.
- \$100 million for deployment of zero-emission bus deployment and associated infrastructure.

### **SB 198 Transportation Budget Trailer Bill**

SB 198 contains several substantive policy changes, including the parameters for new grant funding programs, were provided for in the transportation trailer bill including the following:

- New oversight requirements for the California High-Speed Rail Authority (CHSRA), and prioritizing funding for the completion of planning and construction of the Merced to Bakersfield segment.

- The ability for Caltrans to advance funds for a transit or passenger rail project or project component for certain publicly led projects funded by various funding sources, including TIRCP.
- The creation of the Transportation Infrastructure Climate Adaptation Strategy Grant Program, a competitive program to be administered by Caltrans to identify climate vulnerabilities through the development of various planning documents or identify ways to incorporate transportation-related climate adaptation needs into existing transportation plans. Caltrans is to create guidelines in consultation with various other state agencies, including CalSTA and the CTC.
- The creation of a State Transportation Infrastructure Climate Adaptation Program, to be administered by Caltrans for the purposes of planning, developing, and implementing projects adaptation state transportation infrastructure to climate change. Caltrans will be required to prepare a resilience improvement plan for the State and a program of its top priority climate adaptation projects through its Adaptation Priorities Report process. Caltrans is to submit projects via this program to the CTC for adoption. The program of projects is to be developed in consultation with CalSTA, the CTC, the Office of Planning and Research, the California Natural Resources Agency, the Integrated Climate Adaptation and Resiliency Program Technical Advisory Council, and any other relevant state or local agencies that have adopted climate adaptation plans or strategies.
- The creation of the Local Transportation Infrastructure Climate Adaptation Project Program to be administered by the CTC for purposes of developing and implementing projects adaptation local transportation infrastructure to climate change. The CTC is to develop guidelines and administer the program in consultation with the same agencies consulted in development of the State Transportation Infrastructure Climate Adaptation Program.

**TAMC Bill Matrix – August 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>AB 1713 (Boerner Horvath)</b> <b>Vehicles: required stops: bicycles</b></p>	<p>6/29/22 Senate Approps</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><b>SUPPORT</b> <b>Priority 9S</b> <b>Letter sent 6/3</b></p>
<p><b>AB 1778 (Cristina Garcia)</b> <b>State transportation funding: freeway projects</b></p>	<p>6/29/22 Failed Passage</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 50<sup>th</sup> 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><b>OPPOSE UNLESS AMENDED</b> <b>Priority 2S</b> <b>Letters sent 4/4 &amp; 6/2</b></p>

TAMC Bill Matrix – August 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 1909 (Friedman)</b> <b>Vehicles: bicycle omnibus</b></p>	<p>6/30/22 Senate Floor</p>	<p>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.</p>	<p><b>Watch</b> <b>Priority 9S</b></p>
<p><b>AB 1919 (Holden)</b> <b>Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding</b></p>	<p>6/29/22 Senate Approps</p>	<p>Upon the appropriation by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by Caltrans, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, <del>and</del> distributing, <u>and implementing</u> free passes to persons <u>attending certain educational institutions, under the age of 25</u>, providing service and administering the program. <u>The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency’s bus and rail services without paying any additional fare or charge to apply without an educational institution partner.</u> MST recommends a “support” position on the June 14<sup>th</sup> version of the bill.</p>	<p><del>Watch</del> <b><u>SUPPORT</u></b> <b>Priority 3S</b></p>



**TAMC Bill Matrix – August 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>AB 1944 (Lee)</b> <b>Local government: open and public meetings</b></p>	<p>6/22/22 Failed Passage</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 teleconferencing requirements when a declared state of emergency is in effect. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely. By a majority vote of the local body, members would not need to post their address if it’s not a public place. The bill would 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.</p>	<p><b>SUPPORT</b> <b>Priority 15S</b> <b>Letters sent 4/5 &amp; 6/2</b></p>
<p><b>AB 1946 (Boerner Horvath)</b> <b>Electric bicycles: safety and training program</b></p>	<p>6/30/22 Assembly Floor Concurrence</p>	<p>This bill would require Caltrans to develop, on or before September 1, 2023, statewide safety and training programs based on evidence-based practices for users of electric bicycles.</p>	<p><b>Watch</b> <b>Priority 9S</b></p>

