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: Jane Parker (Chair),
Kimbley Craig (1st Vice Chair), Fernando Armenta (2nd Vice Chair),
Jerry Edelen (Past Chair),
Dave Potter (County representative), Alejandro Chavez (City representative)

Wednesday, October 1, 2014
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 item 3.1 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 enclosed minutes from the Executive Committee meeting of September 3, 2014. – Rodriguez

3.2 RECEIVE information on cap and trade funding program guideline comments. – Watson

3.3 RECEIVE the call for nominations for the thirteenth annual Transportation Agency Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County. – Leonard

END OF CONSENT AGENDA

4. REVIEW and DISCUSS draft 2015 Legislative Program. – Watson

5. State Legislative Analyst/Advocate Services – Watson

RECOMMEND the Board:
1. Authorize the Executive Director to execute a contract with Nossaman, in an amount not to exceed $35,000, to provide state and federal legislative analyst/advocate services, for one year with the option to extend another two years at the same cost;
2. Approve the use of local funds budgeted to this purpose; and
3. Authorize the Executive Director to make administrative changes to the contract if such changes do not increase the Agency’s net cost, subject to approval by Agency counsel.

6. RECEIVE verbal update on the Caltrans audit. – Hale
7. **RECEIVE** report on draft agenda for TAMC Board meeting of October 24, 2014. – Hale

(Handout)

8. **ADJOURN**

Next Executive Committee meeting is:  
**Wednesday, November 5, 2014**  
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: Jane Parker (Chair),
Kimbley Craig (1st Vice Chair), Fernando Armenta (2nd Vice Chair),
Jerry Edelen (Past Chair),
Dave Potter (County representative), Alejandro Chavez (City representative)

Wednesday, September 3, 2014
*** 9:00 a.m. ***
Transportation Agency Conference Room
55-B Plaza Circle, Salinas

1. CALL TO ORDER: Chair Parker called the meeting to order at 9:00 a.m. Board
members present: Craig, Edelen and alternate Mohammadi for Potter. Staff present: Goel,
Hale, Myers, Muck, Rodriguez, Watson and Wright.
Others present: Agency Counsel Reimann. Committee member Armenta arrived after
approval of the consent agenda.

2. PUBLIC COMMENTS: None.

3. CONSENT AGENDA:
On a motion by Board member Edelen and seconded by Board member Craig, the
committee voted 4 – 0, to approve the consent agenda.

3.1 APPROVED minutes from the Executive Committee meeting of August 27, 2014.

END OF CONSENT
4. **RECOMMENDED** the Board approve selection of consultant for state legislative analyst/advocate services.

   Per the request of Board member Potter, Chair Parker postponed this item until next month.

5. **RECEIVED** verbal update on the Caltrans audit.

   Executive Director Debbie Hale reported that there was no news to report, noting that Caltrans is scheduled to finalize the report in late September and staff will take the final report if available to the Board in October 2014.

6. **RECEIVED** a report on the draft agenda for TAMC Board meeting of September 24, 2014.

   Executive Director Hale highlighted the draft TAMC Board agenda for September 24, 2014. She reported that an update on Highway 156 may or may not be available for in September depending on the report from the Highway 156 Ad-hoc Committee, which meets on September 18, 2014. Board member Craig recommended that in order to diversify the opportunity to comment by others, the Ad-hoc Committee meetings should be held on the Peninsula and perhaps in Salinas. Board member Edelen concurred that a balance approach allows for other feedback.

7. **CLOSED SESSION:**
   The Committee held a closed session regarding the Public Employee Performance Evaluation pursuant to Government Code Section §54957 – Positions: Executive Director & Legal Counsel.

   **RECONVENED IN OPEN SESSION:** Chair Parker reported that the committee reviewed the Executive Director & Legal Counsel evaluations and discussed the process to move forward. She also noted that she and Vice Chair Craig would meet with the Executive Director and Legal Counsel to discuss their evaluations prior to the Board meeting on September 24, 2014.

