



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

### **EXECUTIVE COMMITTEE**

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

**Wednesday, October 2, 2019  
Transportation Agency Conference Room  
55-B Plaza Circle, Salinas**

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

### **1. ROLL CALL**

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

### **2. PUBLIC COMMENTS**

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

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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** minutes of the Executive Committee meeting for September 4, 2019.

-Rodriguez

- 3.2 REVIEW** and **APPROVE** submittal of a Proposition 68 Trails and Greenways grant application for the proposed Laguna Grande to Roberts Lake segment of the Fort Ord Regional Trail and Greenway.

- Castillo

*The Proposition 68 Trails and Greenways program awards competitive grants for projects that provide non-motorized infrastructure and that promote new or alternate access to parks and other natural habitat to promote active transportation and opportunities to connect with nature. The Laguna Grande to Roberts Lake segment of the Fort Ord Regional Trail and Greenway proposes a wheelchair accessible trail entering Laguna Grande Regional Park at Fremont Blvd and Highway 218, rehabilitation of existing trails within the Park, and a signalized crossing at Del Monte Blvd to connect to the Coastal Trail at Roberts Lake. The proposed segment also includes a multi-use sidewalk connection to the new North Fremont median bike lanes from Casanova Ave into Laguna Grande Regional Park.*

## END OF CONSENT AGENDA

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- 4. RECIEVE** update on state legislative issues and **DISCUSS** topics for the 2020 draft legislative program.

- Watson/Khoury

*Staff and legislative analyst Gus Khoury will present a state legislative update and request input for the 2020 legislative program.*

- 5. RECEIVE** information and **PROVIDE** direction to staff as to the unsolicited proposal for interim use of the Monterey Branch Line right-of-way for a recreational enterprise.

- Watson

*Staff has received multiple proposals over the years to use the Monterey Branch Line right-of-way for recreational purposes. A proposal from the Museum of Handcar Technology LLC, received in July 2019, is more developed than any received to date, but such effort would require a competitive process in which all interested entities could participate. Work on such a proposal is outside the Agency's adopted work program, goals and objectives.*

6. **RECEIVE** update and **PROVIDE DIRECTION** to staff on the proposal to issue bonds for the removal of buildings on the former Fort Ord, including the Transportation Agency properties.

- Zeller

*The Fort Ord Reuse Authority (FORA) is investigating the legality and feasibility of issuing debt against its statutory share of property tax revenue to fund the demolition of buildings within the former Fort Ord. The Transportation Agency could benefit from this bond issuance by having the Agency-owned properties on the former Fort Ord included in the schedule of building removals.*

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

- Muck

8. **ANNOUNCEMENTS**

9. **ADJOURN**

**Next Executive Committee meeting is:**

**Wednesday, November 6, 2019**

**There will be no Executive Committee meeting in December.**

**Please mark your calendars.**

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA.

Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County**

**55-B Plaza Circle, Salinas, CA 93901-2902**

**Monday thru Friday 8:00 a.m. - 5:00 p.m.**

**TEL: 831-775-0903**

**FAX: 831-775-0897**

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



## **Memorandum**

**To:** Executive Committee  
**From:** Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board  
**Meeting Date:** October 2, 2019  
**Subject:** **Executive Draft Minutes of September 4, 2019**

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### **RECOMMENDED ACTION:**

**APPROVE** minutes of the Executive Committee meeting for September 4, 2019.

### **ATTACHMENTS:**

- ▣ Executive Committee Draft Minutes of September 4, 2019

**DRAFT MINUTES**

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

**EXECUTIVE COMMITTEE MEETING**

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

**Wednesday, September 04, 2019**

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

Transportation Agency Conference Room  
55-B Plaza Circle, Salinas

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

- 1. CALL TO ORDER:** Chair Huitt called the meeting to order at 9:00 a.m. Roll call was taken, and a quorum was confirmed.

Staff present: Goel, Hale, Jacobsen, Rodriguez, Watson, Wright and Zeller  
Others present: Agency Counsel Kay Reimann

- 2. PUBLIC COMMENTS:** None.

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**3. CONSENT AGENDA:**

- 3.1** On a motion by Committee Member Smith and seconded by Committee Member Phillips, the committee voted 5-0 to approve the minutes from the Executive Committee meeting of August 7, 2019. Committee member Alejo arrived after the consent agenda.

**END OF CONSENT**

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**4. INTERGRATED FUNDING PLAN FOR PRIORITY PROJECTS**

The Committee provided comments on the preliminary draft integrated five-year funding plan for priority regional transportation projects.

Michael Zeller, Principal Transportation Planner, presented a proposed Integrated Funding Plan to pay for and deliver the Agency's priority projects. The plan identifies matching funds for each of the Measure X regional projects and programs, plus the Rail Extension to Salinas, and proposes a delivery schedule based on project readiness and funding availability. Identified funding sources include: Measure X sales tax, State Transportation Improvement Program, Senate Bill 1 competitive programs, federal funding and regional developer fees. Mr. Zeller noted that Measure X revenues have come in at \$28 million to \$29 million per year, rather than the estimated \$20 million per year, but only 40% of this money is available for regional projects.

Committee members asked for a separate chart to identify the matching funds, including specific information on the funds proposed for the Fort Ord Regional Trail and Greenway. Board member Phillips noted that Oak Hills residents had contacted him regarding improvement of access to their neighborhood and asked when a subsequent improvement would be made to Highway 156; staff noted that once the first phase was done, the Oak Hills access (Phase 2 of the project) could be eligible to compete for SB 1 Congested Corridor funding.

