AGENDA

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

EXECUTIVE COMMITTEE
Members are: Kimbley Craig (Chair),
Fernando Armenta (1st Vice Chair), Alejandro Chavez (2nd Vice Chair),
Jane Parker (Past Chair),
Dave Potter (County representative), Robert Huitt (City representative)

Wednesday, June 3, 2015
TAMC Conference Room
55-B Plaza Circle, Salinas

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

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the Agency Secretary to make inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

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.
BEGINNING OF CONSENT AGENDA: Approve the staff recommendations for items 3.1-3.4 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 from the Executive Committee meeting of May 6, 2015. – Rodriguez  

3.2 **RECEIVE** federal legislative update. – Watson

3.3 **RECEIVE** state legislative update, and **RECOMMEND** the Board adopt positions on bills of interest to the Agency. – Watson

3.4 **RECOMMEND** that Board of Directors **APPROVE** evaluation form, procedure, and timeline for completing annual evaluation for Executive Director and Counsel. – Goel

END OF CONSENT AGENDA

4. **RECEIVE** an update on the Transportation Improvement Measure Outreach Plan, and **PROVIDE** input on the Transportation Improvement Measure Outreach Plan and Expenditure Plan. – Wright  

5. **RECEIVE** report on effort and expense to produce paper agenda packets, and **PROVIDE** direction on options to reduce Agency expenses. – Muck  

6. **RECEIVE** report on draft agenda for TMC Board meeting of June 24, 2015. – Hale

7. **ADJOURN**

Next Executive Committee meeting is:  
Wednesday, August 5 2015  
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

If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC, Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.
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: Kimbley Craig (Chair),
Fernando Armenta (1st Vice Chair), Alejandro Chavez (2nd Vice Chair),
Jane Parker (Past Chair),
Dave Potter (County representative), Robert Huitt (City representative)

Wednesday, May 6, 2015
*** 9:00 a.m. ***
Transportation Agency Conference Room
55-B Plaza Circle, Salinas

1. CALL TO ORDER: 2nd Vice Chair Chavez called the meeting to order at 9:05 a.m.
Committee members present: Chavez, Huitt, Parker, and Potter. Staff present: Goel, Hale,
Muck, Rodriguez, Watson, and Wright. Others present: Agency Counsel Reimann; John
Arriaga, JEA & Associates and Sam Teel, MCHA. Chair Craig and Committee member
Armenta arrived after the consent agenda was approved.

2. PUBLIC COMMENTS: None.

3. CONSENT AGENDA:
On a motion by Committee Member Potter and seconded by Committee Member Parker,
the committee voted 4–0 to approve the consent agenda.

3.1 APPROVED minutes from the Executive Committee meeting of April 1, 2015.

END OF CONSENT
On a motion by Committee Member Huitt and seconded by Committee Member Armenta, the committee voted 5–0, to **RECEIVE** state legislative update and **RECOMMEND** the Board adopt positions on bills of interest to the Agency.

John Arriaga, JEA & Associates, gave an update on state legislative activities. He noted that things are changing quickly, and that committee milestones for bill passage have just passed, noting the May Revise budget is expected to have more funding for the cap and trade grant programs. He reported that he and Principal Planner Christina Watson met with legislators in Sacramento and discussed the importance of supporting intercity rail. Ms. Watson noted that they met with Senator Cannella, Assembly Member Stone and Assembly Member Achadjian, and that all three are supportive of the Coast Daylight.

Mr. Arriaga highlighted the state legislative bills of interest to the Agency. Staff is now recommending the Board support SB 16 (Beall): transportation funding. Executive Director Debbie Hale noted some entities are attempting to modify the bill to make it more multi-modal, as it is now focused on streets and roads and highway repairs.

Staff is recommending an “oppose unless amended” position on AB 1315 (Alejo): public contracts: water pollution prevention plans. Mr. Arriaga noted that the bill is sponsored by contractors. Committee Member Huitt requested more information be provided in the Board report.

Mr. Arriaga noted that AB 238 (Stone): telecommunications has been turned into a 2-year bill. Ms. Watson noted staff would ask the author about adding a “dig once” clause to the bill.

Ms. Watson noted that the Bicycle and Pedestrian Facilities Advisory Committee (BPC) would be considering three bills that night, including AB 604 (Olsen): electrically motorized skateboards. Committee Member Huitt requested the BPC consider the Pacific Grove recreation trail, as there have been concerns about motorized vehicles using the trail.

The Committee discussed AB 464 (Mullin), which would increase the maximum combined local sales tax rate from 2% to 3%. Ms. Hale noted that this item needs further discussion and more information and we will continue to watch.

Committee Member Huitt asked about the status of the Budget Trailer Bill: highway relinquishment. Mr. Arriaga noted he would investigate and return with more information.
5. **RECEIVED federal legislative update:**

Christina Watson, Principal Transportation Planner, reported the Transportation Investments Generating Economic Recovery (TIGER) grant program initiated its seventh round of funding with $500 million nation-wide in April. TAMC staff is participating in webinar trainings in anticipation of applying for the Pajaro/ Watsonville multimodal transit station. This is a highly competitive funding program, with only about 5% of the applicants receiving funding.

She noted that on March 9-11, 2015, Chair Potter and staff met with Federal representatives to discuss Agency priorities, including the Rail to Salinas project. The focus was on the potential for including language in the upcoming transportation authorization bill that would make the project eligible for Federal Transit Administration funding, noting that Congressman Farr is supportive.

6. On a motion by Committee member Potter and seconded by Committee member Armenta, the committee voted 5-0 to recommend the hiring of CliffordMoss at the Transportation Improvement Measure Public Outreach Plan consultant, subject to CliffordMoss identifying the local sub-contract consultant as the local project manager, and to include more information about them. Chair Craig recused her from this discussion.

Theresa Wright, Community Outreach Coordinator/Associate Transportation Planner, reported that on April 22, 2015, the Transportation Agency Board of Directors received a staff report requesting the approval of a contract to hire the consulting firm of CliffordMoss as the Transportation Improvement Measure Public Outreach Plan consultant.

In the interest of full disclosure, the committee was alerted that Kimbley Craig, as an independent contractor has worked with Moxxy Marketing in the past and will work with them in the future. She has never been an employee of theirs and has not participated in anyway with the negotiation of this contract. Therefore, she has no interest. However, in an abundance of caution, the Agency is acting as if she has remote interest. Chair Craig recused herself from the discussion.

The Committee did not call for a vote to approve the hiring of Moxxy Marketing, citing they needed more information about the firm. Staff was directed to provide that information at the next Board meeting.

Committee members Armenta and Huitt expressed concerns about the timeline. Armenta commented that he thinks the timeline should be moved up, noting we need to research all possibilities for getting additional funding for public outreach. He said staff could not do it alone and suggested the Agency seek foundation funding to hire three individuals dedicated to doing public outreach in Salinas, South County and the Monterey Peninsula.
Public comment:
Sam Teel expressed concern that there needs to be clarification that the Highway 156 project is not part of the sales tax.