8. **ADJOURNMENT**
   Chair Parker adjourned the meeting at 10:28 a.m.

   [Signature]
   Elouise Rodriguez, Senior Administrative Assistant
Memorandum
To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: October 1, 2014
Subject: Cap & Trade Program Comments

RECOMMENDED ACTION
RECEIVE information on cap and trade funding program guideline comments.

SUMMARY
In June, the state approved a cap and trade funding plan and state budget. State agencies are now developing guidelines to implement the new funding programs. This report summarizes the actions taken to date and comments submitted on the various programs.

FINANCIAL IMPACT
The recommended action has no direct financial impact.

DISCUSSION
The cap and trade program is the “only game in town” when it comes to new funding for transportation projects. Staff comments on draft guidance have focused on ensuring good projects in Monterey County would be eligible. Such projects could include the Rail Extension to Salinas project, Multimodal Corridor project, bicycle and pedestrian projects, and bus transit projects as well as transit-oriented development projects.

On June 15, 2014, the State Legislature approved the state budget for fiscal year 2014-15 and an ongoing spending plan for cap and trade revenues. The following programs will have funding available for transportation projects:

<table>
<thead>
<tr>
<th>Program</th>
<th>Department/ Agency</th>
<th>Budget Year 2014-15</th>
<th>Long-Term Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Carbon Transit Operations Program</td>
<td>State Controller’s Office/ Caltrans</td>
<td>$25 million</td>
<td>5%</td>
</tr>
<tr>
<td>Transit and Intercity Rail Capital Program</td>
<td>California State Transportation Agency/ Caltrans</td>
<td>$25 million</td>
<td>10%</td>
</tr>
<tr>
<td>Sustainable Communities and Affordable Housing</td>
<td>Strategic Growth Council</td>
<td>$130 million</td>
<td>20%</td>
</tr>
<tr>
<td>High-Speed Rail</td>
<td>High-Speed Rail Authority</td>
<td>$250 million</td>
<td>25%</td>
</tr>
<tr>
<td>Low-Carbon Transportation</td>
<td>Air Resources Board</td>
<td>$200 million</td>
<td>N/A</td>
</tr>
</tbody>
</table>
In addition to the guidance under development for each specific funding program, the Air Resources Board (ARB) and California Environmental Protection Agency (CalEPA) are tasked with developing over-arching guidance on the definition of “disadvantaged communities”.

Agency staff have attended the following workshops on these funding programs:

- Sustainable Communities and Affordable Housing, Strategic Growth Council (SGC), Oakland, August 14, 2014; more information online here: http://sgc.ca.gov/s_affordablehousingandsustainablecommunitiesprogram.php.
- Transit and Intercity Rail Capital Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP), California State Transportation Agency (CalSTA) and Caltrans, San Jose, August 21, 2014; more information online here: http://www.calsta.ca.gov.
- Disadvantaged Communities, ARB and CalEPA, Oakland, September 3, 2014; more information online here: http://www.arb.ca.gov/auctionproceeds.

Staff are also coordinating on joint comment letters with partner agencies, such as the Coast Rail Coordinating Council, the Intercity Rail Chairs group, and the Central Coast Coalition. Such letters are included in correspondence in the appropriate Agency Board packets.

Attached are the comment letters sent by the Agency on these grant programs. Key concerns relate to the weaknesses of the CalEnviroScreen tool proposed for identifying disadvantaged communities, the definition of a “benefit” to disadvantaged communities, the projects eligible for transit and rail funding (e.g., ensuring that extensions of service and equipment purchases are eligible), and programming strategies for a funding source that is hard to predict.

Staff will continue to monitor and comment on guidance as it is developed and will continue to keep the Board apprised.