Board member Adams asked how to reflect projects that are needed but not on the list. She requested that Highway 1 through Carmel be considered. Staff noted that there are other non-Measure X projects that are in the pipeline, such as those proposed in the Pajaro to Prunedale or Canyon Del Rey/218 corridor studies. Director Hale stated that she would ask staff to investigate resubmitting the statewide planning grant application to study traffic flow and access issues in the Highway 1 Carmel Area corridor.

**5. UPDATED TRANSPORTATION AGENCY LOGO**

The Committee received a presentation on the update of the Transportation Agency Logo and provided comments on the new design.

Theresa Wright, Community Outreach Coordinator, reported the two logos currently used by the Agency were designed at least 18 years ago, noting both are outdated and need a re-design. She indicated that the round logo looks too much like the County of Monterey's seal, and the multimodal logo is too literal (and leaves out emerging modes).

Ms. Wright reviewed the proposed logo and showed how it coordinates with the Rail Extension to Salinas and the Measure X logos, and what it could look like on stationary, hats and business cards. Board member LeBarre suggested modifications so that the yellow design looked less like an ear. Board member Adams suggested adding bullets between the words in the tagline: Plan Fund Build. Upon request from Board member Alejo, later in the meeting Ms. Wright shared the preliminary design options for the logo. It was agreed to bring back the revised logo to the Committee for approval in October.

To minimize costs, the new logo will be phased in, first for use in electronic applications such as the Agency's website and meeting agenda templates, second for event materials such as banners, hats and new handouts, and finally for printed material such as business cards and Agency letterhead, which will be produced with the new logo when existing stocks are depleted.

**6. FEDERAL LEGISLATIVE UPDATE**

On a motion by Committee Member Phillips and seconded by Committee Member Smith, the committee voted 6-0 to support the California Consensus Federal Transportation Reauthorization Principles on behalf of the TAMC Board of Directors. The Committee received an update on the newly introduced federal transportation legislation.

Christina Watson, Principal Transportation Planner, reported that on July 30, the Senate Environment and Public Works Committee passed America's Transportation Infrastructure Act of 2019, a five-year, \$287 billion transportation authorization bill. Ms. Watson highlighted the list of key programs included in the proposal. Board member LeBarre noted that the American Public Transit Administration supports the new 5-year authorization bill.



**7. POLICY FOR REVIEWING UNSOLICITED PROPOSALS**

On a motion by Committee Member LeBarre and seconded by Committee Member Smith, the committee voted 6-0 to recommend to the Board of Directors the adoption of the Policy for Reviewing Unsolicited Proposals.

Christina Watson, Principal Transportation Planner, reported that the policy for reviewing unsolicited proposals was revised per direction of the Executive Committee to include a reimbursement agreement. Agency Counsel Reimann noted that TAMC doesn't have legal authorization to impose fees but can enter into a contract for reimbursement of costs. The proposal is that after the initial contact, the outside party would submit the conceptual proposal (Phase 1) for review by the staff and the Executive Committee. If the Executive Director and Executive Committee agree that the proposal should be given further consideration, then the proposer will submit a more detailed application (Phase 2) and enter into a contract for reimbursement of TAMC costs.

**8. CLOSED SESSION**

The Committee held a closed session regarding Public Employee Performance Evaluation pursuant to Government Code Section §- Positions: Executive Director & Legal Counsel.

**RECONVENED**

The Chair reconvened in open session and announced that there was no reportable action taken.

**9. TAMC DRAFT AGENDA FOR SEPTEMBER 25, 2019**

Executive Director Hale reviewed the draft regular and consent agenda for the TAMC Board meeting of September 25, 2019. After Executive Committee discussion, the following items will be considered on the regular agenda:

- Hold Closed Session regarding Public Employee Performance Evaluation pursuant to Government Code Section §- Positions: Executive Director & Legal Counsel;
- Hold Public Hearing on the Measure X draft Ordinance Amendment 2019-01
- Receive report on preliminary draft integrated five-year funding plan for priority regional transportation projects.
- Execute a contract amendment with Khouri Consulting to extend services through October 31, 2020 at a cost of \$48,000 per year.

On the consent agenda, the Board will consider actions to:

- Approve issuing a Request for Proposals to solicit consultants to provide Agency with computer and network services;
- Adopt Policy for reviewing Unsolicited Proposals;
- Approve the Federal Transit Administration Section 5311 Program of Projects for Monterey-Salinas Transit;
- Receive update on federal transportation legislation and ratify the Executive Committee action to support the California Consensus Federal Transportation Reauthorization Principles, and
- Adopt Final Draft 2019 Public Participation Plan.

**10. ANNOUNCEMENTS**

None this month.

**11. ADJOURNMENT**

Chair Huitt adjourned the meeting at 10:47 a.m.



## Memorandum

**To:** Executive Committee  
**From:** Stefania Castillo, Transportation Planner  
**Meeting Date:** October 2, 2019  
**Subject:** Fort Ord Regional Trail and Greenway Grant Application

### **RECOMMENDED ACTION:**

**REVIEW** and **APPROVE** submittal of a Proposition 68 Trails and Greenways grant application for the proposed Laguna Grande to Roberts Lake segment of the Fort Ord Regional Trail and Greenway.