7. On a motion by Committee Member Armenta and seconded by Committee Member Parker, the committee voted 6–0, to recommend that the Board approve Resolution 2015-09 adopting the fiscal year 15/16 budget and overall work program and estimated budgets for fiscal years 16/17 and 17/18.

Rita Goel, Director of Finance & Administration, presented the fiscal year 15/16 budget and estimated budgets for fiscal years 16/17 and 17/18. She reported that the resolution approves the final budget and overall work program for fiscal year 15/16, including federal, state and local grant authorizations and certifications, and out year budgets for fiscal years 16/17 and 17/18. At its February adoption of the draft budget, the Board did not have any suggested changes for the final budget. This version makes changes to reflect the latest information on revenues and expenditures. Director Goel reported that The Agency budget separates expenditures into two types: operating and direct program. Operating expenditures include staff salaries and benefits, materials and supplies, and equipment purchases. Direct program expenditures include outside consultants, contracts, expenditures that apply to specific overall work program tasks such as rail program, highway projects, bicycle and pedestrian program etc.

Deputy Director Muck highlighted changes on the Overall Work Program. He noted that the final overall work program contains minor changes made in response to comments by Caltrans, as well as the Agency Board at its February 2015 meeting. These edits effectively have very little change to the 2015/16 work program the Executive Committee and Board reviewed in February.

The next step is the final adoption at the Board meeting on May 27, 2015.
8. **RECEIVED** a report on the draft agenda for TAMC Board meeting of May 27, 2015:

Executive Director Hale highlighted the draft TAMC Board agenda items proposed for May 27, 2015. She reported the Board would be asked to recommend the hiring of CliffordMoss as the Transportation Improvement Measure Public Outreach Plan consultant; with the identified local sub-contract consultant as lead project manager, to be hired by CliffordMoss, subject to Agency’s approval. The Board will be asked to approve Resolution 2015-09 adopting the fiscal year 15/16 budget and overall work program and estimated budgets for fiscal years 16/17 and 17/18 as recommended by the Executive Committee.

9. **ADJOURNMENT**

Chair Craig adjourned the meeting at 10:23 a.m.

[Signature]

Elouise Rodriguez, Senior Administrative Assistant
Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: June 3, 2015
Subject: Federal Legislative Update

RECOMMENDED ACTION

RECEIVE federal legislative update.

SUMMARY

On May 23, the Senate passed a two-month extension on the federal transportation authorization bill, which now will expire on July 31. Meanwhile, the anticipated bankruptcy of the Highway Trust Fund has been pushed out to August.

FINANCIAL IMPACT

Information only. No financial impact.

DISCUSSION

The current transportation authorization bill, the Moving Ahead for Progress in the 21st Century Act (MAP-21), expires on May 31, 2015. On May 19, the House passed H.R. 2353, a short-term extension through July 31, 2015. The Senate passed the extension on May 23 and sent it to the President on May 26; he is expected to sign the bill.

This two-month extension comes after several weeks of failed negotiations to find roughly $11 billion to fund the Highway Trust Fund (HTF) until the end of the calendar year. That seven-month extension bill was intended to give Congress time to develop a larger tax reform package to pay for a multi-year surface transportation bill.

According to the most recent estimates from the Department of Transportation, absent additional action by Congress to address the Trust Fund balance (through transfers or additional revenues), the Highway Account will reach a zero balance sometime in late August, and the Mass Transit Account is projected to hit a zero balance sometime in late September or early October.
Attachment 1 is a commentary by Ray LaHood, former Secretary of Transportation, in TIME Magazine, urging Congress to increase the federal gas tax and explore new strategies to raise transportation funding.

Attachment 2 is an article from the Washington Post describing the two-month extension and the resulting state of limbo for transportation planners nationwide.

Approved by: ________________________________  Date signed: 5/28/15
Debra L. Hale, Executive Director

Consent Agenda

Attachments:
1. May 15, 2015 commentary in TIME Magazine, “Ray LaHood: Congress is pushing our infrastructure to the point of disaster”
2. May 19, 2015 article in the Washington Post, “As impasse continues, House again extends highway funding in short term”
Ray LaHood: Congress Is Pushing Our Infrastructure to the Point of Disaster

Ray LaHood
May 15, 2015

Ray LaHood served as the 16th Secretary of Transportation and serves as an adviser to Amtrak.

The Amtrak tragedy is the result of a systematic transportation infrastructure crisis

The nation’s transportation systems connect families, friends, and businesses across the nation. Transportation and freight networks support commuters and family vacations, the movement of consumer goods and exports. So when transportation systems are struck by a terrible tragedy, it is part of everyone’s lives.

Tuesday’s fatal Amtrak derailment happened near Philadelphia, but the effects were felt up and down the East Coast in towns and communities the victims and their families call home. The transportation infrastructure tragedies that capture the attention of the press every few years are not just isolated incidents that happen in some other community, on someone else’s trip. These tragedies are the result of a systematic transportation infrastructure crisis happening across this country, and they have the potential to affect everyone.

Americans have seen this type of tragedy before, with shocking pictures of wreckage and victims played on television and printed in newspapers. But in a few days or weeks people move on to the next story and quickly forget these catastrophes, and the fact that they are completely avoidable.

This week’s Amtrak accident is just the most recent in a long line of transportation tragedies. In 2007 in Minnesota, an eight-lane bridge collapsed into the Mississippi River. More than a dozen people died. It was horrifying, and for a moment it seemed like there might be a real commitment to repairing and investing in our infrastructure. But there was no outrage that the bridge was known to be “structurally deficient.” And no great infrastructure packages passed through Congress.

Then in 2013, a bridge in Washington State collapsed on a major thoroughfare to Canada. On a heavy-traffic holiday weekend, an oversized truck hit one of the bridge’s overhead tresses, and the impact caused the whole bridge to collapse. Miraculously no one died. Again, it felt like this time might be different. How could this great nation do nothing about a bridge built in 1955, one deemed “functionally obsolete,” one so fragile that the impact of one truck would bring the whole bridge down?

But that’s what we did. We did nothing. We didn’t demand action. Nothing changed.

We won’t know exactly what happened in the Amtrak accident until the National...
Transportation Safety Board wraps up its investigation, but what we absolutely know for certain is that our transportation and infrastructure funding mechanisms are fundamentally broken in this country. And we’ve actually known that for a long time.

The federal gas tax, the main revenue source for the Highway Trust Fund, has not been raised since the early 1990s. The Highway Trust Fund is the big pot of money that builds and maintains our national highway system, and it is just days away from bankruptcy. In the more than 20 years we haven’t raised the gas tax, it has lost a third of its purchasing power. But highway maintenance needs haven’t reduced at all. At this point, America is basically one big pothole.

A 2013 report from Transportation for America found that more than 66,000 bridges are “structurally deficient.” That’s one in nine. The bridge that collapsed in Minnesota was one of them. The report also found that in 10 years, one in four bridges in the country will likely be structurally deficient.

The irony of letting our infrastructure slide into a state of disrepair for financial reasons, besides the fact that it is terribly unsafe, is that it is also fiscally unsound. Routine maintenance is much less expensive than enormous repairs or building a new bridge. When a municipality lacks funding and has to defer routine maintenance year after year, they end up with an expensive crisis on their hands.