TAMC Bill Matrix – August 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 2237 (Friedman)</b>  <b>Transportation planning: regional transportation improvement plan: climate goals</b></p>	<p>6/16/22                      Failed Passage</p>	<p><u>This bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy of the applicable regional transportation planning agency.</u> <del>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.</del> 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><b>OPPOSE</b>  <b>Priority 14S</b>  <b>Letters sent 4/4 &amp; 6/2</b></p>

**TAMC Bill Matrix – August 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>AB 2264 (Bloom)</b> <b>Pedestrian crossing signals</b></p>	<p>6/29/22 Senate Approps</p>	<p>This bill would require a state-owned or operated 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 state-owned or operated 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 align="center"><b>Watch</b> <b>Priority 9S</b></p>
<p><b>AB 2438 (Friedman)</b> <b>Transportation funding: Alignment with state plans and greenhouse gas emissions reduction standards</b></p>	<p>6/29/22 Senate Approps</p>	<p>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.</p>	<p align="center"><b>OPPOSE unless amended</b> <b>Priority 2S</b> <b>Letters sent 4/4 &amp; 6/2</b></p>

**TAMC Bill Matrix – August 2022**

Measure	Status	Bill Summary	Recommended Position
<b>AB 2449 (Rubio, Blanca)</b> <b>Open meetings: local agencies: teleconferences</b>	6/30/22 Senate Approps	<p>This bill, <u>as amended on June 30</u>, allows members of a legislative body of a local agency to use teleconferencing <u>until January 1, 2026</u>, without identifying each teleconference location in the notice and agenda of the meeting, and without making each teleconference location accessible to the public, if the public can participate remotely and are provided notice for that opportunity. It requires the agenda cite a reason for why any Board/ Committee member needs to participate remotely, <u>including emergencies</u>, requires them to have their video on and to identify who else is in the room, and limits each member’s remote participation to 3 consecutive months <u>or 20 percent of the regular meetings for the local agency within a calendar year, or two meetings if the legislative body regularly meets fewer than 10 times per calendar year. Emergency absences include illness, childcare, business travel, or physical or mental limitations.</u></p>	<b>Watch</b> <b>Priority 15S</b>
<b>AB 2514 (Dahle M)</b> <b>Transportation: underserved rural communities</b>	6/29/22 Senate Approps	<p>This bill would require the State Management Plan prepared by Caltrans to include 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.</p>	<b>Watch</b> <b>Priority 1S</b>
<b>AB 2622 (Mullin)</b> <b>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses</b>	6/30/22 Senate Approps	<p>This bill would extend, from January 1, 2024, to January 1, 2026, the partial state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California transit agencies.</p>	<b>SUPPORT</b> <b>Priority 13S</b> <b>Letters sent 4/4 &amp; 6/2</b>

**TAMC Bill Matrix – August 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>AB 2647 (Levine)</b> <b>Local government: open meetings</b>	6/30/22 Senate Approps	This bill requires a local agency to make writings distributed to the members of the governing board during a meeting 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.	<b>Watch</b> <b>Priority 15S</b>
<b>AB 2805 (Bauer-Kahan)</b> <b>Department of Fish and Wildlife: advance mitigation and regional conservation investment strategies</b>	6/29/22 Senate Approps	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.	<b>SUPPORT</b> <b>Priority N/A</b> <b>Letters sent 4/4 &amp; 6/2</b>
<b>SB 674 (Durazo)</b> <b>Public Contracts: workforce development: covered public contracts</b>	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.	<b>Watch</b> <b>Priority 1S</b>

**TAMC Bill Matrix – August 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>SB 726 (Gonzalez)</b> <b>Alternative fuel and vehicle technologies: transportation sustainability strategy</b>	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.	<b>Watch</b> <b>Priority 1S</b>
<b>SB 922 (Wiener)</b> <b>CEQA exemptions; transportation-related projects</b>	6/30/22 Assembly Floor	This bill would specify that an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area 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.	<b>SUPPORT</b> <b>Priority 11S</b> <b>Letters sent 4/4 &amp; 6/2</b>