### **SUMMARY:**

The Proposition 68 Trails and Greenways program awards competitive grants for projects that provide non-motorized infrastructure and that promote new or alternate access to parks and other natural habitat to promote active transportation and opportunities to connect with nature. The Laguna Grande to Roberts Lake segment of the Fort Ord Regional Trail and Greenway proposes a wheelchair accessible trail entering Laguna Grande Regional Park at Fremont Blvd and Highway 218, rehabilitation of existing trails within the Park, and a signalized crossing at Del Monte Blvd to connect to the Coastal Trail at Roberts Lake. The proposed segment also includes a multi-use sidewalk connection to the new North Fremont median bike lanes from Casanova Ave into Laguna Grande Regional Park.

### **FINANCIAL IMPACT:**

The California Natural Resources Agency will be awarding \$27.7 million for projects statewide. The maximum grant award per project is \$4 million. Funding priority is given to projects that leverage private, federal, or local funds. The City of Monterey will contribute an estimated \$250,000 local match for the multi-use sidewalk connection to the North Fremont median bike lanes. Measure X funds designated for the Fort Ord Regional Trail and Greenway project (as described in the Transportation Safety and Investment Plan) or a possible Local Partnership Program grant will fill any remaining funding gap.

### **DISCUSSION:**

The Fort Ord Regional Trail and Greenway is currently undergoing environmental review. The Laguna Grande to Roberts Lake segment of the Trail is a strong candidate for the Proposition 68 Trails and Greenways Grant Program. The project fulfills the grant program's mission to provide non-motorized infrastructure that promotes new or alternate access to parks, waterways, outdoor recreation, and other natural environments to encourage health-related active transportation and opportunities for Californians to reconnect with nature.

The main features of the proposed project, all of which are included in the environmental analysis currently being undertaken for the entire FORTAG project, include:

- Links to the North Fremont Street median pathway and the funded FORTAG segment from Laguna Grande to

the Frog Pond.

- Rehabilitation of the existing trails within Laguna Grande Regional Park, including wayfinding and interpretive signage.
- A signalized crossing at Del Monte Blvd near Holiday Inn Express for enhanced access to the existing Coastal Trail at Roberts Lake.
- A multi-use sidewalk connection to the North Fremont median bike lanes from Casanova Ave into Laguna Grande Regional Park.

The main benefits of the proposed segment include:

- Leveraging local funds to potentially bring in \$3 million to \$4 million in state funds to Monterey County.
- Connections to two adjacent bicycle and pedestrian projects funded by state Active Transportation Program grants (City of Monterey's North Fremont median bike lanes and pedestrian improvements and the Transportation Agency's Highway 218 segment of the Fort Ord Regional Trail and Greenway).
- Wheelchair access to Laguna Grande Regional Park at the intersection of Fremont Blvd and Highway 218.
- Safer pedestrian and bicycle access, including facilities for mobility-impaired users, to Laguna Grande Regional Park and to the existing Coastal Trail at Roberts Lake.
- Rehabilitation of popular outdoor and recreational space for the communities of Seaside and Monterey. The Laguna Grande Regional Park currently serves as the staging area for the City of Seaside's Sunday Blues in the Park - a free concert series going into its 32nd year of celebration.

Transportation Agency staff recommends the Executive Committee approve the Proposition 68 Trails and Greenway grant application for submittal by the deadline of Friday, October 11th.

If the Transportation Agency's proposal is among the most competitive projects, the Agency will be invited to participate in the next level of the competitive grant award process that includes an on-site field visit with staff from the California Natural Resources Agency anticipated for mid-late December 2019. Projects must be completed by March 2024.

The Environmental Impact Report for the entire FORTAG project is currently scheduled to be considered for approval by February 2020.



## Memorandum

**To:** Executive Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** October 2, 2019  
**Subject:** State Legislative Update & Draft 2020 Program

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### **RECOMMENDED ACTION:**

**RECIEVE** update on state legislative issues and **DISCUSS** topics for the 2020 draft legislative program.

### **SUMMARY:**

Staff and legislative analyst Gus Khouri will present a state legislative update and request input for the 2020 legislative program.

### **FINANCIAL IMPACT:**

Several of the bills could pose a financial impact to TAMC. In particular, if the Governor signs Senate Bill (SB) 628 by Senator Anna Caballero, and Caltrans sells the Prunedale Bypass land, TAMC could receive up to \$13 million for key safety projects in the US 101/ State Route 156 corridor.

### **DISCUSSION:**

Agency legislative analyst Gus Khouri will attend the meeting to present an update on state legislative activities and receive input on priorities for the Agency for 2020.

**Attachment 1** is the update from Mr. Khouri, and **Attachment 2** is the updated bill list as of September 19. Bills that died or became two-year bills prior to the previous report in August have been deleted from the list.

Online as a **web attachment** is the 2019 legislative program. Some of the priorities from 2019 may carry over to 2020. Of particular interest, TAMC may need to sponsor a bill related to the Santa Cruz Long-Toed Salamander.

Staff will present a legislative update and a draft program at the October 23, 2019 Board meeting, then will solicit input from the Rail Policy Committee, Bicycle and Pedestrian Facilities Advisory Committee, and Technical Advisory Committee in November. Staff will also meet with partner agencies locally and statewide to discuss items for the program. This Committee will then receive an update and discuss the final draft program in January 2020, followed by adoption by the Board in January.

### **ATTACHMENTS:**

- ▣ State legislative report - Khouri
- ▣ State bill list

**WEB ATTACHMENTS:**

- [TAMC 2019 Legislative Program](#)



September 17, 2019

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

**RE: STATE LEGISLATIVE UPDATE – SEPTEMBER**

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The legislature adjourned on September 13. Governor Newsom has until October 13 to sign or veto legislation. Any items in the second house that have not been sent to the Governor are two-year bills that can be taken up in January. The following is a summary of remaining items of interest to TAMC.