Roads and highways aren’t the only piece of infrastructure starved by underfunding. Our cities are built on water systems that are a century old. The aviation sector relies on World War II era radar technology. And funding for public transportation, like Amtrak, is routinely cut to the bone by a fickle Congress more interested in a press release announcing they saved a buck than in investing in our country’s future.

Undeniable evidence is mounting, and a responsible Congress would have taken action by now and done something to rebuild America’s transportation infrastructure. But there is no vision or leadership coming out of Congress on this critical issue. To make the dramatic change we need in order to finance the infrastructure projects this country desperately needs Congress must increase the gas tax and explore new strategies to raise revenue and finance these projects. Instead, as the Highway Trust Fund is rapidly approaching bankruptcy, Congress will likely pass a short-term patch for no less than the 34th time in six years.

Congress is going to push our infrastructure to the point of disaster. Short-term patches, Band-Aids, and duct tape will not dramatically overhaul our transportation infrastructure systems. And we need nothing short of a dramatic overhaul. This country doesn’t work without roads and rails, pipes and ports that work, too. Infrastructure moves us and connects us, it keeps our economy going and when it works well, it keeps us safe and gives Americans a high quality of life. When we let it break down, it leads to crisis and tragedy. We need to get out of crisis-mode and invest in our future. The time for action is now.
As impasse continues, House again extends highway funding in short term

Transportation Secretary Anthony Foxx said that Congress’s gimmicks to extend transportation funding are like money found under a mattress. “We’re running out of mattresses,” he said. (Andrew Harrer/Bloomberg)

By Ashley Halsey III May 19 at 7:53 PM

With the ritual hand-wringing and finger-pointing familiar to such events, the House on Tuesday voted for the 33rd time since 2008 to extend transportation funding, again dodging the issue of how to pay for highways and transit in the long term.

The two-month extension leaves state and local transportation officials in the lurch as they plan for the balance of the summer construction season and
ponder whether to embark on long-term projects that require the certainty of federal funding.

With funding set to continue through July 31, they face the possibility that cash from Washington could be rationed — or cut off — when the extension expires.

“Unfortunately, we were unable to reach an agreement on a long-term bill, so we are left with a short patch,” Rep. Bill Shuster (R-Pa.), chairman of the House Transportation Committee, said on the floor during debate. “A long-term transportation bill will continue to be a top priority for this committee.”

“Here we are again, another short-term patch,” said Rep. Peter A. DeFazio (Ore.), the ranking Democrat on Shuster’s committee. “It’s a heck of a way to run a nation. It is embarrassing.”

House Democrats followed the vote by introducing the Obama administration’s $478 billion, six-year transportation bill, which would increase annual spending. It has little chance of winning approval in the Republican-controlled Congress.

“We now have something to work with,” DeFazio said. “I think it’s important to put it down as a marker. Let’s negotiate section by section.”

Shuster has been in discussions with Rep. Paul Ryan (R-Wis.), chairman of the House Ways and Means Committee, to find funding for a long-term bill, but thus far, Republicans have not produced one. In the Senate, committee action on a six-year bill is scheduled for next month.
At the state and local levels, the issue is one of filling potholes, paving roads, replacing bridges and repairing transit systems. On Capitol Hill, the matter quickly becomes more complicated.

There is no consensus on how to raise the approximately $50 billion that the federal government sends to localities to fund transportation. The venerable Highway Trust Fund isn’t taking enough in from the federal gas tax these days to cover those costs.

The White House and many members of Congress have linked paying those bills to a sweeping reform of corporate taxation — legislation that won’t go anywhere before the extension expires at the end of July and that may not see the light of day this year.

“We’re not going to get a tax-reform bill done by July,” DeFazio said. “I heard Paul Ryan say he was not going to do tax reform this year.”

Cynics — and there are many of them after 33 extensions — are betting that Congress will need to pass another extension in July, this one lasting until the end of the year.

Shuster acknowledged Tuesday that another extension may be necessary to allow Ryan time to win approval for corporate tax reform. If that happens, the problem becomes even more complicated.

Unlike the just-approved extension, for which there is money in the trust fund, extending funding through December would require that Congress transfer billions of dollars from the general tax revenue fund.
Transportation Secretary Anthony Foxx likened the tricks that Congress has used to extend funding — including something called “pension smoothing” most recently — to finding money under a mattress.

“We’re running out of mattresses, we’re running out of duct tape, we’re running out of chewing gum,” Foxx said Tuesday.

Since 2008, lawmakers have transferred $62 billion in general tax revenue to bolster the sagging trust fund. In the current fiscal year, the trust fund is projected to take in $39 billion for highways and transit, while Congress has authorized $52 billion in spending.

The administration’s bill would raise annual funding by almost $25 billion. The biggest increase would come in transit funding, a 79 percent jump over current spending that would be invested in maintenance and improvements to existing systems, and in expansion of light-rail, streetcar and rapid-bus systems.

The White House bill also would increase highway spending by about 29 percent over current levels, with an emphasis on repairing deteriorating roads and bridges before investing in new construction. Some of the additional funding would go to federal regulators that police automotive, truck and bus safety.

Ashley Halsey reports on national and local transportation.
Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: June 3, 2015
Subject: State Legislative Update

RECOMMENDED ACTION

RECEIVE state legislative update, and RECOMMEND the Board adopt positions on bills of interest to the Agency.

SUMMARY

The bill list has been updated since the Committee received an update on May 6. Three new bills of interest to the Agency have been added to the bill list with recommended watch positions.

FINANCIAL IMPACT

Agency staff and consultant time are in the adopted Agency budget.

DISCUSSION

Attachment 1 is a summary table of the bills, organized by TAMC priority. New bills or new recommended positions are indicated in bold font. Attachment 2 is a revised bill list; changes are indicated using underline and strikeout. Attachment 3 is the adopted 2015 legislative program.

Approved by:
Debra L. Hale, Executive Director

Date signed: 5/28/15

Consent Agenda

Counsel Approval: N/A
Finance Approval: N/A

Attachment:
1. TAMC Bill List Summary Table by TAMC Priority
2. TAMC Bill List as of May 20, 2015
3. Final TAMC Legislative Program, adopted January 28, 2015
# TAMC Bill List
**Thursday, May 21, 2015**

