



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

EXECUTIVE COMMITTEE

Wednesday, January 8, 2020

Transportation Agency Conference Room

55-B Plaza Circle, Salinas

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

1. ROLL CALL

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

2. PUBLIC COMMENTS

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

3. BEGINNING OF CONSENT AGENDA

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

3.1 APPROVE Executive Committee Draft Minutes of November 6, 2019.

-Rodriguez

END OF CONSENT AGENDA

4. RECEIVE the detailed proposal from the Museum of Handcar Technology for an interim use of the Monterey Branch Line right-of-way for a recreational enterprise and **PROVIDE DIRECTION** to staff on whether or not to begin activities required to

negotiate a lease agreement.

- Watson

On October 23, 2019, the Board of Directors directed staff to request the handcar proposers to present a detailed proposal per the adopted Policy for Unsolicited Proposals. That proposal is attached for the Executive Committee to review and provide direction to staff.

5. **RECEIVE** update on state and federal legislative issues and **RECOMMEND** TAMC Board adopt the 2020 legislative program.

- Watson/Khoury

Staff and legislative analyst Gus Khoury will present an update on state and federal legislative issues and request a recommendation for the TAMC Board to adopt the 2020 legislative program.

6. **RECEIVE** and **SELECT** nominations for the Transportation Excellence Awards for 2019.

- Wright

The Transportation Agency received nine nominations for the Transportation Excellence Awards by the deadline of Friday, December 6, 2019. The awards ceremony to recognize the honorees will be held during the January 22, 2020 Board meeting.

7. **RECEIVE** report on draft TAMC Board meeting agenda of January 22, 2020.

- Muck

8. **ANNOUNCEMENTS**

9. **ADJOURN**

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: January 8, 2020
Subject: **Executive Draft Minutes of November 6, 2019**

RECOMMENDED ACTION:

APPROVE Executive Committee Draft Minutes of November 6, 2019.

ATTACHMENTS:

- ▢ Executive Committee Draft Minutes of November 6, 2019

DRAFT MINUTES

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

EXECUTIVE COMMITTEE MEETING

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

Wednesday, November 6, 2019

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

Transportation Agency Conference Room
 55-B Plaza Circle, Salinas

EXECUTIVE COMMITTEE	JAN 19	FEB 19	MAR 19	APR 19	MAY 19	JUN 19	AUG 19	SEP 19	OCT 19	NOV 19
Luis Alejo, 1st Vice Chair Supr. Dist. 1 (L. Gonzales; J. Gomez)	P(A)	P	P(A)	P	P(A)	P	P	P	P	P
Michael LeBarre, City Representative King City (C. DeLeon)	P	P	P	P	P	P	P	P	P	P
Robert Huitt, Chair Pacific Grove (D. Gho)	P	P	P	P	P	P	P	P	P	P
John Phillips, Past Chair Supr. Dist. 2 (J. Stratton)	P	P	P(A)	P	P	P	P	P	P	P
Mary Adams, County Representative Supr. Dist. 5 (Y. Anderson)		P	P(A)	P(A)	P	P	P(A)	P	P(A)	P
Ed Smith, 2nd Vice Chair Monterey (A. Renny)	P	E	P	P	P	E	P	P	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, Johnsen, Muck, Rodriguez, Wright and Zeller
 Others present: Agency Counsel Kay Reimann.

- 2. PUBLIC COMMENTS:** None.

3. CONSENT AGENDA:

- 3.1** On a motion by Committee Member Adams and seconded by Committee Member Alejo, the committee voted 6-0 to approve the minutes from the Executive Committee meeting of October 2, 2019.
- 3.2** Recommended that the Transportation Agency for Monterey County Board approve calendar year 2020 schedule of meetings for Agency Board of Directors and Executive Committee.

END OF CONSENT

4. NOMINATING COMMITTEE

The committee reached consensus to recommend that the Transportation Agency for Monterey County appoint Board members John Phillips and Maria Orozco as the Nominating Committee to meet and return to the Board of Directors on January 22, 2020 with recommendations for Board Chair, 1st Vice Chair, 2nd Vice Chair, and Executive Committee. These positions will serve one-year terms beginning upon their election through the next election of officers at the beginning of the January 27, 2021 Board meeting.

5. THREE YEAR OPERATING BUDGET FOR FISCAL YEARS 19/20, 20/21 AND 21/22.

The Committee provided direction and guidance to staff on assumptions for the three-year operating budget for fiscal years 20/21 21/22 and 22/23.

Rita Goel, Director of Finance & Administration, highlighted the proposed three-year budget assumptions for fiscal years 20/21 21/22 and 22/23.

Director Goel outlined the assumptions for revenues and upcoming activities. She reviewed a proposed 3% cost of living increase and some increase to CalPERS employer contributions, noting there would be no increase in the health plan allowance. She reported that TAMC plans to add a part-time retired annuitant engineer position. The Agency continues to have a healthy reserve and may have to use up to \$200,000 of reserve funds due to less planning funds or higher expenses. Director Goel noted that the next steps will be that the draft budget will be presented to the Executive Committee in January or February 2020 and to the Board in February. Final budget adoption will be in May 2020.

6. MODIFIED TRANSPORTATION AGENCY LOGO

The Committee received a presentation on the modified Transportation Agency logo.