**Bills of Interest**

1. **SB 628 (Caballero)**, TAMC's sponsored legislation, which would direct prospective proceeds from the sale of parcels near the former Prunedale Bypass Project for safety improvements along the Highway 101 and 156 corridors has made it to the Governor's Desk. If enacted, Caltrans would need to conduct a sale and the California Transportation Commission would need to approve an allocation prior to TAMC receiving funding. The prospects of a signature look promising given established precedent of similar bills, the elimination of the state's "wall of debt", the leveraging of Measure X, and the emphasis on addressing higher than average collision rates at intersections of concern. The bill was sent to the Governor's desk on September 17.
2. **SB 277 (Beall)** would convert the allocation method for the Local Partnership Program (LPP). The LPP provides \$200 million annually for jurisdictions that have secured a voter-approved tax or fee dedicated for transportation purposes. Currently, per the guidelines established by the California Transportation Commission (CTC), proceeds are split 50/50 between a formulaic share and a competitive program administered by the CTC. SB 277 would statutorily prescribe that 85% of all proceeds (\$170 million annually) be distributed on a formulaic basis, and 15% be made available for distribution on a competitive basis by the CTC to local jurisdictions with a population of 750,000 residents or fewer that have a sales tax or developer fee. Under the current guidelines, TAMC receives roughly \$700,000 annually from the formulaic share as a result of the passage of Measure X in 2016 and succeeded in receiving \$19 million from the

competitive program in May 2018 for the Imjin Parkway project. If SB 277 is enacted, TAMC would realize at least a 70% increase in the formulaic share, which would generate roughly an additional \$500,000 annually. TAMC would also qualify to bid in the 15% competitive pot. The bill also allows for program recipients to bank their formulaic shares for a period of up to 5 years before funds are required to be drawn. The bill is pending action on Governor Newsom's desk. **TAMC has a support position.**

### **New California State Transportation Agency Secretary**

On September 10, the Senate confirmed David S. Kim as the Secretary of the California State Transportation Agency (CalSTA). Mr. Kim has an extensive transportation background. He was most recently the vice president of governmental affairs at Hyundai Motor Company since 2017.

### **New Caltrans Director**

Last week, Governor Gavin Newsom announced the appointment of Toks Omishakin to the role of Caltrans Director. Mr. Omishakin brings with him a wealth of knowledge and experience on sustainability and active transportation. Previously, he served as Deputy Commissioner for Environment and Planning at the Tennessee Department of Transportation and Director of Healthy Living Initiatives in the Nashville Mayor's Office.

### **Transit Capital and Intercity Rail Program**

CalSTA announced the release of formal draft guidelines for the Transit and Intercity Rail Capital Program (TIRCP) 2020 Award Cycle. TIRCP provides grants to fund transformative capital improvements that modernize California's transit systems and intercity, commuter, and urban rail systems to increase ridership and reduce emissions of greenhouse gases.

There have been three prior cycles of TIRCP funding, in which CalSTA has awarded \$5.3 billion in funding to 56 projects throughout the state. This fourth cycle will program available resources from two additional years of program funding. TAMC was a recent beneficiary, having secured \$10.1 million for the extension of two round trip passenger rail services from Gilroy to Salinas, including a layover facility and positive train control.

CalSTA will hold workshops on October 14 and 15 in both northern and southern California. Final public comments are requested no later than October 15, and CalSTA anticipates publishing final guidelines on October 18.

### **SB 1 Competitive Grant Programs**

On September 19, the CTC will be holding workshops in San Diego to work on the adoption of guidelines for Cycle 2 for some SB 1 competitive programs – Solutions for Congested Corridors Program (SCCP) and Trade Corridor Enhancement Program (TCEP). The CTC is awaiting the outcome of SB 277 before addressing guidelines for the Local Partnership Program (LPP). CTC aims to adopt final guidelines by this December, with applications due towards the end of March 2020.



**TAMC Bill Matrix – September 2019**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Position</b>
<b>AB 252 Daly</b>  <b>Environmental review: federal program</b>	7/31/19  Signed by the Governor. Chapter 160, Statutes of 2019	This bill would remove the sunset date (January 1, 2020) for Caltrans being able to use the National Environmental Policy Act (NEPA) delegation to streamline environmental review for projects with federal funding, allowing for environmental review of projects to be expedited. The bill is sponsored by the Self-Help Counties Coalition (SHCC). TAMC supported the previous version, AB 28 (Frazier) in 2017, which was also sponsored by SHCC, and had extended the sunset date from January 1, 2017 to January 1, 2020.	<b>SUPPORT</b>  <b>Priority 6S</b>  <b>Letter sent 4/5</b>
<b>AB 285 Friedman</b>  <b>California Transportation Plan</b>	9/12/19  Governor's Desk	Under existing law, Caltrans is required to prepare the California Transportation Plan, which looks at the movement of goods and people and how the state will achieve greenhouse gas emission goals. This bill would require Caltrans to address in the California Transportation Plan how statewide greenhouse gas emission goals will be reduced by 2030 to attain the air quality goals described in California's state implementation plans required by the federal Clean Air Act.	<b>Watch</b>  <b>Priority NA</b>
<b>AB 1142 Friedman</b>  <b>Regional Transportation Plans: transportation network companies</b>	8/30/19  Senate Appropriations  Held in Committee	The Passenger Charter-party Carriers' Act provides for the regulation of charter-party carriers of passengers by the Public Utilities Commission (PUC) and includes specific requirements for liability insurance coverage, background checks, and other regulatory matters applicable to transportation network companies (TNCs) and their participating drivers. This bill would require, in an ongoing proceeding that deals with reporting requirements for TNC data, the PUC to consider the needs of MPOs, state and regional transportation agencies, the State Air Resources Board, the transportation research community with regard to understanding and effectively planning for the impacts of TNCs, preparing sustainable community strategies, and meeting the goals of those strategies.	<b>Watch</b>  <b>Priority 1S</b>
<b>AB 1266 Rivas, Robert</b>  <b>Traffic control devices: bicycles</b>	9/4/19  Signed by the Governor. Chapter 221, Statutes of 2019.	This bill would permit drivers of bicycles to travel through an intersection that requires turns if there is a striped bike lane between the right-turn only lane and the adjacent through lane and pavement markings ensuring that bicycles may travel to the left of vehicles turning right.	<b>Watch</b>  <b>Priority 8S</b>