Approved by: Debra L. Hale, Executive Director

Date signed: 9/18/14

Consent Agenda

Reviewed by Counsel: N/A

Admin/Finance Approval: N/A

Attachments:
1. September 10, 2014 letter to CalSTA Secretary Brian Kelly, re: Input to Guidelines for Cap & Trade Funding Programs: Transit and Intercity Rail Capital Program and Low-Carbon Transit Operations Program
2. September 15, 2014 letter to ARB Climate Investments Branch Chief Shelby Livingston and CalEPA Community Assessment & Research Section Chief John Faust, re: Comments on SB 535 Draft Guidance: Disadvantaged Communities
September 10, 2014

Brian P. Kelly
Secretary
California State Transportation Agency (Cal STA)
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

SUBJECT: Input to Guidelines for Cap & Trade Funding Programs: Transit and Intercity Rail Capital Program and Low-Carbon Transit Operations Program

Dear Secretary Kelly:

I am writing on behalf of the Transportation Agency for Monterey County (TAMC) to comment and provide input on the draft guidelines for the Cap and Trade funding programs for intercity rail and low-carbon transit operations. TAMC is the Regional Transportation Planning Agency and Local Transportation Commission for Monterey County. The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County.

Regarding the Transit and Intercity Rail Capital Program (TIRCP), TAMC supports the comments provided by the California Intercity Passenger Rail (CIPR) corridors (August 18, 2014) and the Coast Rail Coordinating Council (CRCC) (August 28, 2014).

- Intercity rail services have proven abilities to reduce vehicle miles traveled and the associated greenhouse gas emissions. The state does not currently have a secure or stable funding source for capital improvements for these intercity rail services - which are three of the five busiest intercity rail services in the nation. The TIRCP is vital to the improvement and expansion of the state rail program, since the State Transportation Improvement Program (STIP) only provides very limited funding for intercity rail capital improvements.

- Rail network integration will help create a seamless rail system in California and encourage rail use at all levels, making tangible progress towards the state's goal of reducing greenhouse gas emissions.

- Procuring a fully state-owned fleet of rail cars will increase ridership and revenue on all three intercity rail services and significantly reduce emissions compared to the current equipment.

- CalSTA should also ensure that emerging corridors and extension projects are eligible for this funding.
Letter to Brian P. Kelly  
September 10, 2014  
Page 2 of 2

- Guidelines that place a high priority on rail network integration and train equipment acquisition will help the state reach its goal of creating sustainable communities.

Regarding the Low-Carbon Transit Operations Program (LCTOP):

- TAMC urges CalSTA to strive to keep LCTOP applications and reporting simple, considering the limited amount of funding available, especially for smaller regions.

- There are lessons to be learned from the Proposition 1B transit funding (Public Transportation Modernization, Improvement, and Service Enhancement Account, or PTMISEA), such as the benefits of allowing banking of funds for future years, advances of future year allocations, and loaning or pooling of allocations between or among agencies.

- TAMC supports allowing LCTOP funding to be used for transit maintenance, operations, and state of good repair projects.

For both programs:

- TAMC feels that it is important to first measure the benefits of a transportation project to a region, before applying the criterion of benefits to “disadvantaged communities” as a program-wide 25% set-aside. Each project need not benefit a disadvantaged community as long as at least 25% of the overall grant-funded projects benefit such communities statewide. TAMC is also sending a separate comment letter to the Air Resources Board (ARB) on the question of how to measure “disadvantaged communities” and will copy you on that letter.

- As far as programming is concerned, TAMC feels that CalSTA should prepare a one-year funding program for the fiscal year 14/15 budget cycle and learn from that experience to develop a multi-year program for future allocations.

Thank you very much for your time and consideration. We look forward to continuing our collaborative relationship with CalSTA and Caltrans on developing these guidelines and implementing good transportation projects in Monterey County.