Theresa Wright, Community Outreach Coordinator reported that, at the direction of the Executive Committee, the re-designed logo has been modified to reflect their suggestions. She noted that the Agency currently has two logos that were designed over 18 years ago. Both logos are outdated and are in need of a re-design. The new logo will be phase into use. The Committee member Smith recommended using bullets between the words “Plan Fund Build” rather than periods. Committee agreed on consensus that the modified logo with “Transportation Agency for Monterey County” should be the Agency’s primary new logo, but there should be flexibility to use the Plan Fund Build logo when appropriate. The Committee further asked for Ms. Wright to give her presentation to the entire Board to show how the logo was arrived at after several iterations.

7. TAMC DRAFT AGENDA FOR DECMEBER 4, 2019

Executive Director Hale reviewed the draft regular and consent agenda for the TAMC Board meeting of December 4, 2019. After Executive Committee discussion, the following **items will be considered on the regular agenda:**

- Resolutions of necessity for the Salinas Rail Extension Kick Start Property Acquisition.
- FORTAG draft Environmental Impact Report
- Highway 156 update

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

- TAMC 2020 Schedule of Meetings
- Overall Work Program and Budget Amendment #2
- Monterey Salinas Transit-Measure X Funding Agreement
- Measure X Senior & Disabled Transportation Program Guidelines
- Safe Streets Pilot Program
- Salinas Rail Package 2 & 3 RFP Design

8. ANNOUNCEMENTS

None this month.

9. ADJOURNMENT

Chair Huitt adjourned the meeting at 10:01 a.m.



Memorandum

To: Board of Directors
From: Christina Watson, Principal Transportation Planner
Meeting Date: January 8, 2020
Subject: **Monterey Branch Line Recreational Use Handcar Proposal**

RECOMMENDED ACTION:

RECEIVE the detailed proposal from the Museum of Handcar Technology for an interim use of the Monterey Branch Line right-of-way for a recreational enterprise and **PROVIDE DIRECTION** to staff on whether or not to begin activities required to negotiate a lease agreement.

SUMMARY:

On October 23, 2019, the Board of Directors directed staff to request the handcar proposers to present a detailed proposal per the adopted Policy for Unsolicited Proposals. That proposal is attached for the Executive Committee to review and provide direction to staff.

FINANCIAL IMPACT:

Staff has conservatively estimated planner time and legal costs at \$4,000 for only the review of the detailed proposal; under the terms of the agreement entered into with the proposers, TAMC staff costs up to \$5,000 will be reimbursed by the Museum of Handcar Technology. If the Executive Committee directs staff to proceed with activities related to negotiating a lease agreement, staff estimates that planner and legal costs would be approximately \$10,000. Costs would be higher if the categorical exemption were challenged, but such costs could be shifted to the proposer. Proceeding with the handcar trial would involve an additional set of costs, including potential liability and insurance costs, although every effort would be made to transfer such costs to the operator.

DISCUSSION:

In July 2019, TAMC staff received an unsolicited proposal from Mason and Todd Clark of the Museum of Handcar Technology 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. Upon direction by the TAMC Board of Directors at its October 23, 2019 meeting, Todd Clark submitted a detailed proposal and signed an advanced funding agreement to reimburse TAMC for staff time expended in the review of the detailed proposal.

The proposal narrative is **attached** and the full detailed proposal is online as a **web attachment**.

The handcar operations would run approximately three miles between the Highway 1 overcrossing in Marina (to the north) to the balloon spur tracks in the Fort Ord Dunes State Park. The project proponents are requesting to fence off a 50 foot by 10 foot area of the tracks within the Monterey Branch Line right-of-way near to the 5th Street underpass in Marina to store their vehicles and to have employees and customers park on TAMC property at 5th Street. Some sort of path between the current undercrossing and the tracks would need to be provided for. Brush and weed

clearance as well as upgrading of seven railroad switches would take place prior to beginning the demonstration operations.

Before the Board of Directors can approve a lease, several activities would need to take place. As the property owner, the Agency would be required to serve as the lead agencies for the purposes of the California Environmental Quality Act (CEQA). Staff and legal counsel agree that the project should be eligible for a categorical exemption since it is operating on an existing right-of-way and is only for a 30-day trial period. If this level of environmental review is contested, TAMC would need to conduct more extensive work, possibly a negative declaration or mitigated negative declaration. In such a circumstance, staff workload would increase substantially; costs could be billed to the project proponent.

The project proponent would be responsible for obtaining all reviews and permits, including: County and City use permits (branch line is in the County, parking is in the City), State Parks review, and Coastal Commission review and permits. If the trial were a success and both TAMC and the operator were agree to pursue future operations, additional environmental review and permits and a new agreement would be necessary.

At this time, staff seeks Committee direction on whether or not to continue to pursue a lease agreement with the Museum of Handcar Technologies for a 30-day trial run of a recreational handcar service. The CEQA documentation and the lease would be brought to the full TAMC Board for approval at a future date.

On December 12, 2019, Monterey Salinas Transit sent TAMC a letter (**attached**) regarding the proposed recreational use of the Monterey Branch Line for handcars in light of the plans for a busway in the corridor.

ATTACHMENTS:

- ▢ Handcar Detailed Proposal
- ▢ Monterey-Salinas Transit Comment Letter

WEB ATTACHMENTS:

- [Museum of Handcar Technology detailed proposal](#)

Museum of Handcar Technology
26911 Ruether Ave, Unit P
Canyon Country, CA 91351

Handcar Summary Description for Monterey Branch Line 12/2019

Summary

Museum of Handcar Technology LLC proposes to host guided tours using human powered rail vehicles across three miles of the Monterey Branch Line. We are intending to operate the event for 30 days during the month of July. The event may be delayed until August or September if an operating agreement takes longer than anticipated.