**TAMC Bill Matrix – September 2019**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Position</b>
<b>AB 1486 Ting</b>  <b>Surplus land</b>	9/12/19  Governor's Desk	This bill would require special districts and other public agencies to offer a right of first refusal to affordable housing developers, schools, and park agencies before leasing, selling, or otherwise "conveying" any of the agency's land. This bill would prevent prudent efforts to lease or otherwise protect land for important community purposes. The bill would, with regard to disposing of surplus land for the purpose of developing low- and moderate-income housing, only require the local agency disposing of the surplus land to send a specified notice of availability if the land is located in an urbanized area. This bill could impact TAMC's ability to transfer property at the Salinas train station to the City of Salinas.	<b>OPPOSE</b>  <b>Priority 4S</b>  <b>Letter sent 5/8</b>
<b>ACA 1 Aguiar-Curry</b>  <b>Affordable Housing and Public Infrastructure Bond: Voter Threshold</b>	5/20/19  Assembly Floor Failed Passage Reconsideration Granted	This measure would lower to 55% the voter-approval threshold for a city, county, or city and county to incur bonded indebtedness, exceeding in any year the income and revenue provided in that year, that is in the form of general obligation bonds issued to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing projects. Supported by CALCOG, League of California Cities, California State Association of Counties, California Transit Association, and California Special Districts Association.	<b>SUPPORT</b>  <b>Priority 3S</b>
<b>SB 5 Beall</b>  <b>Affordable Housing and Community Development Investment</b>	9/11/19  Governor's Desk	This bill would establish the Affordable Housing and Community Development Investment Program, to authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply for funding for eligible projects include, among other things, construction of workforce and affordable housing, certain transit-oriented development, and "projects promoting strong neighborhoods." The source of funding for this program is from a county's transfer of the Educational Revenue Augmentation Fund (ERAF). Supported by League of California Cities as well as the Cities of Salinas and Sand City. Senator Caballero is a co-author.	<b>SUPPORT</b>  <b>Priority 8S</b>  <b>Letter sent 5/8</b>  <b>Signed on to group letter 9/16</b>

**TAMC Bill Matrix – September 2019**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Position</b>
<b>SB 59 Allen</b>  <b>California Transportation Commission: advisory committee: autonomous vehicle technology</b>	8/30/19  Assembly Appropriations Held in Committee	Requires the California Transportation Commission (CTC) to establish the California Council on the Future of Transportation to provide the Governor and Legislature with policy recommendations regarding autonomous vehicles (AVs).	<b>Watch</b>  <b>Priority NA</b>
<b>SB 127 Weiner</b>  <b>Transportation funding: active transportation: complete streets</b>	9/13/19  Governor's Desk	This bill would establish an Active Transportation Asset Branch within the Transportation Asset Management Office of Caltrans and require the Transportation Asset Management Plan program manager to develop and meaningfully integrate performance measures into the asset management plan and to establish interim goals, objectives, and actions to meet transportation mode shift goals. The bill would require CTC to give high priority to increasing safety for pedestrians and bicyclists safety and to implement bicycle and pedestrian facilities. This bill would create an asset management plan to prescribe a process for community input and complete streets implementation to prioritize safety and accessibility for pedestrians, bicyclists, and transit users on all State Highway Operation and Protection Program (SHOPP) projects. The SHOPP is oversubscribed in its ability to address maintenance needs on the state highway system, but local jurisdictions such as TAMC, are held to the same standards of implementing multimodal transportation options. State highway projects however do not always include active transportation features. The author took an amendment that TAMC was seeking to strike out language prioritizing VMT-reducing projects over maintenance projects. As a result, TAMC is in support.	<u><b>SUPPORT</b></u>  <b>Priority 8S</b>  <b>Support letter sent 4/5</b>  <b>Oppose unless amended letter sent 7/1</b>  <b>Support letter sent 9/5</b>
<b>SB 137 Dodd</b>  <b>Federal Transportation Funds: State Exchange Programs</b>	9/12/19  Governor's Desk	This bill would authorize Caltrans to allow federal transportation funds that are allocated as local assistance to be exchanged for State Highway Account funds appropriated to Caltrans (\$100 million cap).	<b>Watch</b>  <b>Priority 1S</b>