Sincerely,

Debra L. Hale  
Executive Director

cc:  Bruce Roberts, Acting Chief, Caltrans Division of Rail and Mass Transportation Transit and Intercity Rail Capital Program (TIRCP) - tirpccomments@dot.ca.gov  
Low-Carbon Transit Operations Program (LCTOP) - lctopcomments@dot.ca.gov  
Maura Twomey, Association of Monterey Bay Area Governments (AMBAG)  
George Dondero, Santa Cruz County Regional Transportation Commission (SCCRTC)
September 15, 2014

Ms. Shelby Livingston
Branch Chief
Climate Investments Branch
California Air Resources Board (ARB)
1001 I Street
Sacramento, California 95814

Via email to: GGRFP@arb.ca.gov

Dr. John Faust
Chief, Community Assessment & Research Section
Office of Environmental Health Hazard Assessment (OEHHA)
California Environmental Protection Agency (CalEPA)
1515 Clay Street, Suite 1600
Oakland, CA 94612

Via email to: john.faust@oeHHa.ca.gov

SUBJECT: Comments on SB 535 Draft Guidance: Disadvantaged Communities

Dear Ms. Livingston and Dr. Faust:

I am writing on behalf of the Transportation Agency for Monterey County (TAMC) to comment on the draft guidelines for the investment of Cap-and-Trade auction proceeds in disadvantaged communities, the identification of disadvantaged communities, and the evaluation of benefits to disadvantaged communities in accordance with Senate Bill (SB) 535 (De León, Chapter 830, Statute of 2012).

TAMC is the Regional Transportation Planning Agency and Local Transportation Commission for Monterey County. The mission of TAMC is to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality and economic activities in Monterey County.

Recommended Improvements to CalEnviroScreen

TAMC acknowledges the extensive public process that went into the most recent update to CalEnviroScreen. We understand and appreciate that CalEPA and OEHHA are committed to continuing to revise and improve the tool through an open and public process. However, the current results from CalEnviroScreen in identifying disadvantaged communities leaves out many areas of the State that by all measures should be considered “disadvantaged”, and raises Environmental Justice concerns.
As a means of improving the tool, the Transportation Agency strongly recommends the following enhancements be implemented in advance of this cycle of Cap-and-Trade funding to ensure that disadvantaged communities throughout California are properly identified:

- **Incorporate Cost of Living as a Factor:** The CalEnviroScreen draft methodology for defining "disadvantaged communities" should take into account the cost of living as one of the socioeconomic indicators. California's coastal communities are some of the most expensive places to live, yet rely on relatively cheap labor for the agricultural and tourism industries, making them one of the least affordable places to live for our workforces. The Public Policy Institute of California (PPIC) developed the California Poverty Measure (CPM, see enclosed excerpt and refer to: http://www.ppic.org/main/mapdetail.asp?i=1396), which shows that high-cost coastal communities are more disadvantaged than the areas of the state considered "disadvantaged" by the CalEnviroScreen methodology.

To bring this metric into CalEnviroScreen, the U.S. Department of Housing and Urban Development (HUD) has data on affordable housing by census tract that should be incorporated. Low-income households in high costs communities are statistically more disadvantaged than those with the same incomes in low-cost areas. This important fact needs to be included in the final CalEnviroScreen methodology.

- **Expand the Definition of the Poverty Metric:** CalEnviroScreen currently defines poverty as an area two times below the national poverty level. To be consistent with how other State-level agencies are defining poverty and disadvantaged communities in grant programs, the Department of Transportation’s Active Transportation Program should be used as a guide. The Active Transportation Program uses two additional metrics that should be incorporated into CalEnviroScreen:
  
  o **Adjusted Median Income:** The median household income is less than 80% of the statewide median based on the most current census tract level data from the American Community Survey.

  o **Free or Reduced Price School Lunches:** At least 75% of public school students in the project area are eligible to receive free or reduced price meals under the National School Lunch Program.

**Methods for Identifying Benefits to Disadvantaged Communities**

In the SB 535 presentation, ARB asked: "Are there other criteria ARB should consider for projects that are located outside disadvantaged community census tracts, but provide benefits that are direct, meaningful, and assured to residents of those tracts?"