Operating Location

We intend to begin tours at the former Fort Ord freight depot that is accessed off 8th Street in the City of Marina. Participants will park in the vacant areas at the south end of the depot. At this location we will place a temporary rented pod container to store two display handcars, a table, and an easy-up tent. We will utilize one of the existing pavement embedded railroad tracks to provide short demonstration rides for participants as part of our interpretation program.

Participants will utilize the pedestrian and bicycle trail to access the loading area at the spur on the opposite side of the freeway. Passengers will load using wooden step boxes that will be fastened to the railroad ties.

Operating Route

Handcars will leave the spur and proceed south around the balloon loop and then North on the Branch Line. The handcars will reverse direction at the Highway 1 overhead crossing and follow the same route and return to the loading spur. While we propose to use 3 miles of tracks, the total length of the tour length will be 6.25 miles due to return passage as part of the round trip tour.

Preparing the Route

Approximately 1.5 miles of the track is in need to brush and weed clearance. Most of this distance is inaccessible by rubber tired vehicles. Handcars will be used for accessing these areas and to carry brush cutting equipment to the work site. Debris will be transported using a flange wheel maintenance flatbed trailer that can be human pushed or towed with a handcar. Vegetation and trash debris will be transported to staging locations to be picked up by a debris removal contractor. We anticipate beginning brush clearance within two months of receiving approval to enter the property.

There are seven mechanical railroad track switches that have not operated in twenty years. Our enterprise will require three of the switches to be in operating condition. A cursory inspection reveals the switches will need maintenance and possibly repair as corrosive sea air may have damaged parts. We will repair these

switches at our expense and any replacement parts will remain in place after we depart. We anticipate inspecting and performing repairs immediately after receiving approval to enter the property.

We intend to erect a rented 10x50 foot long chain link fence around a portion of the depot spur that we intend to operate from. We anticipate the fence being erected 14 days prior to the start of the demonstration. The fence will be removed within one week after the event closes.

Passengers will board the handcars with the aid of wooden step boxes that will be affixed to the tracks at the boarding area. These boxes will be placed 60 days prior to the start of the event and removed within 30 days after the conclusion of the event.

Within the staging area on the east side of the freeway we intend to place a rented POD storage container, portable toilets, and a trash dumpster to serve the event. These items will be placed two weeks before the demonstration begins and be removed within one week after the event closes.

Experience Description

Our tours will be primarily sold in advance. Each touring group consists of eight handcars. Each handcar carries up to four people, and each car require at least two people to operate. The lead and rear handcars are staffed with a trained guide, but we will also sell two seats on each of these cars to increase capacity. We expect most customers will book excursions using our web site. Unsold space will be made available on site for walkup customers. Each tour has a capacity to carry to 28 participants spread across eight handcars. The length of the entire experience will be about 1.25 hours.

Arriving participants will be directed to check-in and claim their reservation at our easy-up tent. Each participant will be required to sign a release of liability waiver that was written by our attorney before they will be permitted to participate in any of the handcar activities.

While participants wait for the event to begin they will be invited to enjoy a short ride aboard our traditional 1890s style handcar. This will be performed using approximately 150 feet of asphalt embedded rail situated at the staging area. At the designated tour time participants will receive a short 10 minute interpretive lecture about the history of the handcar. We will have restored handcars on display that will be used as props. After the lecture, a detailed safety briefing will be given describing how to operate the handcar and to explain the rules of the tour. Following the briefing, guests will be led on the 2.5 minute walk across the pedestrian trail to the loading area where participants will load the handcars. Before departure our guides will ensure that participants are seat belted in place and riders understand how the car operates.

The handcars will depart from the spur and proceed south around the balloon loop. The lead guide will set a pace of 8 mph to ensure that each participant can keep up with the tour. After the tour departs the spur, the rear guide will align the switch for straight travel on the branch line and also line the balloon loop exit switch for the mainline. The group will proceed north on the branch line and stop at the Highway 1 overpass. At this location the tracks have been paved over and the handcars cannot proceed further. A pair of loading step boxes will be placed here to aid in rearranging passengers aboard the handcars to ensure the brake operator is facing the direction of travel. After a short five minute break the handcars will back track the route. After the group passes the spur, the rear guide will line the switch for entry into the spur, and also line the balloon loop switch for straight travel. We expect the handcar portion of the excursion will encompass 50 minutes of the experience.

At the conclusion of the activity, guests will be led off the handcar and escorted back to the initial staging area.

Excursion Frequency

We plan to initially offer tours Thursday through Monday, with three tours scheduled per day. As tours fill up we will increase capacity by adding additional daily tours up to a maximum of six tours per day. When capacity has been reached then tours may be added on Tuesday and Wednesday if staff resources permit.

Marketing

We plan to use a combination of direct mail and local news publication advertising to spread the word concerning our excursions. We also expect that local news media will follow our progress as we clear the line of brush and trash that will drive customers to our enterprise. Our handcars will be featured in a new prime time reality television show that will air in the spring and summer on CBS. We hope to work with the network to promote the show using our handcars.

Tour Guides

Each tour will consist of two tour guides, each riding a handcar to the front and rear of the group. As required by our insurance terms, each tour will depart with at least one American Red Cross certified CPR and First Aid trained guide. We anticipate our guides will consist of six members of our family that have handcar operating experience. We may also supplement with local labor to ensure we have adequate staffing levels.

Emergency Response Plan

We have a written plan for responding to emergencies that may arise during tours. Tour guides will be equipped cell phones and FCC licensed two-way radios to communicate with each other, along with terminal personnel. This will enable efficient coordinate in the event of an emergency.