**TAMC Bill Matrix – September 2019**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Position</b>
<b>SB 189 (Monning)</b>  <b>Fort Ord Reuse Authority: member agencies: land use and zoning: dissolution</b>	<u>8/30/19</u>  Assembly Appropriations  Held in Committee	This bill would extend the sunset of FORA from June 30, 2020 to June 30, 2022, and, as of July 1, 2020, reduce the size of the FORA board from 13 to 5 members, and would require a majority vote to pass or act upon any matter. This bill would, as of July 1, 2020, prohibit any additions to the reuse plan, including the capital improvement program, and would eliminate FORA’s authority to issue bonds to finance basewide public facilities. The bill would require FORA to negotiate and secure successor agencies for all obligations under the transition plan no later than June 30, 2022. The bill would, as of July 1, 2020, require the transfer of specified revenues of FORA to the County of Monterey for disbursement to each underlying land use jurisdiction on a pro rata basis.	<b>Watch</b>  <b>Priority 1S</b>
<b>SB 277 Beall</b>  <b>Road Maintenance and Rehabilitation Program: Local Partnership Program</b>	9/13/19  Governor’s Desk	This bill changes the allocation method of the \$200 million/year Local Partnership Program from a 50/50 formulaic to competitive split to an 85%/15% split, respectively. TAMC would receive a higher proportional share of formulaic funding and be eligible to compete in the 15% competitive pot, which will be made available to jurisdictions with a population of 750,000 or less and a sales tax measure or developer impact fee.	<b>SUPPORT</b>  <b>Priority 1S</b>  <b>Letter sent 7/1</b>
<b>SB 628 Caballero</b>  <b>Prunedale Bypass: disposition of excess properties: relinquishment: State Route 183</b>	9/17/19  Governor’s Desk	This bill, sponsored by TAMC, would reserve proceeds from the sale of any excess properties originally acquired by Caltrans for the Prunedale Bypass in Monterey County and require that the proceeds be used for other projects, including safety projects, on US 101 or Route 156 in Monterey County. The bill is a reintroduction of AB 696 (Caballero), which was vetoed by Governor Brown in 2017. This version also contains language requested by the City of Salinas to direct Caltrans to relinquish a section of State Route 183 to the City. This bill passed the Senate and Assembly with unanimous votes (38-0 and 78-0, respectively).	<b>SPONSOR/ SUPPORT</b>  <b>Priority 4S</b>  <b>Letters sent 3/14, 6/11, 9/11</b>
<b>SB 742 Allen</b>  <b>Intercity passenger rail services: motor carrier transportation of passengers</b>	9/13/19  Governor’s Desk	This bill would authorize Caltrans to provide funding to Amtrak, a joint powers authority, or any other public or private transit operator for the purpose of entering into a contract with a motor carrier of passengers for the intercity transportation of passengers by motor carrier over regular routes. This bill solves a long-standing problem with Amtrak Thruway buses that passengers must hold a ticket for a train trip in order to ride on a Thruway bus. The California Intercity Passenger Rail group has been seeking this solution for years.	<b>SUPPORT</b>  <b>Priority 8S</b>  <b>Letters sent 5/1, 9/19</b>



## Memorandum

**To:** Executive Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** October 2, 2019  
**Subject:** **Monterey Branch Line Recreational Use Unsolicited Proposal**

### **RECOMMENDED ACTION:**

**RECEIVE** information and **PROVIDE** direction to staff as to the unsolicited proposal for interim use of the Monterey Branch Line right-of-way for a recreational enterprise.

### **SUMMARY:**

Staff has received multiple proposals over the years to use the Monterey Branch Line right-of-way for recreational purposes. A proposal from the Museum of Handcar Technology LLC, received in July 2019, is more developed than any received to date, but such effort would require a competitive process in which all interested entities could participate. Work on such a proposal is outside the Agency's adopted work program, goals and objectives.

### **FINANCIAL IMPACT:**

Staff time and legal costs to work on this effort would be a one time cost in the tens of thousands of dollars, with additional ongoing oversight costs. A minimal amount of lease revenues could be assumed. Delay to other agency priorities would need to occur as staff resources and funding were redirected. Potential liability costs could be significant, although every effort would be made to transfer those to the operator.

### **DISCUSSION:**

In July 2019, TAMC staff received a letter and unsolicited proposal (see **attached** conceptual proposal and **web attachments**) from Mason and Todd Clark of the Museum of Handcar Technology LLC to use three miles of the Monterey Branch Line rail corridor (Marina to Seaside) for a one-month demo of tourist handcar operations in the summer of 2020. They propose to fence off a 70 foot by 10 foot area of the tracks near to the 5th Street underpass in Marina (within the Fort Ord Dunes State Park) to store their vehicles, and they propose to have employees and tourists park on TAMC property at 5th Street. Their estimated costs of \$56,000 does not include payment to the Agency for use of the tracks and property, nor does it include environmental review. They expect to make a small profit by running several handcar trips every day during the one-month demo.

This is not the first proposal TAMC has received for a recreational use of the Branch Line tracks, but it is the most developed. Previous proposals include a "rail riders" group that has modified bicycles to ride on rail tracks. Since the Museum of Handcar Technology does not propose a unique service, if the Board directs staff to proceed along this path, staff would need to prepare, publish and administer a Request for Proposals.

Staff believes that while this is an interesting proposal, running a recreational service on the Monterey Branch Line does not support the Agency's core transportation goals. There would be a cost in terms of staff time to conduct a

request for proposals, select an operator, and oversee the operations contract and there would be a risk of liability in the event of an accident. If extended beyond the trial period, the project could generate opposition to the planned Measure X Highway 1 Rapid Bus Corridor project (slated for construction within five years) or the long-term plans for light rail service on the Monterey Branch Line.

In the past, working with such groups involved substantial staff and legal counsel time to prepare an agreement, and in the end, the operator declined to accept the liability associated with the service. As such, to move forward on this proposal, it would require an amendment to the Agency's work program and budget, since such a project falls outside current work elements. In addition, some level of work on existing project(s) would need to be delayed in order to prioritize work on this new concept.