- **Use Corridor Improvements to Define Benefits:** TMC believes that the method of defining a “benefit” to disadvantaged communities is important. The Transportation Agency supports identifying benefits to disadvantaged communities through a corridor systems approach. Particularly in areas that suffer a jobs-housing imbalance, improvements to transportation corridors can provide critical benefits to affected communities without the project being located within the census tract boundaries. Transportation improvement
projects that decrease travel times, reduce vehicle miles traveled, and lessen congestion along corridors that serve disadvantaged communities will improve the air quality while ensuring fair treatment without disproportionate impact to minority populations.

**Approaches to Identifying Disadvantaged Communities**

OEHHA proposed five methods to apply CalEnviroScreen to determine “disadvantaged communities” under the law and requested input on which method to use. As all of these methods rely entirely on CalEnviroScreen, TAMC would like to refer to the concerns above for using this tool as currently configured. However, the Transportation Agency offers the following comments and recommendations:

- **Support for Method 4:** The Transportation Agency supports using Method 4 (“Equal Cutpoints”) as the means to identify disadvantaged communities. This method focuses CalEnviroScreen more on the highest risk areas and excludes areas below the average for pollution and population characteristic scores. This method is a fair balance between pollution impacts and disadvantaged population characteristics, whereas with Method 1, an area could score high in either pollution impacts or population characteristics and have a low score in the other but still qualify.

- **Support for Top 25% Cut-points:** The Transportation Agency also supports using cut-points at the top 25% to capture more disadvantaged community locations.

TAMC also supports Monterey-Salinas Transit in urging you to consider ways in which the military and veteran communities could be considered eligible for Cap and Trade funding. TAMC looks forward to continuing to collaborate and coordinate with you in the development of these guidelines. Please feel free to contact me at debbie@tamcmontery.org or (831) 775-0903 with any questions. Thank you very much for your time and consideration.

Sincerely,

Debra L. Hale
Executive Director

Enclosure

cc: Anna Caballero, Secretary of the Business, Consumer Services and Housing Agency, Strategic Growth Council  
Matthew Botill, Manager, Policy Section, California Air Resources Board  
Arsenio Mataala, Assistant Secretary, California Environmental Protection Agency (CalEPA)  
Bruce Roberts, Acting Chief, Caltrans Division of Rail and Mass Transportation  
Jila Priebe, Office Chief, State Transit Programs, Caltrans Division of Rail and Mass Transportation  
Maura Twomey, Association of Monterey Bay Area Governments (AMBAG)  
George Dondero, Santa Cruz County Regional Transportation Commission (SCCRTC)  
Carl Sedoryk, Monterey-Salinas Transit (MST)
This interactive map shows poverty rates according to both the California Poverty Measure (CPM) and the official poverty measure. It also shows poverty thresholds—the dollar amount that signals poverty for a family of four. In contrast to the official poverty measure, the CPM incorporates the state's high—and variable—cost of living and the effect of social safety net programs.

SOURCE: Data Set - California Poverty by County.

NOTES: Poverty thresholds are for a family of four that rents its place of residence. Data for some counties is not shown because of wide margins of error (calculated for a 99% confidence interval). Poverty rates for certain counties are calculated at the multi-county level because of sample size constraints. Official poverty rate calculated with CPM universe of households.
Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: October 1, 2014
Subject: Legislative Program

RECOMMENDED ACTION

REVIEW and DISCUSS draft 2015 Legislative Program.

SUMMARY

The purpose of the legislative program is to set general principles to guide staff and Board responses to proposed legislative or budgetary issues. The program also notifies state representatives of the Transportation Agency’s position on issues of key importance to the agency.

FINANCIAL IMPACT

The recommended action has no direct financial impact.

DISCUSSION

The 2014 TAMC Legislative Program focused on maintaining and augmenting transportation funding. The federal program included requests for federal funding for high priority projects. The draft 2015 legislative program continues this focus on transportation funding.

Attached is the draft 2015 legislative program. Online as a web attachment is the same program, showing the additions and deletions as compared to the adopted 2014 program.

Staff deleted references to MAP-21, the authorization bill that has now been implemented. Staff also deleted Highway 101 Corridor awareness efforts, transit-oriented development promotion, and “complete streets” items, as staff feels these goals have been accomplished and are no longer legislative issues. Planning and fundraising efforts continue in all three areas. The phrase “streamline project delivery” seemed redundant with item 2F(c) and was therefore deleted.

Staff added two items on the state program to extend public-private partnerships (5S) and oppose efforts to shift transportation funding away from regions (8S).
The draft program will go to the Board of Directors in October for review, to all committees in November for comment, and the final program will go to the Board in January for adoption.

Approved by: Debra L. Hale, Executive Director  

Date signed: 7/18/14

Regular Agenda

Attachment: Draft 2015 Legislative Program

Web Attachment: Draft 2015 Legislative Program, showing changes
DRAFT 2015 Legislative Program: State Issues

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
6. Local streets and roads projects

3S. Support proposals to lower the voter threshold for local transportation sales tax ballot measures, without state spending restrictions.

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

5S. Support efforts to extend Public Private Partnership laws.

6S. Monitor climate change legislation implementing state law (AB 32, the California Global Warming Solutions Act, and SB 375, the Sustainable Communities and Climate Protection Act) as relates to transportation and seek funding through the cap and trade programs.

7S. Encourage the state to stabilize and increase transportation funding.

8S. Oppose efforts to shift transportation funding away from regions.

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

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. Monitor California High-Speed Rail project and seek funding as possible for Monterey County rail projects.

12S. 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 2015 Legislative Program: Federal Issues

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
   6. Monterey Bay Sanctuary Scenic Trail
   7. Local streets and roads projects

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. Focus funding on projects that support safety, economic development and job creation.
   2. Support funding for “complete streets” programs.

3F. Ensure that climate change legislation proposals are coordinated with California’s state requirements and do not adversely affect transportation projects.

4F. 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.

5F. 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.

6F. 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: Christina Watson, Principal Transportation Planner

Meeting Date: October 1, 2014

Subject: State Legislative Analyst/Advocate Services

RECOMMENDED ACTION

RECOMMEND the Board:
1. Authorize the Executive Director to execute a contract with Nossaman, in an amount not to exceed $35,000, to provide state and federal legislative analyst/advocate services, for one year with the option to extend another two years at the same cost;
2. Approve the use of local funds budgeted to this purpose; and
3. Authorize the Executive Director to make administrative changes to the contract if such changes do not increase the Agency’s net cost, subject to approval by Agency counsel.

SUMMARY

TAMC released a Request for Qualifications for state legislative analyst/advocate services in July 2014. Four statements of qualifications were submitted. Interviews were held with three firms on Monday, August 25, 2014. Staff recommends selection of Nossaman due to their impressive legislative expertise in transportation issues and their ability to do grant-writing for the Agency.

FINANCIAL IMPACT

The Agency budget set aside local funds in fiscal year 2014/15 totaling $30,000 for state legislative assistance services and $5,000 for federal legislative assistance services. Staff negotiated the contract budget with the Nossaman team, who indicated that they would be able to provide both state and federal assistance within the limitations of the budgeted amount. Staff proposes to set up a contract for one year and the option for two one-year renewals for a total cost of $35,000 per year.

Utilizing legislative assistance may result in the protection or allocation of several millions of dollars in transportation funds for transportation projects in the region.

Funding for these services will come from local revenue sources and not any state or federal funds.
DISCUSSION

On March 26, 2014, the Board authorized staff to issue a Request for Qualifications (RFQ) for state legislative assistance. The RFQ was published on July 11, 2014. Four statements of qualifications were submitted by the deadline of August 4 from the following firms:

- Khouri Consulting
- JEA & Associates
- Nossaman
- Townsend Public Affairs

The review committee was comprised of Annette D'Adamo, County of Monterey Intergovernmental Affairs; Hunter Harvath, MST Assistant General Manager, Finance & Administration; Executive Director Debbie Hale; and Principal Planner Christina Watson. The committee reviewed the qualifications and selected three firms to interview:

- Khouri Consulting
- JEA & Associates
- Nossaman

Interviews were held on Monday, August 25, 2014. The interview committee was the same as the proposal review committee, with the substitution of Lisa Rheinheimer, MST Director of Planning and Development, for Mr. Harvath.

Nossaman impressed the interview team with their presentation and their ability to bring in their grant team in particular. The Nossaman team was ranked first after the interviews. Nossaman is a huge national law firm with expertise in local government support and has experts in legislative support in Sacramento as well as DC. Their DC team currently represents Monterey County. Due to the size of the firm, they would be able to call upon other staff within the firm for a broader range of expertise. The project manager for this work would be Richard Harris, who has a great track record for toll corridor agencies in Southern California, which could be useful to the Agency. Mr. Harris has close relationships with many of the key transportation players in Sacramento. The team has a demonstrated ability to draft and advocate for legislation. Their grant-writing team would be a useful addition to the contract, as they could identify sources of funding that Agency staff may not be aware of. Neither other firm interviewed has the staff or ability to do grant-writing.

Nossaman had all positive reviews from the references contacted. The expertise of their grant team is above and beyond what was expected out of this solicitation and could be a huge benefit to the Agency. The team is prepared to make personal appearances at Executive Committee and Board meetings upon request and within the budgeted amount.

Based on the review team's assessment of the statements of qualifications and the interviews, as well as the input from references, staff feels the recommendation to select the Nossaman team is well-founded.

Approved by: [Signature]
Debra L. Hale, Executive Director

Date signed: 9/18/14

Regular Agenda

Reviewed by Counsel: YES
Admin/Finance Approval: YES
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
   6. Local streets and roads projects

3S. Support proposals to lower the voter threshold for local transportation sales tax ballot measures, without state spending restrictions.

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

5S. Support state legislation to ensure federal transportation authorization bill (MAP-21) is implemented fairly for all regions, including maintaining bicycle and pedestrian project funds.

5S. Support efforts to extend Public Private Partnership laws.

6S. Monitor climate change legislation implementing state law (AB 32, the California Global Warming Solutions Act, and SB 375, the Sustainable Communities and Climate Protection Act) as relates to transportation and seek funding through the cap and trade programs.

7S. Encourage the state to stabilize and increase transportation funding.

8S. Oppose efforts to shift transportation funding away from regions. Raise awareness of the Highway 101 Corridor and its importance as a transportation facility of state and national significance.

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

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. Monitor California High-Speed Rail project and seek funding as possible for Monterey County rail projects.

12S. Support legislation that promotes transit-oriented development, transit villages and smart growth, and support eligibility for housing bond funds.
13S. **Support “complete streets” and development guidelines that integrate alternative forms of transportation**, such as transit, bicycle and pedestrian commuting, into all road and highway projects, in particular, when the highway runs through populated areas; and funding set-asides for such projects.

14S,12S. **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
6. Monterey Bay Sanctuary Scenic Trail
7. Local streets and roads projects

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. Focus funding on projects that support safety, economic development and job creation.
2. Streamline project delivery.
3. Support funding for “complete streets” programs.
4. Support infrastructure bank programs.

3F. Raise awareness of the Highway 101 Corridor and its importance as a transportation facility of state and national significance.

4F. Ensure that MAP-21 implementation supports our transportation priorities.

5F-3F. Ensure that climate change legislation proposals are coordinated with California’s state requirements and do not adversely affect transportation projects.

6F-4F. 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.

7F-5F. 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.

8F-6F. 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.