Insurance

We have been offered a \$1,000,000 per occurrence, \$2,000,000 aggregate insurance policy by Veracity Insurance Solutions. The covered limits are the industry standard for recreational activities. Rail bicycle enterprises operating in Oregon and Washington carry the same coverage limits and are accepted by the Port of Tillamook Bay and Willowa Union Railroad Authority, both public agencies.

For medical coverage we intend to carry a medical rider policy that covers \$25,000 for medical expenses and \$250,000 aggregate limit. This is the maximum coverage our carrier offers.

Business License

Our enterprise will be conducting business within the city limits of Marina. While the handcars will briefly enter unincorporated territory, all transactions will occur within Marina. We intend to attain a City of Marina business license prior to commencing operation.

Other Land Use Entitlements

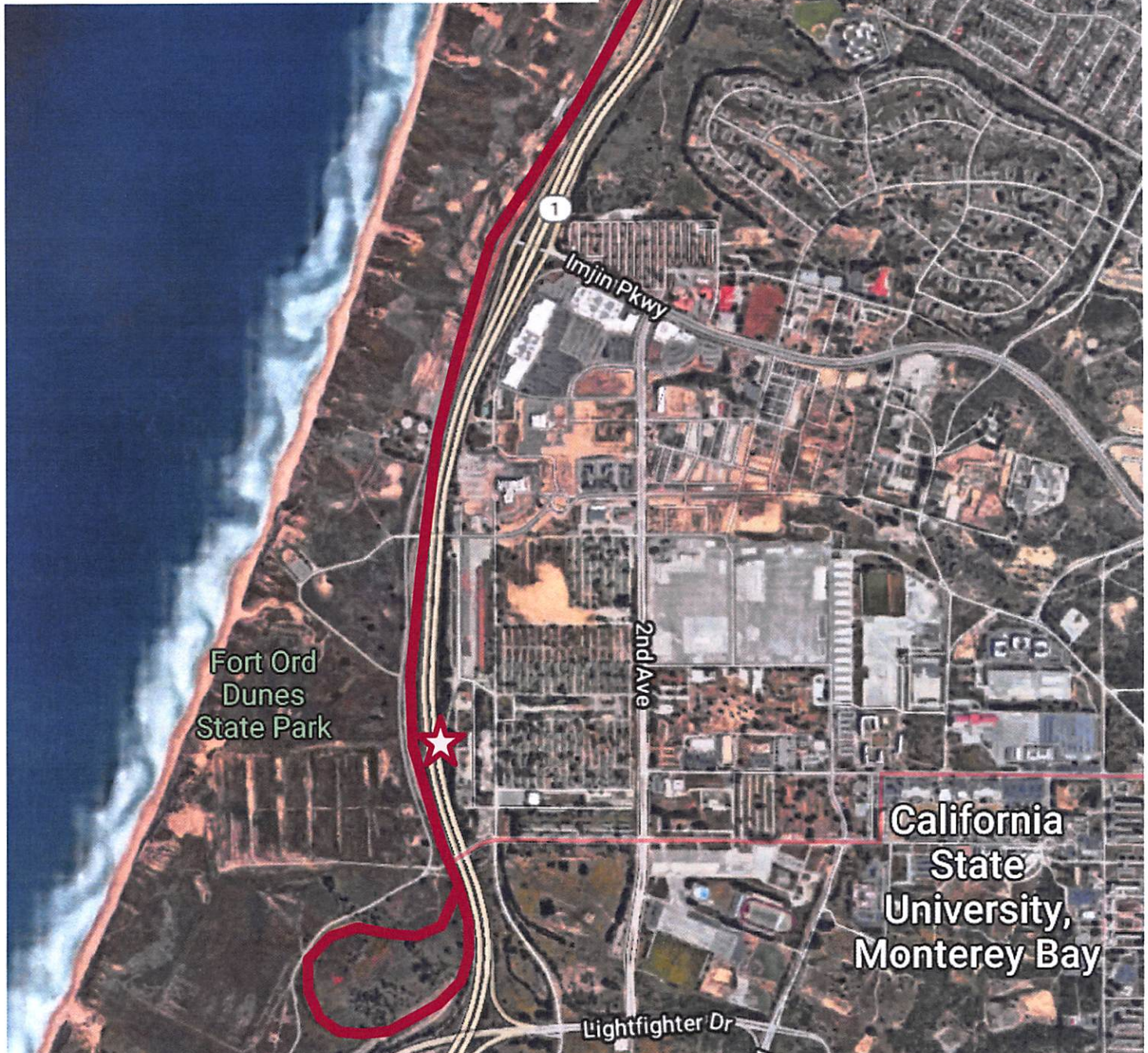
Our 30 day demonstration may be subject to coastal zone policies and may require a coastal development permit. We will obtain any land use entitlements required to operate within the City of Marina. Our project may also be subject to CEQA if the agency determines our demonstration proposal is not categorically exempt. We expect TAMC will be the lead agency in reviewing the project.