The Rail Policy Committee considered this proposal at its August 5, 2019 meeting, before TAMC had adopted its Policy for Unsolicited Proposals. Staff now asks the Executive Committee to review the conceptual proposal and provide direction to staff.

#### ATTACHMENTS:

- Handcar Conceptual Proposal

#### **WEB ATTACHMENTS:**

- [July 12, 2019 letter to TAMC from the Mason and Todd Clark, Museum of Handcar Technologies LLC re: Monterey Branch Line](#)
- [Website/proposal](#)

## Conceptual Proposal Form

**Submit only the information required by this form. If TAMC determines that the proposal should proceed, TAMC will issue a Request for a Detailed Proposal.**

**PLEASE BE ADVISED THAT SOME RECORDS MAY BE SUBJECT TO DISCLOSURE PURSUANT TO A PUBLIC RECORDS REQUEST.**

### PART 1: BASIC INFORMATION

#### Proposer Information:

Name: Museum Of Handcar Technology LLC,  
Address: 26911 Ruether Ave, Suite P, Santa Clarita CA 91387  
Further contact information: Todd Clark  
Type of organization: Limited Liability Company  
Technical personnel names & contact information:  
Mason Clark, Project Engineer [mason@handcar.com](mailto:mason@handcar.com) (661) 600-3822

Business personnel names & contact information :  
Todd Clark, Business Affairs [todd@handcar.com](mailto:todd@handcar.com) (661) 600-7590

*These individuals should be responsible for answering TAMC's technical or business questions concerning the proposal or any subsequent agreement concerning the proposal.*

### PART 2: TECHNICAL INFORMATION

Title of the proposal: Recreational Handcar Tour Enterprise

X Abstract of the proposal is attached

*To move forward in the Unsolicited Proposal process, the abstract must include a brief – but complete – discussion of the following:*

1. Objectives
2. Method of approach
3. Nature and extent of anticipated results; and
4. Manner in which the work will help support accomplishment of TAMC's mission.

Technical expertise the proposer needs from TAMC: None

### PART 3: FINANCIAL INFORMATION

Proposed price or total estimated cost: \$56,000 (see detailed breakdown in attachment)

Revenue: \$59,500

*Be concise but provide sufficient detail for TAMC to meaningfully evaluate the proposal.*

Financial information the proposer needs from TAMC: **None**

**PART 4: PROCEDURAL INFORMATION**

Period of time for which the proposal is valid: \_\_\_\_\_

- Proprietary data has been submitted with this proposal and such data is deemed confidential by the proposer in the event of a request submitted to TAMC under the California Public Records Act.

*Any proprietary data must be clearly designated, as well as the legal provision allowing exemption from disclosure claimed.*

- Other government entities or private parties have received this proposal.

Please explain:

Our proposal without financial data has been forwarded to local jurisdictional leaders, chamber of commerce board members, and press agencies.

- Other government entities or private parties may provide funding for this proposal.

Please explain: \_\_\_\_\_

- There are patents, copyrights and/or trademarks applicable to the goods or services proposed.

Please explain:

- There is additional information not requested in this form that would allow TAMC to evaluate this proposal at this conceptual phase.

Describe: \_\_\_\_\_

**PART 5: SIGNATURE**

Signature: 

Name: TODD CLARK

Date: 7/16/19

Title: PARTNER

*The individual who signs this form must be authorized to represent and contractually obligate the Proposer.*



## **Project Description**

The Museum of Handcar Technology proposes to operate a recreational handcar tourism event across a portion of the unused Monterey Branch Line for a period of 30 days during the summer of 2020. The objective is to demonstrate the feasibility of establishing a year round handcar tourism enterprise on the branch line until funding can be secured to realize the establishment of light rail serving communities along the route.

Our approach is to host a temporary 30-day event to demonstrate the concept using our sitting down style handcars. We intend to clear the Monterey Branch Line of brush between the Highway 1 overpass in Marina, and proceeding south through the balloon loop, a distance of approximately three miles.

We intend to use the site of the former Fort Ord freight depot on the east side of the freeway for public parking through the duration of the demonstration. We will establish a temporary loading station next to the former spur using wooden step boxes for loading participant on and off handcars. Handcars will be stored inside a temporary ,70 foot long by 10 feet wide chain link fenced area to be erected by a fence contractor along the track. The fence will be removed at the end of the 30 day demonstration period.

We intend to charge a cost of \$80 per four-person handcar. This equates to \$20 per person for a fully loaded handcar. Over the period of 30 days we intend to host five one-hour tours daily, with a total trial period capacity of 4200 people. We anticipate carrying approximately 3500 people based on operating at 85% of capacity over the course of the event.

The Monterey Branch line last saw service in 1999 and has been unused since. Our use of the rail line will meet the Transportation Agency of Monterey County mission statement by enhancing economic activities. Use of the rail line will create jobs and add value to other activities in the region. Our unique enterprise will lead to more patronage for area restaurants, hotels, and tourist hotspots. Further, our enterprise entirely uses zero emission vehicles, providing a truly green experience.