<table>
<thead>
<tr>
<th>Bill No (Author)</th>
<th>Topic</th>
<th>TAMC Board adopted position</th>
</tr>
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<tbody>
<tr>
<td><strong>TAMC priority 3S</strong> - Support proposals to lower the voter threshold for local transportation sales tax ballot measures, without state spending restrictions, and monitor the need to seek a waiver to allow the County to exceed the 2% limit on local sales taxes for transportation.</td>
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<tr>
<td>AB 464 (Mullin)</td>
<td>Transactions and use taxes: maximum combined rate</td>
<td>Watch</td>
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<tr>
<td>ACA 4 (Frazier)</td>
<td>Local government transportation projects: special taxes: voter approval</td>
<td>SUPPORT (Letter sent 4/27)</td>
</tr>
<tr>
<td><strong>TAMC priority 5S</strong> - Support efforts to extend and expand Public Private Partnership and design-build authority, expand mode eligibility, and allow for regional control of such projects.</td>
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<tr>
<td>AB 1265 (Perea)</td>
<td>Transportation projects: comprehensive development lease agreements</td>
<td>SUPPORT (Letter sent 4/17)</td>
</tr>
<tr>
<td>SB 158 (Huff)</td>
<td>Transportation projects: comprehensive development lease agreements</td>
<td>Watch</td>
</tr>
<tr>
<td><strong>TAMC priority 6S</strong> - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., &quot;cap and trade&quot;) grant program guidelines, and seek regional transportation funding from the program.</td>
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<tr>
<td>AB 156 (Perea)</td>
<td>California Global Warming Solutions Act of 2006: investment plan</td>
<td>Watch</td>
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<tr>
<td>AB 1288 (Atkins)</td>
<td>California Global Warming Solutions Act of 2006: regulations</td>
<td>Watch</td>
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<tr>
<td>SB 9 (Beall)</td>
<td>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program</td>
<td>SUPPORT</td>
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<tr>
<td>SB 32 (Pavley)</td>
<td>California Global Warming Solutions Act of 2006: emissions limit</td>
<td>Watch</td>
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<tr>
<td>SB 167 (Gaines)</td>
<td>California Global Warming Solutions Act of 2006</td>
<td>Watch</td>
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<tr>
<td><strong>TAMC priority 7S</strong> - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.</td>
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<tr>
<td>AB 4 (Linder)</td>
<td>Vehicle weight fees: transportation bond debt service</td>
<td>SUPPORT (Letter sent 4/17)</td>
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<tr>
<td>AB 227 (Alejo)</td>
<td>Transportation funding</td>
<td>SUPPORT (Letter sent 4/17)</td>
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<tr>
<td>SB 16 (Beall)</td>
<td>Transportation funding</td>
<td>SUPPORT</td>
</tr>
<tr>
<td>SB 321 (Beall)</td>
<td>Motor vehicle fuel taxes: rates: adjustments</td>
<td>SUPPORT (Letter sent 4/17)</td>
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<tr>
<td>SB 516 (Fuller)</td>
<td>Motorist Aid legislation</td>
<td>SUPPORT (Letter sent 4/17)</td>
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<tr>
<td>SCA 7 (Huff)</td>
<td>Motor vehicle fees and taxes: restriction on expenditures</td>
<td>SUPPORT</td>
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<tr>
<td><strong>TAMC priority 9S</strong> - Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.</td>
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<tr>
<td>AB 323 (Olsen)</td>
<td>California Environmental Quality Act: exemption: roadway improvement</td>
<td>SUPPORT</td>
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<tr>
<td>SB 122 (Jackson)</td>
<td>California Environmental Quality Act: record of proceedings</td>
<td>Watch</td>
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<tr>
<td>SB 154 (Huff)</td>
<td>California Environmental Quality Act</td>
<td>Watch</td>
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<tr>
<td>SB 166 (Gaines)</td>
<td>California Environmental Quality Act</td>
<td>Watch</td>
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<tr>
<td>Bill No (Author)</td>
<td>Topic</td>
<td>TAMC Board adopted position</td>
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<tr>
<td>TAMC priority 11S -</td>
<td>Support and seek funding for Monterey County rail connections to the California High-Speed Rail project.</td>
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<tr>
<td>AB 6 (Wilk)</td>
<td>Bonds: transportation: school facilities</td>
<td>Watch</td>
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<tr>
<td>TAMC priority 12S -</td>
<td>Seek funding for transit-oriented development, complete streets, and active transportation projects.</td>
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<tr>
<td>AB 2 (Alejo)</td>
<td>Community Revitalization Investment Authority</td>
<td>SUPPORT (Letter sent 4/27)</td>
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<tr>
<td>TAMC priority 13S -</td>
<td>Support transparency and access to information on rail transport of hazardous materials.</td>
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<tr>
<td>AB 102 (Rodriguez)</td>
<td>Railroad and surface transportation safety and emergency planning and response: hazardous materials</td>
<td>Watch</td>
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<tr>
<td>TAMC priority 14S -</td>
<td>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.</td>
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<tr>
<td>AB 1250 (Bloom)</td>
<td>Vehicles: buses: gross axle weight</td>
<td>SUPPORT (Letter sent 4/27)</td>
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<tr>
<td>AB 1315 (Alejo)</td>
<td>Public contracts: water pollution prevention plans: delegation</td>
<td>OPPOSE unless amended</td>
</tr>
<tr>
<td>SB 413 (Wieckowski)</td>
<td>Public transit: prohibited conduct</td>
<td>SUPPORT (Letter sent 4/27)</td>
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<tr>
<td>SB 508 (Beall)</td>
<td>Transit operations: financial requirements</td>
<td>SUPPORT (Letter sent 4/27)</td>
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<tr>
<td>NA - Not applicable to a TAMC legislative priority</td>
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<td>AB 79 (Mathis)</td>
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AB 2 (Alejo): Community Revitalization Investment Authority  
Introduced: 12/1/14  
Last Amended: 3/26/15  
Status: 5/11/15-In Senate. Read first time. To Com. on RLS. for assignment.  
Summary: Would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area to carry out provisions of the Community Redevelopment Law in that area for purposes related to infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by the issuance of bonds serviced by tax increment revenues. This bill would assist communities in developing blighted areas, including infrastructure projects and supportive transportation projects.  
Priority: 12S - Seek funding for transit-oriented development, complete streets, and active transportation projects.  
Position: SUPPORT (Letter sent 4/27) 

AB 4 (Linder): Vehicle weight fees: transportation bond debt service  
Introduced: 12/1/14  
Status: 5/1/15-Failed Deadline  
Summary: Would, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to any fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.  
Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.  
Position: SUPPORT (Letter sent 4/17) 

AB 6 (Wilk): Bonds: transportation: school facilities  
Introduced: 12/1/14  
Summary: Would provide that no further bonds shall be sold for high-speed rail purposes, except as specifically provided with respect to an existing appropriation for early improvement projects in the Phase 1 blended system. Would require redirection of the unspent high-speed rail bond proceeds for use in retiring the debt incurred from the issuance and sale of those bonds and for school construction projects. These provisions would become effective only upon approval by voters.  
Priority: 11S - Support and seek funding for Monterey County rail connections to the California High-Speed Rail project.  
Position: Watch 

AB 79 (Mathis): State highway routes: route numbers  
Introduced: 1/5/15  
Status: 5/15/15-Failed Deadline  
Summary: Spot bill related to state highway system route numbers.  
Priority: NA – pending more information on purpose of bill.  
Position: Watch
AB 102 (Rodriguez): Railroad and surface transportation safety and emergency planning and response: hazardous materials
Introduced: 1/8/15
Last Amended: 3/26/15
Status: 5/1/15-Failed Deadline
Summary: Creates the Regional Railroad and Surface Transportation Accident Preparedness and Immediate Response Force in the Office of Emergency Services (OES) and designates this force as responsible for providing regional and onsite response capabilities in the event of a release of hazardous materials from a rail car or a railroad accident involving a rail car or from a truck accident. Requires the OES to develop a state regional railroad and surface transportation accident preparedness and immediate response plan and requires that plan to become an annex to the state emergency plan. Requires the director to establish a schedule of fees for the transport of hazardous materials. Fee revenues would be deposited into an emergency response fund.
Priority: 13S - Support transparency and access to information on rail transport of hazardous materials.
Position: Watch