30 Day Demonstration Budget

Expenses	
Brush Clearance	\$10,000
Track repair	\$500
Temporary Fence Rental 60'x10'	\$2,500
Marketing	\$10,000
Insurance	\$5,000
Pod, toilet, and trash	\$2,500
Merchant expenses	\$2,000
Temporary Platform	\$3,000
Directional Signage	\$1,000
Agency Staff Costs	\$10,000
Tour Labor	\$3,000
Lodging Expense	\$10,000
Handcar Transport and storage	\$5,000
30 Day demonstration expenses	\$64,500
Income	
Per handcar	\$90
Cars per tour	6
Revenue per tour	\$540
Tours per day	6
Revenue per day	\$3,240
90% of capacity	\$2,916
Operating days	25
Projected Income	\$72,900
Maximum Income	\$97,200

ROUTE DESCRIPTION

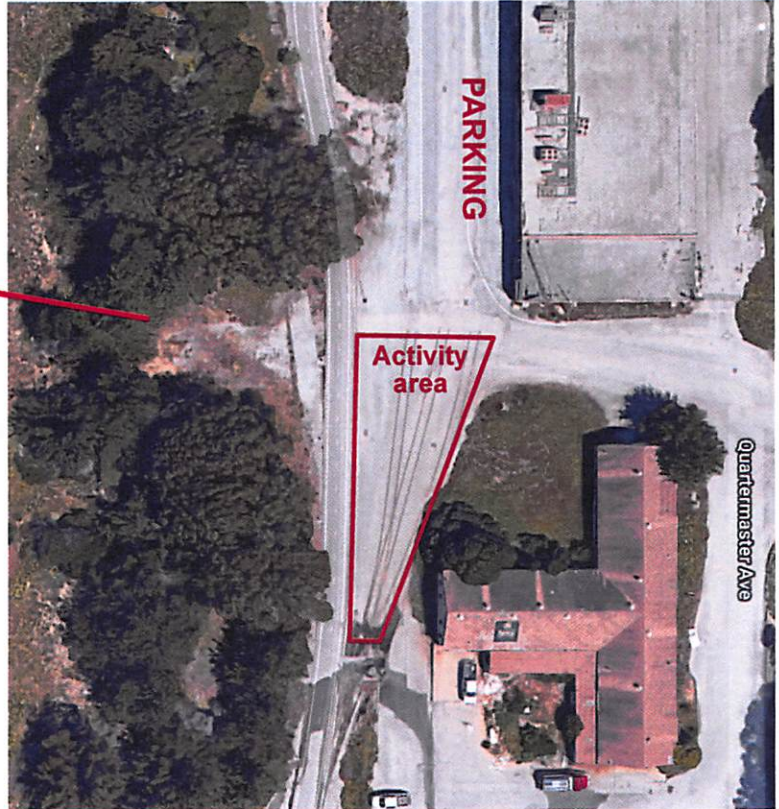
Handcars begin on the former spur accessed off 8th Street. Upon departure the handcars proceed south around the balloon loop and then north towards Marina. At the Highway 1 overhead crossing the handcars will reverse direction and follow the route back around the balloon loop and back to the starting spur. Although the track length is three miles, the travel distance is 6.5 miles. The excursion will require approximately 50 minutes to complete.



SITE PLAN OF CHECK-IN AND INTERPRETIVE AREA



To handcars, 700 foot walk, approximately 2.5 minutes.



Loading platform will consist of wooden step boxes screwed down to the ties to prevent movement.

Area on east side of freeway will be used for parking, safety briefing, and educational handcar interpretation. We will also use 150 feet of existing pavement embedded track to provide short rides for participants using a traditional pump car. Each day an easy-up tent and table will be erected for guest to check in. We will place a rented pod container to store our table, easy-up, and interpretive handcar. Area will be coned off to deter traffic from driving into activity area.



Handcar Storage Area to be chain link fenced area that measures approximately 50 feet long by 10 feet wide. Fence and gates will be installed on three sides, with the fourth side utilizing existing chain link fence. Cars will be covered nightly with plastic tarps to protect from precipitation.



December 12, 2019

Debbie Hale
Executive Director
Transportation Agency for Monterey County
55-B Plaza Circle
Salinas, CA 93901

**RE: Proposed Recreational Use of
Monterey Branch Line for Handcars**

Dear Ms. Hale:

Monterey-Salinas Transit (MST), in partnership with TAMC, is undertaking the first steps to improving travel time for existing and future bus passengers traveling in the heavily congested corridor of Highway 1 between Marina and Monterey. A future busway project utilizing the Monterey Branch line will also reduce greenhouse gas emissions, improve travel time reliability, and help demonstrate the future need for passenger rail service.

This Busway Phase II - SURF! project will connect Marina with a dedicated road service for MST buses and emergency vehicles only. This busway will connect with the existing Jazz line which serves Seaside and Monterey with frequent service. This new piece of bus infrastructure will ultimately connect to the Marina-Salinas Multimodal Corridor and future bus rapid transit service in Salinas.

This SURF! busway project was part of the success of the Measure X proposal to the voters of Monterey County. As a strong partner with this project, MST is concerned that the recent hand car proposal may derail our shared vision for the corridor as a transportation use and as required by the funding source TAMC used to purchase the rail line in 2003, Proposition 116 and Measure X as passed by the voters of Monterey County.

Advocating and delivering quality public transportation as a leader within our community and industry.

Transit District Members Monterey County • Carmel-by-the-Sea • Del Rey Oaks • Gonzales • Greenfield • King City • Marina • Monterey
Pacific Grove • Salinas • Sand City • Seaside • Soledad **Administrative Offices** 19 Upper Ragsdale Drive, Suite 200 Monterey, CA 93940

PH 1-888-MST-BUS1 (1-888-678-2871) • FAX (831) 899-3954 • WEB mst.org

Additionally, as MST is preparing to enter the Project Development phase of the Federal Transit Administration New Starts Program as an initial step our application for up to \$25 Million of federal funds for this project. As this program is highly competitive, MST is concerned by TAMC that allowing non-transit recreational uses within our project footprint will work against MST receiving the most favorable rating possible required to receive federal funding.