Financial Projections

<b>Expenses</b>	
Brush Clearance	\$10,000
Temporary Fence Rental 60'x10'	\$2,000
Marketing	\$6,000
Insurance	\$10,000
Temporary Platform	\$5,000
Directional Signage	\$2,000
Agency Staff Costs	\$5,000
Tour Labor	\$5,000
Lodging Expense	\$7,000
Handcar Transport and storage	\$4,000
<b>30 Day demonstration expenses</b>	<b>\$56,000</b>
<b>Income</b>	
Per handcar	\$80
Cars per tour	7
Revenue per tour	\$560
Tours per day	5
Revenue per day	\$2,800
85% of capacity	\$2,380
Operating days	25
<b>Total Income</b>	<b>\$59,500.00</b>
Trial passenger capacity	4200



**Memorandum**

**To:** Executive Committee  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** October 2, 2019  
**Subject:** **Building Removal on TAMC Property at the Former Fort Ord**

**RECOMMENDED ACTION:**

**RECEIVE** update and **PROVIDE DIRECTION** to staff on the proposal to issue bonds for the removal of buildings on the former Fort Ord, including the Transportation Agency properties.

**SUMMARY:**

The Fort Ord Reuse Authority (FORA) is investigating the legality and feasibility of issuing debt against its statutory share of property tax revenue to fund the demolition of buildings within the former Fort Ord. The Transportation Agency could benefit from this bond issuance by having the Agency-owned properties on the former Fort Ord included in the schedule of building removals.

**FINANCIAL IMPACT:**

FORA staff estimates that a bond issuance could generate in excess of \$50 million for building removal, and that the amount required to demolish the Agency-owned properties would be \$3.5 million. The proposed bond issuance offers an important opportunity for the Transportation Agency to incur significant savings for its proposed transit-oriented development.

**DISCUSSION:**

Upon the closure of Fort Ord, the Army left behind approximately 1,600 buildings, ranging in age from the early 1900s to the late 1980s. These buildings have become dilapidated over time, contain various forms of hazardous materials and are frequently targeted sites for vandalism and illegal dumping in close proximity to various occupied buildings. To assist with removal of the blight and economic redevelopment of the former Fort Ord, the Base Reuse Plan includes removal of building stock and related environmental hazards/blight in certain areas of the former Fort Ord to make way for reuse.

With the planned sunset of FORA on June 30, 2020, FORA staff estimates that there remains approximately \$50-60 million of blight removal costs and is proposing to issue bonds to fund the building removal program prior to the dissolution of FORA. The following table summarizes the estimate of costs by jurisdiction:

Jurisdiction	Estimated Building Removal Costs Remaining
Marina	\$28 million
Seaside	\$18 million
TAMC	\$3.5 million
County of Monterey	\$2.5 million

State Parks	\$1.6 million
Marina Coast Water District	\$1.5 million
Monterey-Salinas Transit	\$1.0 million
<b>Total</b>	<b>\$56.1 million</b>

The Transportation Agency-owned section of the former Fort Ord is comprised of seven buildings including a Cold Storage Building, a Meat Cutting Building, four warehouses, and a Storehouse Building located between 1st Avenue and Highway 1, and 5th and 8th streets in Marina, California. The Transportation Agency contracted with Vista Environmental to conduct a hazardous materials assessment in June 2019 and all properties were found to contain asbestos, lead-based paint, universal waste, and it is suspected that light fixtures with ballasts may contain polychlorinated biphenyl (PCB) oil. The Fort Ord Reuse Authority's proposed bond issuance for building removal presents an opportunity for the Transportation Agency to have these buildings (or a portion of them) demolished under this program at no cost to the Agency.

Under the Fort Ord Reuse Authority's proposal, the bonds could be issued as early as December 18, 2019 or no later than June 30, 2020, with five years to complete the demolition work. There remain two primary issues being discussed by the members of the FORA Administrative Committee, which will make a recommendation to the FORA Board of Directors:

- Which jurisdiction will serve as the successor agency to the Fort Ord Reuse Authority for the purposes of building removal and what will their role be? For instance, the successor agency would likely be responsible for doling out the shares of funding to each recipient, holding any surplus funds and allocating such funds to cover any shortfalls. The successor agency could also facilitate shared contracting out for the building removal work, and paying invoices. Or, each recipient agency could handle the contracting for building removal on its own. The City of Marina has expressed a willingness to be the successor agency, pending City Council confirmation; the City of Seaside proposed serving in this role if Marina decides not to do so.
- How will the bond proceeds be divided up? The FORA Administrative Committee voted to recommend that the proceeds from the bonds be divided up based on the percentage share of the costs of demolition. Under such a scenario, if the bonds raise \$50 million, TAMC would be allocated 6% of the proceeds, or \$3.5 million. If the building demolition cost is higher or the bond proceeds lower, TAMC would be responsible for paying the remaining cost.

FORA staff is proposing to present the draft legal documents for the bond issuance to the FORA Board for approval at their October 11, 2019 meeting. Transportation Agency staff is seeking Executive Committee direction on the Agency's participation in the bond issuance.

#### ATTACHMENTS:

- ▢ Map of Potential Building Removal Sites

# Building Removal Project List

Project Area = boundaries of a building removal project

	Area Name	Owner
1	Stockade	FORA
2	Cypress Knolls	Marina
3	MCWD – 4 <sup>th</sup> St. Storage	MCWD
4	Marina Park	Marina
5	Water Treatment Plant	State Parks / MCWD
6	TAMC – 1 <sup>st</sup> St. Transit Center	TAMC
7	Marina Arts District	Marina
8	MST – 1 <sup>st</sup> St. Transit Center	MST
9	MST – Surplus II Storage	MST
10	Surplus II – Hammerheads	Seaside
11	Church & DGS Bldg.	Seaside
12	Former Fast Food	Seaside
13	Ammo Supply Point	Monterey County