AB 156 (Perea): California Global Warming Solutions Act of 2006: investment plan
Introduced: 1/20/15
Last Amended: 4/27/15
Status: 4/29/15-In committee: Set, first hearing. Referred to the Committee on Appropriations.
Summary: Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance to develop a 3-year investment plan for the Greenhouse Gas Reduction Fund, allocating a minimum of 25% of the funds to benefit disadvantaged communities. This bill would require the State Air Resources Board (ARB) to establish a comprehensive technical assistance program assisting disadvantaged communities. This bill would require the department to include in the 3-year investment plan an allocation to ARB to provide technical assistance to disadvantaged communities to assist them in developing project proposals.
Priority: 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.
Position: Watch

AB 208 (Bigelow): Vehicles: highway: lane use
Introduced: 1/29/15
Last Amended: 4/21/15
Status: 5/4/15-In Senate. Read first time. To Com. on RLS. for assignment.
Summary: Existing law requires, on a 2-lane highway where passing is unsafe due to specified reasons, a slow-moving vehicle behind which 5 or more vehicles are formed in a line to turn off the roadway at the nearest place designed as a turnout or wherever sufficient area of a safe turnout exists in order to permit the vehicles following it to proceed. This bill would make that provision applicable to all roads, not just highways.
Priority: NA – Bicycle Safety Bill.
Position: Watch

AB 212 (Achadjian): State highways
Introduced: 2/2/15
Status: 5/15/15-Failed Deadline
Summary: Spot bill related to Caltrans, the California Transportation Commission, state highways and all property and rights in property acquired for state highway purposes.
Priority: NA – pending more information on purpose of bill.
Position: Watch
AB 227 (Alejo): Transportation funding
Introduced: 2/3/15
Last Amended: 4/15/15
Status: 4/16/15-Re-referred to Com. on Budget
Summary: Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. (4/15 amendment removed clause deleting 1/1/17 expiration date for lease agreements.)
Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.
Position: SUPPORT (Letter sent 4/17)

AB 238 (Stone): Telecommunications: California Advanced Services Fund
Introduced: 2/5/15
Last Amended: 4/6/15
Status: 5/1/15-Failed Deadline
Summary: Current law requires the PUC to develop, implement, and administer the California Advanced Services Fund (CASF) to encourage deployment of high-quality advanced communications services to all Californians that will promote economic growth, job creation, and substantial social benefits of advanced information and communications technologies, as provided in specified decisions of the commission and in the CASF statute. This bill would define "broadband" for purposes of these provisions as advanced telecommunication services with specified advertised speeds.
Priority: NA – The Monterey County Business Council (MCBC) is requesting TAMC support. While this bill does not contain a requirement for a “dig once” ordinance, it does expand the eligibility for broadband funding. Repeated utility digging destroys our roads and drastically shortens their useful life.
Position: Watch; ask author to consider adding “dig once” policy

AB 323 (Olsen): California Environmental Quality Act: exemption: roadway improvement
Introduced: 2/13/15
Last Amended: 4/6/15
Status: 5/7/15-Referred to Com. on E.Q.
Summary: Extends the January 1, 2016, sunset date, until January 1, 2020, on an exemption from the California Environmental Quality Act (CEQA) for projects to repair, maintain, and make minor alterations to existing roadways, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements.
Priority: 9S - Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.
Position: SUPPORT

AB 464 (Mullin): Transactions and use taxes: maximum combined rate
Introduced: 2/23/15
Last Amended: 4/6/15
Status: 5/14/15-In Senate. Read first time. To Com. on RLS. for assignment.
Summary: Existing law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate
of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.

**Priority: 3S** - Support proposals to lower the voter threshold for local transportation sales tax ballot measures, without state spending restrictions, and monitor the need to seek a waiver to allow the County to exceed the 2% limit on local sales taxes for transportation.

**Position: Watch**

**AB 604 (Olsen): Electrically motorized skateboards**

*Introduced: 2/24/15*

*Last Amended: 4/20/15*

**Status:** 5/18/15-In Senate. Read first time. To Com. on RLS. for assignment.

**Summary:** Would define the term "electrically motorized skateboard" and would authorize transit development boards and public agencies, including, but not limited to, the University of California and the California State University systems, to adopt ordinances, rules, and regulations, respectively, for the use of electrically motorized skateboards. The boards could help with the first-mile, last-mile dilemma of public transit, getting people to and from transit stations.

**Priority: NA** – transportation implications for bike routes and transit access modes.

**Position: Watch**

**AB 828 (Low): Vehicles: transportation network companies**

*Introduced: 2/26/15*

*Last Amended: 4/20/15*

**Status:** 5/14/15: referred to Senate Com. on T. & H.

**Summary:** Existing law defines "commercial vehicle" as a motor vehicle that is used or maintained for the transportation of persons for hire, compensation, or profit or designed, used, or maintained primarily for the transportation of property. Existing law defines a “transportation network company” to mean an organization that provides prearranged transportation services for compensation using an online-enabled application. This bill would exclude from the definition of “commercial vehicle” any motor vehicle operated in connection with a transportation network company.

**Priority: NA** – could help with first-mile/last-mile transit accessibility.

**Position: Watch**

**AB 1098 (Bloom): Transportation: congestion management**

*Introduced: 2/27/15*

*Last Amended: 3/26/15*

**Status:** 5/1/15-Failed Deadline

**Summary:** Would delete the traffic level of service (LOS) standards as an element of a congestion management program (CMP) and would delete related requirements, including the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not maintained. The bill would revise and recast the requirements for other elements of a CMP by requiring performance measures to include vehicle miles traveled, air emissions, and bicycle, transit, and pedestrian mode share and requiring the designated agency, for roadway capacity expansion projects, to include in the 7-year capital improvement program an analysis of the potential for induced vehicle travel. The bill would require the regional agency to evaluate how the congestion management program contributes to achieving a specified greenhouse gas reduction target for the region established by the State Air Resources Board.

**Priority: NA** – Congestion Management Plan.

**Position: Watch**
AB 1115 (Salas): State highways: litter cleanup and abatement
Introduced: 2/27/15
Last Amended: 3/26/15
Status: 5/1/15-Failed Deadline
Summary: Existing law requires Caltrans to maintain the state highways and, within its maintenance programs relating to litter cleanup and abatement, to assign a high priority to litter deposited along state highway segments adjoining storm drains, streams, rivers, waterways, beaches, the ocean, and other environmentally sensitive areas. This bill would require the department to use litter traps in drains and any other effective technology in carrying out these responsibilities.
Priority: NA – Highway Litter Abatement.
Position: Watch

AB 1250 (Bloom): Vehicles: buses: gross axle weight
Introduced: 2/27/15
Last Amended: 3/19/15
Status: 5/7/15-Referred to Com. on T. & H.
Summary: Existing law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. A violation of this provision is a crime. This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.
Priority: 14S - 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.
Position: SUPPORT (Letter sent 4/27)

AB 1265 (Perea): Transportation projects: comprehensive development lease agreements
Introduced: 2/27/15
Last Amended: 4/29/15
Status: 5/6/15-In committee: Set, first hearing. Referred to Appr suspense file.
Summary: Extends to 2020 the 2017 expiration date on authorization for Caltrans and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees.
Priority: 5S - Support efforts to extend and expand Public Private Partnership and design-build authority, expand mode eligibility, and allow for regional control of such projects.
Position: SUPPORT (Letter sent 4/17)

Introduced: 2/27/15
Status: 4/28/15- passed Com. on Nat. Res. and re-referred to Com on Appr.
Summary: Would amend the California Global Warming Solutions Act of 2006 so as to no longer limit the applicability of a regulation that establishes a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases from January 1, 2012, to December 31, 2020.
Priority: 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.
Position: Watch
AB 1315 (Alejo): Public contracts: water pollution prevention plans: delegation
Introduced: 2/27/15
Last Amended: 4/21/15
Status: 5/20/15- Appr. suspense file
Summary: Prohibits a public entity, charter city, or charter county from delegating to a contractor the development of a plan used to prevent or reduce water pollution or runoff on a public works contract. Prohibits a public entity, charter city, or charter county from requiring a contractor on a public works contract that includes compliance with a plan to assume responsibility for the completeness and accuracy of a plan developed by that entity. Would shift the responsibility and liability for the design and implementation of the state-mandated water pollution control plan to the public entity.
Priority: 14S - 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.
Position: OPPOSE unless amended

AB 1347 (Chiu): Public contracts: claims
Introduced: 2/27/15
Last Amended: 4/21/15
Status: 4/29/15- passed Com on Accountability & Administrative Review; re-referred to Com on Appr.
Summary: Establishes a claim resolution process applicable to all public entity contracts. Requires a public entity, upon receipt of a claim sent by registered mail, to review it and, within 30 days, provide a written statement addressing what parts of the claim are disputed and what parts are undisputed. Requires any payment due on an undisputed portion of the claim to be processed within 30 days. Provides an alternative procedure if the public entity fails to issue the written statement and would require that the claim be deemed approved in its entirety. Requires disputed parts of the claim to be subject to nonbinding mediation.
Priority: NA – contracting law
Position: Watch

AB 1360 (Ting): Charter-party carriers of passengers: individual fare exemption
Introduced: 2/27/15
Last Amended: 5/13/15
Status: 5/21: Assem. Third reading
Summary: The Passenger Charter-Party Carriers’ Act requires charges for transportation offered by a charter-party carrier of passengers to be computed and assessed on a vehicle mileage or time-of-use basis, rather than on an individual-fare basis. This bill would exempt from these provisions a rideshare program operated by a transportation network company that prearranges a ride among multiple passengers who share the ride in whole or in part, provided that the vehicle seats no more than 7 passengers, not including the driver, is operated by a participating driver, is not used to provide public transit services or carry passengers over a fixed route, and is not used to provide pupil transportation services or public paratransit services, and the fare for each passenger is less than the fare that would be charged to a single passenger traveling alone.
Priority: NA – could help with first-mile/last-mile transit accessibility
Position: Watch

AB 1364 (Linder): California Transportation Commission
Introduced: 2/27/15
Status: 5/1/15-Failed Deadline
Summary: Would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government.
Priority: NA – pending more information on purpose of bill.
Position: Watch

ACA 4 (Frazier): Local government transportation projects: special taxes: voter approval
Introduced: 2/27/15
Status: 4/28/15-From Com. on Trans.: adopted; re-referred to Com. on Rev. & Tax.
Summary: Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. Would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.
Priority: 3S - Support proposals to lower the voter threshold for local transportation sales tax ballot measures, without state spending restrictions, and monitor the need to seek a waiver to allow the County to exceed the 2% limit on local sales taxes for transportation.
Position: SUPPORT (Letter sent 4/27)

SB 9 (Beall): Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program
Introduced: 12/1/14
Last Amended: 5/5/15
Status: 5/18/15- APPR. suspense file
Summary: Would, under the Greenhouse Gas Reduction Fund, modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems. Would require that CalSTA adopt a multiyear program of projects for funding. Would require that 90% of available funds be programmed and allocated to projects with a total cost of $100,000,000 or more, and 10% to projects with a total cost of less than $100,000,000. Would require CalSTA, in selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, would add additional factors to be considered in evaluating applications for funding, and would expand certain factors considered to include bus and ferry transit service.
Priority: 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.
Position: SUPPORT

SB 16 (Beall): Transportation funding
Introduced: 12/1/14
Last Amended: 5/13/15
Status: 5/19/15-Set for hearing May 26 in Senate Approps.
Summary: Creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Provides for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, including revenues from a $0.10 per gallon increase in the gasoline tax imposed by the bill and $0.10 of the $0.12 per gallon increase in the diesel fuel excise tax imposed by the bill, a $0.10 per gallon storage tax on motor vehicle fuel and $0.10 of a $0.12 per gallon storage tax on diesel fuel imposed by the bill, an increase of $35 in the annual vehicle registration fee, a new $100 annual vehicle registration fee applicable to zero-emission motor vehicles, commercial vehicle weight fees redirected over a 5-year period from debt service on general obligation transportation bonds, and repayment, over a 3-year period, of outstanding loans. Allocates 5% of available funds to counties that approve a transactions and use tax on or after July 1, 2015, with the remaining funds to be allocated 50% for maintenance of the state highway system
or to the state highway operation and protection program, and 50% to cities and counties pursuant to a
specified formula. Incrementally increases the vehicle license fee to a rate of 1%, over a 5-year period
beginning July 1, 2015, with the revenues above the 0.65% rate to be deposited in the General Fund and used
for transportation general obligation bond debt service.
Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the
constitutional protection of all transportation funding resources.
Position: SUPPORT

Introduced: 12/1/14
Last Amended: 5/5/15
Status: 5/5/15-Read second time and amended. Re-referred to Com on Appr for hearing on 5/18/15
Summary: Requires the state board to approve a statewide greenhouse gas emissions limit that is equivalent to
80% below the 1990 level to be achieved by 2050.
Priority: 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant
program guidelines, and seek regional transportation funding from the program.
Position: Watch

SB 55 (Knight): Department of Transportation: administration
Introduced: 12/19/14
Status: 5/15/15-Failed Deadline
Summary: Spot bill related to the construction, improvement, maintenance, or use of all highways that are
under Caltrans jurisdiction, possession, or control.
Priority: NA – pending more information on purpose of bill.
Position: Watch

SB 64 (Liu): California Transportation Plan
Introduced: 1/5/15
Last Amended: 5/6/15
Status: 5/19/15-Read second time. Ordered to third reading.
Summary: Requires the California Transportation Commission to review recommendations in the update to
the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to
prepare specific action-oriented and pragmatic recommendations for transportation system improvements,
and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5
years thereafter.
Priority: NA – California Transportation Plan
Position: Watch

SB 122 (Jackson): California Environmental Quality Act: record of proceedings
Introduced: 1/15/15
Last Amended: 4/20/15
Summary: Requires the lead agency, at the request of a project applicant and consent of the lead agency, to
prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative
declaration, EIR, or other environmental document for projects.
Priority: 98 - Work with partner agencies to reach agreement on proposals for California Environmental
Quality Act (CEQA) reform, while retaining environmental protections.
Position: Watch
SB 154 (Huff): California Environmental Quality Act  
Introduced: 2/2/15  
Status: 5/15/15-Failed Deadline  
Summary: Spot bill related to California Environmental Quality Act (CEQA).  
Priority: 9S - Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.  
Position: Watch

SB 158 (Huff): Transportation projects: comprehensive development lease agreements  
Introduced: 2/3/15  
Last Amended: 3/26/15  
Status: 5/1/15-Failed Deadline  
Summary: Authorizes the department or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment.  
Priority: 5S - Support efforts to extend and expand Public Private Partnership and design-build authority, expand mode eligibility, and allow for regional control of such projects.  
Position: Watch

SB 166 (Gaines): California Environmental Quality Act  
Introduced: 2/5/15  
Status: 5/15/15-Failed Deadline  
Summary: Spot bill related to California Environmental Quality Act (CEQA).  
Priority: 9S - Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.  
Position: Watch

SB 167 (Gaines): California Global Warming Solutions Act of 2006  
Introduced: 2/5/15  
Status: 5/15/15-Failed Deadline  
Summary: Spot bill related to the California Global Warming Solutions Act.  
Priority: 6S - Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.  
Position: Watch

SB 192 (Liu): Bicycles: helmets  
Introduced: 2/10/15  
Last Amended: 4/30/15  
Status: 5/18/15- Placed on APPR. suspense file.  
Summary: Requires the Office of Traffic Safety, in coordination with CHP, to conduct a comprehensive study of bicycle helmet use, including specified information, and to report the study’s findings by January 1, 2017.  
Priority: NA – Bicycle helmet study  
Position: Watch
SB 254 (Allen): State highways: relinquishment
Last Amended: 4/22/15
Summary: Would establish procedures for the administrative relinquishment of state highway segments that do not serve an interregional purpose.
Priority: NA - highway relinquishment
Position: Watch

SB 321 (Beall): Motor vehicle fuel taxes: rates: adjustments
Introduced: 2/23/15
Last Amended: 4/23/15
Summary: Requires the State Board of Equalization to adjust the excise tax rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the sales and use tax exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality. This bill aims to resolve the problem of wide fluctuations in gas tax adjustments required by the Fuel Tax Swap, and would average revenue over a five year period to reduce year-to-year volatility. Would facilitate better planning and programming by making the actual amount of funding in any given year more predictable.
Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.
Position: SUPPORT (Letter sent 4/17)

SB 413 (Wieckowski): Public transit: prohibited conduct
Introduced: 2/25/15
Last Amended: 4/16/15
Status: 5/5/15-Read second time. Ordered to third reading.
Summary: Would amend the Public Utilities Code and the Penal Code to allow transit agencies to use an administrative process to cite and process minors in violation of specified prohibited acts (e.g. fare evasion, smoking where prohibited, unauthorized sale of goods) occurring on transit properties. Additionally, this proposal would make it a violation for failing to yield seating reserved for elderly and disabled individuals, and clarify what constitutes a noise violation on a transit property.
Priority: 14S - 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.
Position: SUPPORT (Letter sent 4/27)

SB 508 (Beall): Transportation funds: transit operators: pedestrian safety
Introduced: 2/26/15
Last Amended: 5/12/2015
Status: 5/18/2015-In Assembly. Read first time. Held at Desk.
Summary: Would delete the requirement for transit operators to maintain higher farebox recovery ratios based on the 1978-79 fiscal year; create parity in the list of exclusions from the definition of operating costs for both the farebox recovery ratio requirement and the STA program qualifying criteria; and standard facilities financing costs; and, eliminate the “pass/fail” nature of the STA program qualifying criteria in favor of a sliding scale or proportional approach to penalizing operators.
Priority: 14S - 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.

Position: SUPPORT (Letter sent 4/27)

SB 516 (Fuller): Motorist Aid legislation
Introduced: 2/26/15
Last Amended: 5/6/15
Status: 5/19/15-Read second time. Ordered to third reading.
Summary: Would make other services eligible for vehicle registration funds currently dedicated to call boxes, including traveler information services; freeway service patrols; changeable message signs; litter removal; law enforcement patrols; and intelligent transportation systems.

Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

Position: SUPPORT (Letter sent 4/17)

SB 782 (Allen): State highways: relinquishment
Introduced: 2/27/15
Status: 5/15/15-Failed Deadline
Summary: Spot bill related to state highway relinquishment.

Priority: NA — highway relinquishment pending more information on purpose of bill.
Position: Watch

SCA 7 (Huff): Motor vehicle fees and taxes: restriction on expenditures
Introduced: 4/9/15
Summary: Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness.

Priority: 7S - Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

Position: SUPPORT

Budget Trailer Bill: Highway Relinquishment
Summary: Ownership and management of transportation infrastructure should be placed at the most appropriate level of government. Transportation infrastructure primarily serving regional travel and not primarily facilitating interregional movement of people and goods is typically best managed by local and regional government entities. Transportation infrastructure, including interstate highways, that is needed to facilitate interregional movement of people and goods is typically best managed at the state government level. The Legislature intends for the department to identify routes, and segments of routes, that may be appropriate candidates for relinquishment and to streamline the process of approving relinquishments where the department and the city or county have entered into an agreement providing for the relinquishment.

Priority: NA — highway relinquishment
Position: Watch
1S. Preserve funding and delivery schedule of priority transportation projects.

2S. Seek state funding for the Agency's high priority projects, in priority order:
   1. State Route 156 improvements
   2. Rail Extension to Salinas
   3. MST Bus Replacements
   4. US 101 South County Frontage Roads
   5. Monterey Peninsula light rail transit and bus rapid transit
   6. Local streets and roads projects
   7. Coast Daylight train

3S. Support proposals to lower the voter threshold for local transportation sales tax ballot measures, without state spending restrictions, and monitor the need to seek a waiver to allow the County to exceed the 2% limit on local sales taxes for transportation.

4S. Support the California Passenger Rail Program Guiding Principles and the formation and/or continuation of California State Legislative Passenger Rail Select Committees.

5S. Support efforts to extend and expand Public Private Partnership and design-build authority, expand mode eligibility, and allow for regional control of such projects.

6S. Monitor and comment on Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines, and seek regional transportation funding from the program.

7S. Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

8S. Oppose efforts to shift transportation funding away from regions and oppose unfunded mandates for transportation agencies and local governments in providing transportation improvements and services.

9S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

10S. Support efforts to improve the ability of agencies to plan and deliver transportation projects in a timely and cost effective manner, including updates to storm water runoff requirements.

11S. Support and seek funding for Monterey County rail connections to the California High-Speed Rail project.

12S. Seek funding for transit-oriented development, complete streets, and active transportation projects.
13S. Support transparency and access to information on rail transport of hazardous materials.

14S. 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.
1F. Seek federal authorization, appropriations, stimulus or other funding for the Agency’s high priority projects, in priority order:
1. State Route 156 improvements
2. Rail Extension to Salinas
3. MST Bus Replacements
4. US 101 South County Frontage Roads
5. Monterey Peninsula light rail transit and bus rapid transit
6. Monterey Bay Sanctuary Scenic Trail
7. Local streets and roads projects
8. Coast Daylight train

2F. Support the following priorities for federal transportation legislation:
1. Stabilize and increase transportation funding sources in order to avoid the bankruptcy of the federal highway and transit trust funds:
   a. Index the gas tax to inflation or increase the gas tax to meet the nation’s transportation needs.
   b. Identify additional funding sources for maintenance and operations on the existing network, such as a transition to a vehicle-miles traveled fee.
   c. Support removal of procedural obstacles that impede expenditure of authorized federal funding.
   d. Allocate funding for projects that support safety, economic development and job creation.
2. Support enhanced infrastructure bank programs.

3F. Seek funding for transit-oriented development, complete streets, and active transportation projects.

4F. Ensure that climate change legislation proposals are coordinated with California’s state requirements and do not adversely affect transportation projects.

5F. Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing rail service for the traveling public.

6F. Support an adequate level of funding for Amtrak in the annual appropriations bill and authorization legislation and support a fair share allocation to California for capital improvements and vehicle acquisition.

7F. 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: Rita Goel, Director of Finance & Administration

Meeting Date: June 3, 2015

Subject: EVALUATION OF EXECUTIVE DIRECTOR AND COUNSEL

RECOMMENDED ACTION:

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

SUMMARY:

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

FINANCIAL IMPACT:

None.

DISCUSSION:

Attached with this report are evaluation forms for the Agency’s Executive Director Debra L. Hale and Counsel Kathryn Reimann. The attached evaluation forms were revised in 2012 in response to recommendations from Board Members. The proposed procedure and timeline for completing the annual evaluation is:

1. **June 30, 2015** – Staff mail to voting members of the Board of Directors the enclosed evaluation forms for the Executive Director and Counsel, enclosing a stamped envelope addressed to Chair Kimbley Craig to return the completed evaluation forms.

2. **August 1, 2015** - All voting Board Members complete evaluation forms and hand deliver or send them in the provided stamped addressed envelope to Chair Kimbley Craig for her receipt no later than **August 1, 2015**.

3. **August 2 – 16, 2015** – Chair Kimbley Craig reviews completed evaluation forms and prepares summary of results to present to Executive Committee on September 2, 2015.
4. **September 2, 2015** - Executive Committee meets in **Closed Session** to review the evaluations, formulate a recommendation to the Board of Directors and confer with the Executive Director and Agency Counsel regarding the recommendations.

5. **September 23, 2015** - Board Chair hands out completed evaluations to Board members for their review prior to discussion at the next Board meeting. (NOTE: These will be confidential documents to be handled by Board members appropriately)

6. **October 28, 2015** – Board of Directors meets in **Closed Session** to receive presentation from the Executive Committee, to review the evaluations and recommendations of the Executive Committee and take any appropriate actions.

Approved by:  
Rita Goel, Director of Finance & Administration  
5/26/15  
Date

Consent Agenda  
Counsel Approval:  N/A  
Finance Approval:  N/A

Attachment 1: Evaluation form for Executive Director  
Attachment 2: Evaluation form for Counsel
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

**PERFORMANCE EVALUATION OF**

**EXECUTIVE DIRECTOR DEBRA L. HALE**

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

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

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

General Comments:

Please provide specific comment:

(1) Leadership and management skills:

(2) Staff development:

(3) Reputation in the community:

(4) Reputation with Transportation Agency member agencies:

(5) Opportunities for development/ Recommendations for more emphasis or improvement

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

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

Signature: ___________________________ Date: ______________

Print Name: ______________________________

Please return evaluation to Chair in enclosed stamped addressed envelope. Thank you.
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

PERFORMANCE EVALUATION OF

TAMC Counsel Kathryn Reimann

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

1 = Unsatisfactory, performance does not meet job requirements.
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<td>Communication. Keeps Board of Directors fully informed on legal issues affecting the Agency. Advises Board Members so that all actions are in accord with Agency By-laws, state and federal law.</td>
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<td>Conflict of interest. Keeps Board Members informed of any possible conflicts of interest.</td>
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Signature: ___________________________  Date: _____________

Print Name: ________________________________

Please return evaluation to Chair in enclosed stamped addressed envelope. Thank you.
Memorandum

To: Executive Committee
From: Theresa Wright, Community Outreach Coordinator/
Associate Transportation Planner
Meeting Date: June 3, 2015
Subject: Transportation Improvement Measure Outreach Plan Update

RECOMMENDED ACTION

RECEIVE an update on the Transportation Improvement Measure Outreach Plan; and

PROVIDE input on the Transportation Improvement Measure Outreach Plan and Expenditure Plan.

SUMMARY

On May 27, 2015, the Transportation Agency Board of Directors approved a contract with CliffordMoss as the Transportation Improvement Measure Public Outreach Plan consultant; and approved their selection of Moxxy Marketing as their identified local lead project sub-consultant. This report provides an update on the development and implementation of the public outreach plan; and seeks input on developing a draft Expenditure Plan.

FINANCIAL IMPACT

Agency staff and consultant time are in the adopted Agency budget.

DISCUSSION

The consulting firm CliffordMoss, led by principal Tom Clifford, was chosen to be the Agency’s Transportation Improvement Measure Public Outreach Plan consultant. As consultant, the firm will develop and implement a strategic outreach plan to increase public awareness and understanding of transportation needs and funding challenges, based on a defined Scope of Work. CliffordMoss will also help identify projects to be included in an expenditure plan for a potential transportation improvement ballot measure in 2016.

Transportation Agency for Monterey County
• 55-B Plaza Circle • Salinas, California 93901-2902
(831) 775-0903 • FAX (831) 775-0897 • E-mail: theresa@tamcmonterey.org
www.tamcmonterey.org
Transportation Improvement Measure Outreach Plan Update  

Executive Committee  
June 3, 2015

**Attachment 1** is the proposed timeline for the public outreach plan for discussion and consideration. **Web Attachment 1** is the Scope of Work for CliffordMoss’ work as the Transportation Improvement Measure Public Outreach Consultant.

Approved by: [Signature]  
Debra L. Hale, Executive Director  
Date signed: 5/28/15

Regular Agenda  
Counsel Approval: N/A
Finance Approval: N/A

Attachment:
1. Public Outreach Plan Timeline

Web Attachment:
1. Public Outreach Plan Consultant Scope of Work
TAMC Ballot Measure Timeline

Polling/Focus Groups (September)  
STAKEHOLDER MTGS. Round #1

Draft Expenditure Plan
May 2015

August 2015

October 2015

STAKEHOLDER MTGS. Round #2

~5 months

Polling (April)  
Finalize Expenditure Plan & Ballot

April 2016

June/July 2016

Board Action

CAMPAIGN

88 days

Nov. 2016