We have the following specific concerns which should be addressed before any recreational use of the branch line is considered:

1. **Infrastructure and service compatibility issues:** Generally the busway would not be in conflict with the existing track and area described in the handcar proposal, with one notable exception. Due to the existing topography of the area and elevated loop tracks on the south end, we may need to cut through the loop and remove a portion of this track for the busway lane to run through. It is our understanding that the handcar is proposed to use this loop as a turnaround. The development of long term, sustainable bus service along the branch line appears to be incompatible for this reason.
2. **Infrastructure/Track condition:** The Branch Line has not been fully used in more than 40 plus years. Very little, if any, maintenance, inspections, or up keep have occurred in at least 20 years. This is a big risk/liability for anyone utilizing the rail tracks for any type of use. There are numerous people living in the area that may have damaged the tracks and possibly removed infrastructure components. Weather deterioration over time could have also caused deterioration of the tracks. Due to lack of maintenance and inspections, there may be serious liability issues in allowing the general public to use the branch line for handcar use. It would also be appropriate for representatives from emergency response to weigh in on the challenges of responding to accidents or incidents involving handcar use.
3. **Other notable issues/observations:** There is no mention in the handcar proposal of potential permitting hurdles, environmental, Coastal Commission, State Parks, etc... Should this handcar proposal be approved and permitted for the long term, MST would need TAMC and any handcar company to indemnify MST. Considering MST would operate bus service along the branch line in the future, this will be a huge liability for the agency in general. Also, there is no mention of accessibility/ADA issues.
4. **Additionally, MST is preparing to enter the Project Development phase of the Federal Transit Administration's New Starts Program as an initial step in the application process for up to \$25 million of federal Capital Investment Grant funds for this project. As this program is highly competitive, MST is concerned that if TAMC allows non-transit**

recreational uses within our project footprint, this action will work against MST receiving the most favorable rating possible which is required to be eligible for federal funding.

Thank you for considering these comments as you make your decision about whether or not to allow handcar use along the Monterey Branch line.

Sincerely,



Carl Sedoryk
General Manager/CEO



Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: January 8, 2020
Subject: Legislative Update & 2020 Legislative Program

RECOMMENDED ACTION:

RECEIVE update on state and federal legislative issues and **RECOMMEND** TAMC Board adopt the 2020 legislative program.

SUMMARY:

Staff and legislative analyst Gus Khouri will present an update on state and federal legislative issues and request a recommendation for the TAMC Board to adopt the 2020 legislative program.

FINANCIAL IMPACT:

Several items on the final 2020 legislative program pertain to preserving and seeking transportation funding.

DISCUSSION:

Agency legislative analyst Gus Khouri, Khouri Consulting, will attend the meeting to present an update on state legislative activities (**attachment 1**).

Federal transportation legislation is moving forward with a continuing resolution adopted in November that continues transportation appropriations funding through December 20, 2019. A five-year transportation authorization bill (America's Transportation Infrastructure Act) is also awaiting action by the budget and transit committees. Staff will provide an update at the meeting.

The purpose of the legislative program is to set general principles to guide staff and Board responses to legislative or budgetary proposals. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the Agency. The legislative program continues to focus on transportation funding and is limited to priorities that are likely to come up in the legislative session.

One of the priorities will be pursued as Agency legislation in 2020: item 4S: Support measures to allow the California Department of Fish and Wildlife to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project. On December 13, 2019, the Monterey Herald reported on this issue (see **web attachment**).

Attachment 2 is the final legislative program, and **Attachment 3** shows changes from the draft program.

Key changes between the draft program circulated by the TAMC Board and the proposed final program include:

State priorities:

- New item: 5S: Support resolution to recognize the Coast Route as an active rail corridor that can help the State meet transportation and greenhouse gas emission reduction goals.
- Revised 7S: Support legislation to increase safety and reduce fatalities by modifying laws establishing speed limits to be based on safety considerations, with attention to enforcement of speed limits.
- New item: 11S: Support MST efforts to seek funding to implement the infrastructure needed to meet the deadlines of the Innovative Clean Transit (ICT) Regulation transition to a 100 percent zero emission bus fleet by 2040.

Federal priorities:

- Revised 1F: Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds in the multimodal transportation authorization bill:
 2. Explore innovative funding mechanisms, such as a pay-by-the-mile user fee and, public private partnerships, or wholesale energy taxes.
 4. Remove procedural obstacles that impede expenditure of authorized federal funding, including cash flow options for small and rural grantees.
- Revised 2F: Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), and expand the definition of Categorical Exclusions, while retaining environmental protections.
- Deleted 5F regarding Regional Transportation Plan update timeframe.

Staff presented the draft program at the TAMC Board meeting in October and the Rail Policy Committee, Bicycle and Pedestrian Facilities Advisory Committee, and Technical Advisory Committee in November. Staff also met with partner agencies locally and statewide to discuss items for the program. This Committee is now asked to review the final draft program and recommend adoption by the Board in January.

ATTACHMENTS:

- ▢ Khouri state report
- ▢ Final 2020 Legislative Program
- ▢ Final 2020 Legislative Program showing changes from draft

WEB ATTACHMENTS:

- [December 13, 2019 article in the Monterey Herald, "Salamander could threaten Highway 156 widening project"](#)



December 10, 2019

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

RE: STATE LEGISLATIVE UPDATE – JANUARY

The legislature concluded its business and adjourned for the year. It is set to reconvene on January 6, 2020 for the second year of the 2019-2020 legislative Session. The following is a brief summary of current challenges as well as grant opportunities that TAMC may wish to consider.