**TAMC Bill Matrix – August 2022**

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 932 (Portantino)</b>  <b>General plans: circulation element: bicycle and pedestrian plans and traffic calming plans</b></p>	<p>6/28/22                      Assembly                      Approps</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 <del>2025</del>-year implementation period based on whether the measures introduced by a county or city work to reduce its percentage of traffic. Commencing January 1, 2025<del>4</del>, 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><b>OPPOSE</b>  <b>Priority 14S</b>  <b>Letter sent 6/2</b></p>
<p><b>SB 942 (Newman)</b>  <b>Low Carbon Transit Operations Program: free or reduced fare transit program</b></p>	<p>6/29/22                      Assembly                      Approps</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><b>SUPPORT</b>  <b>Priority 3S</b>  <b>Letters sent 4/4 &amp; 6/2</b></p>

**TAMC Bill Matrix – August 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>SB 1049 (Dodd)</b> <b>Transportation Resilience Program</b>	6/2/22 Failed Passage	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.	<b>Watch</b> <b>Priority 2S</b>
<b>SB 1078 (Allen)</b> <b>Sea Level Rise Revolving Loan Pilot Program</b>	6/21/22 Assembly Approps	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.	<b>Watch</b> <b>Priority 2S</b>
<b>SB 1121 (Gonzales)</b> <b>State and local transportation system needs assessment</b>	6/21/22 Assembly Approps	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.	<b>Watch</b> <b>Priority 1S</b>



**TAMC Bill Matrix – August 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>SB 1175 (McGuire)</b> <b>Department of Transportation: intermodal passenger services: rail corridors</b>	6/28/22 Assembly Approps	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-Marín Area Rail Transit District (SMART) and staff recommends supporting our partner agency in this effort.	<b>SUPPORT</b> <b>Priority NA</b> <b>Letters sent 4/6 &amp; 6/2</b>
<b>SB 1217 (Allen)</b> <b>State-Regional Collaborative for Climate, Equity, and Resilience</b>	6/2/22 Failed Passage	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.	<b>Watch</b> <b>Priority 2S</b>
<b>SB 1410 (Caballero)</b> <b>California Environmental Quality Act: transportation impacts</b>	6/29/22 Assembly Approps	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, upon legislative appropriation, to provide financial assistance to local jurisdictions for implementing those guidelines.	<b>Watch</b> <b>Priority N/A</b>

July 19, 2022

To: TAMC Executive Committee

From: Paul Schlesinger, Thorn Run Partners

Re: Executive Committee Meeting Report – August 1

Representative Panetta and Senator Padilla both requested an earmark in the Transportation Appropriations bill of \$1 million to complete the funding package for 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. This provision has been included in the House bill as reported from Committee, and is likely to pass the House this week. The Senate version of the bill is expected to be made public by the end of next week. Complementing \$317,000 approved by the TAMC Board from Measure X funds and \$2,989,000 programmed by Caltrans, this federal money would fill a gap in the funding package that will allow construction to begin in 2022/23 and the project to be completed in 2024/25.

The transportation appropriations bill contains a total of \$105.4 billion in transportation funding, \$2.4 billion above FY22 and \$942 million above the Administration's request. It provides more than \$1.6 billion to reduce transportation emissions, increase resiliency, and address historical inequities – all hallmarks of this Administration. It increases discretionary investments in transit and passenger and freight rail by 23%, including \$775 million for the National Infrastructure Investments program. It provides \$3.8 billion for the Federal Railroad Administration, an increase of \$501 million, for safety and reliability of passenger and freight rail systems, including \$555 million for the Federal-State Partnership for Intercity Passenger Rail grants, and \$630 million for the Consolidated Rail Infrastructure and Safety Improvements grant program, \$130 million above the Administration's request. The bill includes \$17.5 billion for the Federal Transit Administration, including \$13.6 billion for Transit formula grants to expand bus fleets and increase the transit state of good repair, \$3 billion to create new transit routes nationwide, and \$646 million to assist transit agencies in purchasing low and no emission buses and other purposes.

On Wednesday, July 20, Members of the Rail Policy Committee provided a briefing jointly to Congressman Panetta and Congresswoman Lofgren on our rail plan.



## Memorandum

**To:** Executive Committee  
**From:** Rita Goel, Director of Finance & Administration  
**Meeting Date:** August 3, 2022  
**Subject:** Evaluation of Executive Director

### **RECOMMENDED ACTION:**

**RECOMMEND** that Board of Directors approve evaluation form, procedure, and timeline for completing annual evaluation for Executive Director.

### **SUMMARY:**

The Agency Bylaws require an annual evaluation of the Executive Director.

### **FINANCIAL IMPACT:**

None.

### **DISCUSSION:**

Attached with this report are evaluation forms for the Agency’s Executive Director Todd A. Muck. The Executive Director’s employment agreement requires the Board to evaluate Todd by the December Board Meeting of each year. The attached evaluation forms were revised in 2016 in response to recommendations from Board Members. Forms will be sent out to Board Members via e-mail and upon completion, the Board Members are requested to return the evaluation to the chair via e-mail. The proposed procedure and timeline for completing the annual evaluation is:

- August 29, 2022 – Staff e-mails to voting members of the Board of Directors the enclosed evaluation forms for the Executive Director. The Executive Director goals and accomplishments will also be included.
- September 30, 2022 - All voting Board Members complete evaluation forms and e-mail or mail to the Chair for her receipt no later than September 30, 2022.
- October 1-21, 2022 – The Chair reviews completed evaluation forms and prepares summary of results to present to Executive Committee on November 2, 2022.
- November 2, 2022 - Executive Committee meets in Closed Session to review the evaluations, formulate a recommendation to the Board of Directors and confer with the Executive Director regarding the recommendations.
- December 7, 2022 – Board of Directors meets in Closed Session to receive presentation from the Executive Committee, to review the evaluations and recommendations of the Executive Committee and take any appropriate actions.
- Date to be determined by the Chair - The Chair will review the evaluations with the Executive Director.

### **ATTACHMENTS:**

▫ Executive Director Evaluation

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
 PERFORMANCE EVALUATION OF  
**EXECUTIVE DIRECTOR TODD A. MUCK**

*In evaluating the performance of the Executive Director, consider the factors below in arriving at your overall rating. Check the box in each category that you think best applies.*

- 1 = Unsatisfactory, performance does not meet job requirements.
- 2 = Improvement needed; performance partially meets requirements of job.
- 3 = Satisfactory, performance adequately meets requirements of job.
- 4 = Good, performance generally meets or exceeds standards or expectations.
- 5 = Exceptional, performance is excellent, exceeding job requirements.

Dimension	1*	2*	3	4	5
Accessible to elected officials, staff and the public.					
Attitude. Is enthusiastic, cooperative, adaptive, energetic, willing to spend whatever time is necessary to do a good job.					
Communication. Keeps Board Members fully informed of issues affecting the Agency.					
Community Relations. Skilled in representing Agency policies to other agencies, the public, and news media.					
Community and professional reputation. Is regarded as a person of high integrity and ability for the agency.					
Decisiveness. Is able to reach timely decisions and initiate action but is not impulsive.					
Execution of Policy. Understands and complies with the policies and objectives of the organization. Efforts lead to successful accomplishment of goals.					
Expertise and knowledge of transportation issues.					
Imagination. Shows originality in approaching problems. Is able to visualize the implications of various approaches					
Non-political but understands and works effectively in the political arena.					
Leadership. Motivates others to maximum performance.					
Loyalty. Genuine interest in work, job and the agency. Concerned with agency's image and reputation.					
Personnel Development. Appoints and trains effective subordinates; retains excellent staff.					
Presents thoughts in an orderly, understandable manner.					
Responds quickly and effectively to requests from Board Members for information, advice, and service.					
Strategic Thinking. Thinks ahead on how the organization can best approach change.					
Unbiased. Takes a reasonable and rational viewpoint based on facts and qualified opinions.					
Written reports are clear, concise, and accurate.					

**\*NOTE: Please explain any rating of a "1" or a "2" in the comment section below or use the space to provide any additional comments.**

General Comments:

Please provide specific comment:

- (1) Leadership and management skills:
  
- (2) Staff development:
  
- (3) Reputation in the community:
  
- (4) Reputation with Transportation Agency member agencies:
  
- (5) Opportunities for development/ Recommendations for more emphasis or improvement

Overall Rating: (Consider all factors listed on page 1 in arriving at an overall rating.)

- Unsatisfactory, performance does not meet job requirements.
- Improvement needed; performance partially meets requirements of job.
- Satisfactory, performance adequately meets requirements of job.
- Good, performance generally meets or exceeds standards or expectations.
- Exceptional, performance is excellent, exceeding job requirements.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Print Name: \_\_\_\_\_

***Please complete and return evaluation to Chair via e-mail: [district5@co.monterey.ca.us](mailto:district5@co.monterey.ca.us)  
Thank you.***