Governor’s Executive Order on Climate Change: Challenge to Become More Multi-modal

On Friday, September 20, 2019, Governor Gavin Newsom issued an Executive Order aimed at combatting climate change and strengthening the state’s climate resiliency. With a focus on reducing emissions from the transportation sector, the Executive Order could lead to a greater focus on public transit and active transportation projects. The Executive Order directs the California State Transportation Agency (CalSTA) to invest its annual portfolio of \$5 billion (inclusive of such programs as the State Highway Operations and Protection Program, State Transportation Improvement Program, Solutions for Congested Corridors Program, Local Partnership Program, and Transit and Intercity Rail Capital Program) to build, operate and maintain projects that help reverse the trend of increased fuel consumption and instead result in a reduction of vehicle miles traveled and greenhouse gas emissions associated with the transportation sector.

CalSTA, in consultation with the Department of Finance, is directed to align transportation spending, programming and mitigation to achieve the greenhouse gas emission reduction targets in the state’s Climate Change Scoping Plan, where feasible. We are discussing with the administration to ensure that this directive will not compromise the ability to leverage Measure X dollars to deliver projects on the state highway system that enhance safety and congestion management. CalSTA Secretary David Kim has stated on many occasions that SB 1 dollars will not be diverted, but it has been clear from the California Transportation Commission (CTC) workshops for the SB 1 competitive programs that a heavier emphasis is now placed on multi-modal options.

Grant Opportunities:

SB 1 Competitive Grant Programs

In 2018, TAMC received \$19 million from the Local Partnership Program (LPP) in Cycle 1 for Imjin Parkway. It was one of the largest awards from the program statewide and represented 27 years' worth of funding had TAMC been solely dependent on its annual formulaic apportionment of \$700,000 from the formulaic side of the program. For Cycle 2, TAMC is considering an application for the State Route 156 (SR 156) at Castroville Road project. As a result, we have been attending several workshops for the various competitive programs to help position TAMC for a prospective award.

The Trade Corridor Enhancement Program (TCEP) represents the most natural fit to address a congested trade corridor such as SR 156, but uncertainty surrounds the program as CalSTA has been heavily engaged in determining which projects may be funded. Regions can still nominate a project but having the backing of Caltrans would be helpful.

We attended multiple CTC workshops on the adoption of guidelines for the Solutions for Congested Corridors Program (SCCP). To help maximize the prospects of success, we have been pushing for the CTC to consider awarding projects in counties with a population of 500,000 or less. Thankfully, CTC staff has included language for this purpose in SCCC. Guidelines will be considered for adoption on January 29-30.

With the Governor's veto of Senate Bill 277 (Beall), which would have changed the allocation of the Local Partnership Program (LPP), LPP guidelines are expected to be relatively similar to Cycle 1, with a few exceptions relating to project readiness (completed environmental documents) and recognition of geographic distribution. The CTC may choose to recalibrate the current 50/50 distribution of funds between formula and competitive funding to favor a 65/35 or 60/40 split favoring formula. Given the shorter cycle of funding moving forward, the CTC may have less flexibility to allocate funding for projects across the board this round. TAMC is seeking a distribution formula favoring population over revenue for the formulaic portion of the program.

We attended the LPP workshops in San Diego, which represented the final opportunity to comment on draft guidelines prior to final adoption by the Commission in January. Applications for the competitive portion of LPP, TCEP, and SCCC are scheduled to be due by the end of June, and awards made in October.

Transit and Intercity Rail Capital Program (TIRCP)

Cycle 4 for TIRCP is current underway. The program, which is administered by CalSTA, represents an opportunity for TAMC to build on its success of providing additional rail service through the county. 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. For this round, the Coast Rail Coordinating Council, in conversation with the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN), has discussed submitting an application to acquire funds to conduct a feasibility study for acquiring Union Pacific right of way in to deliver Coast rail service.



2020 Legislative Program

State Priorities

- 1S. Preserve funding for transportation projects, maximize formula funding to regions, and preserve regional discretion and priority-setting.
- 2S. Pursue competitive grant or bond funding for highway safety, traffic congestion relief, trade corridors, passenger rail, and public transportation for Monterey County projects.
- 3S. Promote jobs-housing balance and alternative transportation modes as ways to reduce vehicles miles traveled, while maintaining statewide equity between urban and rural areas.
- 4S. Support measures to allow the California Department of Fish and Wildlife to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project.
- 5S. Support resolution to recognize the Coast Route as an active rail corridor that can help the State meet transportation and greenhouse gas emission reduction goals.
- 6S. Support efforts to reauthorize Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects
- 7S. Support legislation to increase safety and reduce fatalities by modifying laws establishing speed limits to be based on safety considerations, with attention to enforcement of speed limits.
- 8S. Support legislation to devote a permanent share of Cap and Trade funding to the Active Transportation Program.
- 9S. Support streamlining project delivery, including simplifying grant program applications, raising encroachment permit thresholds, and accelerating project permit approvals.
- 10S. Coordinate with the Monterey-Salinas Transit District to update Transportation Development Act (TDA) law.
- 11S. Support MST efforts to seek funding to implement the infrastructure needed to meet the deadlines of the Innovative Clean Transit (ICT) Regulation transition to a 100 percent zero-emission bus fleet by 2040.

- 12S.** Support legislation that promotes transit-oriented development (such as via redevelopment or opportunity zones), complete streets, alternative commutes, multi-modal transportation, and active transportation projects.
- 13S.** Support member agencies' requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



2020 Legislative Program

Federal Priorities

- 1F.** Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds in the multimodal transportation authorization bill:
 1. Increase and index the gas tax to inflation.
 2. Explore innovative funding mechanisms, such as a pay-by-the-mile user fee, public private partnerships, or wholesale energy taxes.
 3. Expand access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
 4. Remove procedural obstacles that impede expenditure of authorized federal funding, including cash flow options for small and rural grantees.
 5. Support the return of directed federal funding for transportation priorities.
 6. Coordinate with military installations in Monterey County to seek funding for transportation projects with a nexus to those installations.
 7. Support Monterey-Salinas Transit application for federal funding for the SURF Bus Line in the Monterey Branch Line corridor.
 8. Support applications for the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant program on the California Central Coast.
- 2F.** Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 3F.** Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing passenger rail service for the traveling public.
- 4F.** Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 5F.** Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



DRAFT-2020 Legislative Program

State Priorities

- 1S. Preserve funding for transportation projects, maximize formula funding to regions, and preserve regional discretion and priority-setting.
- 2S. Pursue competitive grant or bond funding for highway safety, traffic congestion relief, trade corridors, passenger rail, and public transportation for Monterey County projects.
- 3S. Promote jobs-housing balance and alternative transportation modes as ways to reduce vehicles miles traveled, while maintaining statewide equity between urban and rural areas.
- 4S. Support measures to allow the California Department of Fish and Wildlife to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project.
- 5S. Support resolution to recognize the Coast Route as an active rail corridor that can help the State meet transportation and greenhouse gas emission reduction goals.
- 5S.6S. Support efforts to reauthorize Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects
- 6S.7S. Support legislation to increase safety and reduce ~~pedestrian and bicyclist~~ fatalities by modifying laws establishing speed ~~trap laws that prioritize higher automobile speeds~~ over limits to be based on safety considerations, with attention to enforcement of speed limits.
- 7S.8S. Support legislation to devote a permanent share of Cap and Trade funding to the Active Transportation Program.
- 8S.9S. Support streamlining project delivery, including simplifying grant program applications, raising encroachment permit thresholds, and accelerating project permit approvals.
- 9S.10S. Coordinate with the Monterey-Salinas Transit District to update Transportation Development Act (TDA) law.
- 11S. Support MST efforts to seek funding to implement the infrastructure needed to meet the deadlines of the Innovative Clean Transit (ICT) Regulation transition to a 100 percent zero-emission bus fleet by 2040.

~~10S.12S.~~ Support legislation that promotes transit-oriented development (such as via redevelopment or opportunity zones), complete streets, alternative commutes, multi-modal transportation, and active transportation projects.

~~11S.13S.~~ Support member agencies' requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



~~DRAFT~~ 2020 Legislative Program

Federal Priorities

- 1F. Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds in the multimodal transportation authorization bill:
 1. Increase and index the gas tax to inflation.
 2. Explore innovative funding mechanisms, such as a pay-by-the-mile user fee ~~and~~, public private partnerships, or wholesale energy taxes.
 3. Expand access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
 4. Remove procedural obstacles that impede expenditure of authorized federal funding, including cash flow options for small and rural grantees.
 5. Support the return of directed federal funding for transportation priorities.
 6. Coordinate with military installations in Monterey County to seek funding for transportation projects with a nexus to those installations.
 7. Support Monterey-Salinas Transit application for federal funding for the SURF Bus Line in the Monterey Branch Line corridor.
 8. Support applications for the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant program on the California Central Coast.
- 2F. Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), ~~without restrictions~~, and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 3F. Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing passenger rail service for the traveling public.
- 4F. Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.
- ~~5F. Support efforts to change the update timeline for the Regional Transportation Plan from the current four years to eight years.~~
- 6F.5F. Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with

regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



Memorandum

To: Executive Committee
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: January 8, 2020
Subject: Transportation Excellence Awards

RECOMMENDED ACTION:

RECEIVE and **SELECT** nominations for the Transportation Excellence Awards for 2019.

SUMMARY:

The Transportation Agency received nine nominations for the Transportation Excellence Awards by the deadline of Friday, December 6, 2019. The awards ceremony to recognize the honorees will be held during the January 22, 2020 Board meeting.

FINANCIAL IMPACT:

None.

DISCUSSION:

The annual awards program gives the Transportation Agency the opportunity to show its appreciation to the local community for its outstanding efforts to improve transportation in Monterey County.

Examples of past award winners include:

- Citizens who have made significant efforts to educate the public about transportation, such as Jennifer Cline from the Monterey-Salinas Transit navigator program;
- Innovative projects that have improved the local transportation network, such as the West Broadway Urban Village Improvements in Seaside;
- Impressive state highway projects, such as the Pfeiffer Canyon Bridge on Highway 1;
- Successful efforts to improve transit services, such as the "Ride the 40's on Us"; and,
- Transportation professionals who excel at their jobs and go the extra mile to improve out transportation system, such as Enrique Saavedra, Monterey County Public Works.

This year, staff received nine nominations for Transportation Excellence Awards, within the categories of: Individuals/Groups, Projects, and Programs. Below is a web-link to a summary of the nominations at the meeting and will ask that the Committee select the honorees to be awarded Transportation Excellence Awards.

Attached to this staff report is a compilation of the nominations submitted for the 2019 Transportation Excellence Awards.

WEB ATTACHMENTS:

