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, January 06, 2016
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.
3. **BEGINNING OF CONSENT AGENDA**: Approve the staff recommendations for items 3.1-3.2 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 November 4, 2015. – Rodriguez

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

**END OF CONSENT AGENDA**

4. **APPROVE** recommendations for the 14th Annual Transportation Excellence Awards.-Wright

   *The Transportation Agency received nominations for the Transportation Excellence on Friday, December 4, 2015. The awards ceremony to recognize the honorees will be held during the January 27, 2016 Board meeting.*

5. **RECEIVE** a presentation by staff and EMC Research on the preliminary polling results for the Transportation Investment Plan. -Wright

   *The Transportation Agency is seeking to become a “self-help” county by placing a Transportation Investment Plan measure on the ballot in November 2016, to be passed by a 2/3 vote. During the week of December 7, 2015, EMC Research conducted polling to gauge potential voter support for a transportation investment plan 2016 ballot measure.*

6. **RECEIVE** report on draft agenda for TAMC Board meeting of February 24, 2016. – Hale
7. ANNOUNCEMENTS

8. ADJOURN

Next Executive Committee meeting is:
Wednesday, February 3, 2016
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.
1. **CALL TO ORDER:** Chair Craig called the meeting to order at 9:00 a.m. Committee members present: Armenta, Chavez, Craig, Huit, Parker and Potter. Staff present: Delfino, Goel, Hale, Muck, Rodriguez, and Watson. Others present: Agency Counsel Reimann.

2. **PUBLIC COMMENTS:** None.

3. **CONSENT AGENDA:**
   On a motion by Committee Member Chavez and seconded by Committee Member Parker the committee voted 6–0 to approve the consent agenda.

   3.1 Approved minutes from the Executive Committee meeting of October 7, 2015.
   3.2 Recommended that the Transportation Agency for Monterey County Board approve calendar year 2016 schedule of meetings for Agency Board of Directors and Executive Committee.

**END OF CONSENT**
4. The Committee reviewed and discussed draft 2016 Legislative Program.

Christina Watson, Principal Transportation Planner, highlighted the draft 2016 legislative program state issues and federal issues.

Committee member Potter asked about the legislative position to pursue an amendment to the State Fish and Game Code to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project. He asked that staff meet with the Coastal Commission to see if they have a non-legislative strategy. Mr. Muck commented that the project team is preparing to meet with Coastal Commission and the salamander issue will be part of the discussion. Board member Potter asked that an item be added to “Support efforts to develop alternative funding sources to offset the reduction in gas tax revenues.” Committee member Parker recommended staff change the order of the list, starting with more general issues and followed by the more specific issues. Vice Chair Armenta asked that the TAMC legislative representative be present when the legislative program is presented to the Board of Directors and the Executive Committee (in the future).

5. The Committee provided direction and guidance to staff on the assumptions for the three-year operating budget for fiscal years 16/17, 17/18, and 18/19.

Rita Goel, Director of Finance and Administration, highlighted the proposed three-year budget assumptions for fiscal years 16/17, 17/18 and 18/19. She 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 work program tasks. She also sought direction from the committee on GASB 45 and 68. They can continue to be paid on pay-as-you-go basis as currently done, prefunded via a trust fund or paid out in lump sum or paid off over a shorter period of time. Committee member Parker requested staff to do an analysis on the pros and cons, including the risks and benefits to the Agency, and also find out what other agencies are doing.

6. The Committee recommended the Board appoint a nominating committee.

The Committee recommended that the Board appoint Board member Edelen and Board member Parker to serve as the Nominating Committee, to return to the Board of Directors on January 27, 2016, with recommendations for Board Chair, 1\textsuperscript{st} Vice Chair, 2\textsuperscript{nd} Vice Chair, and Executive Committee Members, to serve a one-year term, beginning upon their election, through the next election of officers at the beginning of the January 25, 2017, Board meeting. Chair Craig agreed to reach out to Past Chair Edelen to find out if he was willing to serve.
7. The Committee received a report on the draft agenda for TAMC Board meeting of December 2, 2015:

Executive Director Hale highlighted the draft TAMC Board agenda, she reported the Board will review and discuss draft 2016 Legislative Program and be asked to approve releasing the program to committees for comment. The Board will receive a presentation from Michael LaPier on Monterey Regional Airport’s Master Plan Update. On the consent agenda, the Board will be asked to approve the Overall Work Program Amendment No. 1, to authorize the Executive Director to execute a Cooperative Agreement with Caltrans for a Project Report for improvements to Highway 183 near the Salinas train station.

9. ADJOURNMENT
Chair Craig adjourned the meeting at 10:28 a.m.

Elouise Rodriguez, Senior Administrative Assistant
Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: January 6, 2016
Subject: Federal Legislative Update

RECOMMENDED ACTION

RECEIVE federal legislative update.

SUMMARY

On December 4, 2015, the President signed a $300 billion, five-year authorization bill called the “Fixing America’s Surface Transportation” (FAST) Act.

FINANCIAL IMPACT

A five-year authorization bill will provide more stability and certainty for transportation investments. The discussion below summarizes the financial impacts to the nation.

DISCUSSION

Authorizations

On December 1, 2016, the Conference Committee reported out HR 22, the “Fixing America’s Surface Transportation” (FAST) Act. The House and Senate passed the bill on December 3. On the date that the prior extension was set to expire, December 4, President Obama signed the bill. The FAST Act authorizes Highway, Transit and Railroad programs at $305 billion over 5 years, 15% or $2.5 billion more per year than current funding. Attached is a summary of the conference report. Below is a brief summary by transportation mode.

For highways and “transportation alternatives” (bicycle and pedestrian projects):

1. Creates two new freight programs:
   a. A Formula Freight program that allocates $6.3 billion over 5 years to the states.
   b. A Nationally Significant Freight and Highway Projects Competitive grant program funded at $4.5 billion over 5 years.
2. Includes local transportation agencies as eligible recipients of grant funds.
3. Allows all locally owned bridges on the federal-aid highway system to be eligible for funding in the National Highway Performance Program.
4. Allows states to relinquish ownership of park-and-ride lots to local governments.
5. Establishes a new pilot program to allow up to five states to substitute their own environmental laws and regulations for the National Environmental Policy Act (NEPA) if the state's laws and regulations are at least as stringent as NEPA.

6. Funds transportation alternatives (bicycle and pedestrian projects) at $835 million per year in 2016 and 2017 and $850 million per year in 2018, 2019 and 2020.
   a. Redesignates the transportation alternatives program as the “Surface Transportation Block Grant Program set-aside”.
   b. Gives Metropolitan Planning Organization’s (MPO) new flexibility to use up to 50% of this funding for other (i.e. not bike/pedestrian projects) Surface Transportation Eligible projects.

For bus transit: authorizes $61 billion for 5 years (an 18% increase over current levels), including:

1. $13 billion for the state of good repair transit formula program that funds repairs and upgrading of transit systems,
2. $3.7 billion for bus and bus facilities, and
3. $1.5 billion for a competitive bus grant program.

For rail (included for the first time - previously went through separate authorization process):

1. Authorizes $10.2 billion over the five-year period for intercity passenger rail investment, including $8 billion for Amtrak and $2.2 billion for three new grant programs:
   a. $1 billion for a state-of-good-repair program,
   b. $1.1 billion for a competitive rail safety and infrastructure grant program, and
   c. $100 million for a program to provide operating assistance to passenger rail providers to initiate or restore rail service.
2. Creates a State-Supported Route Committee to encourage a more collaborative relationship between states, Amtrak, and USDOT regarding state-supported routes.
3. Includes $199 million for Positive Train Control.
4. Maintains the current railway-highway grade crossing program and increases funding by $5 million per year to $245 million in Fiscal Year 2020.
5. Streamlines federal environmental review process for rail projects.
6. Requires Class I Railroads to provide crude oil movement information to emergency responders.

While the FAST bill provides a small amount of additional funding, it does not solve the ongoing problem of the solvency of the Highway Trust Fund, and the fact that the federal gas tax can no longer meet the needs of the system. Instead, the FAST Act will be funded by a variety of other revenue-raising provisions such as reducing the amount the Federal Reserve pays large banks in dividends.

**Appropriations**

The 5-year “authorization” bill authorizes the expenditure of funds from the federal budget. It specifies how much money, from what sources, should be spent on a program, but it does not actually set aside the money. The “appropriations” bill states the amount of money that will be spent during the next fiscal year. The annual transportation appropriations bill for the current fiscal year that ends September 30, 2016, has yet to be adopted. It is pending action on the Senate floor. The current continuing appropriations act expires on December 11, 2015.

Approved by: Debra L. Hale, Executive Director

Date signed: December 14, 2015

Consent Agenda

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

Attachment: FAST Act Summary
The Fixing America’s Surface Transportation (FAST) Act is five-year legislation to improve the Nation’s surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network. The bill reforms and strengthens transportation programs, refocuses on national priorities, provides long-term certainty and more flexibility for states and local governments, streamlines project approval processes, and maintains a strong commitment to safety.

**ROADS & BRIDGES**
- Facilitates commerce and the movement of goods by refocusing existing funding for a National Highway Freight Program and a Nationally Significant Freight and Highway Projects Program
- Expands funding available for bridges off the National Highway System
- Converts the Surface Transportation Program (STP) to a block grant program, increases flexibility for states and local governments, and rolls the Transportation Alternatives Program into the STP Block Grant
- Streamlines the environmental review and permitting process to accelerate project approvals
- Eliminates or consolidates at least six separate offices within the Department of Transportation and establishes a National Surface Transportation and Innovative Finance Bureau to help states, local governments, and the private sector with project delivery
- Increases transparency by requiring the Department of Transportation to provide project-level information to Congress and the public
- Promotes private investment in our surface transportation system
- Promotes the deployment of transportation technologies and congestion management tools
- Encourages installation of vehicle-to-infrastructure equipment to improve congestion and safety
- Updates research and transportation standards development to reflect the growth of technology

**PUBLIC TRANSPORTATION**
- Increases dedicated bus funding by 89% over the life of the bill
- Provides both stable formula funding and a competitive grant program to address bus and bus facility needs
- Reforms public transportation procurement to make federal investment more cost effective and competitive
- Consolidates and refocuses transit research activities to increase efficiency and accountability
- Establishes a pilot program for communities to expand transit through the use of public-private partnerships
- Eliminates the set aside for allocated transit improvements
- Provides flexibility for recipients to use federal funds to meet their state of good repair needs
- Provides for the coordination of public transportation services with other federally assisted transportation services to aid in the mobility of seniors and individuals with disabilities
- Requires a review of safety standards and protocols to evaluate the need to establish federal minimum safety standards in public transportation and requires the results to be made public

**HIGHWAY & MOTOR VEHICLE SAFETY**
- Focuses funding for roadway safety critical needs
- Increases percentage of National Priority Safety Program states can spend on traditional safety programs
- Ensures more states are eligible for safety incentive grant funds and encourages states to adopt additional safety improvements
- Encourages states to increase safety awareness of commercial motor vehicles
SUMMARY

- Increases funding for highway-railway grade crossings
- Requires a feasibility study for an impairment standard for drivers under the influence of marijuana
- Improves the auto safety recall process to better inform and protect consumers
- Increases accountability in the automobile industry for safety-related issues

TRUCK & BUS SAFETY

- Overhauls the rulemaking process for truck and bus safety to improve transparency
- Consolidates truck and bus safety grant programs and provides state flexibility on safety priorities
- Incentivizes the adoption of innovative truck and bus safety technologies
- Requires changes to the Compliance, Safety, Accountability program to improve transparency in the FMCSA's oversight activity
- Improves truck and bus safety by accelerating the introduction of new transportation technologies

HAZARDOUS MATERIALS

- Grants states more power to decide how to spend training and planning funds for first responders
- Requires Class I railroads to provide crude oil movement information to emergency responders
- Reforms an underutilized grant program for state and Indian tribe emergency response efforts
- Better leverages training funding for hazmat employees and those enforcing hazmat regulations
- Requires real-world testing and a data-driven approach to braking technology
- Enhances safety for both new tank cars and legacy tank cars
- Speeds up administrative processes for hazmat special permits and approvals
- Cuts red tape to allow a more nimble federal response during national emergencies

RAILROADS

- Provides robust reforms for Amtrak, including reorganizing the way Amtrak operates into business lines
- Gives states greater control over their routes, by creating a State-Supported Route Committee
- Speeds up the environmental review process for rail projects
- Creates opportunities for the private sector through station and right-of-way development
- Consolidates rail grant programs for passenger, freight, and other rail activities
- Establishes a Federal-State Partnership for State of Good Repair grant program
- Strengthens Northeast Corridor planning to make Amtrak more accountable and states equal partners
- Allows competitors to operate up to three Amtrak long-distance lines, if at less cost to the taxpayer
- Strengthens passenger and commuter rail safety, and track and bridge safety
- Preserves historic sites for rail while ensuring that safety improvements can move forward
- Unlocks and reforms the Railroad Rehabilitation and Improvement Financing (RRIF) loan program
- Includes reforms to get RRIF loans approved more quickly with enhanced transparency
- Provides commuter railroads with competitive grants and loans to spur timely Positive Train Control implementation
- Provides competitive opportunities for the enhancement and restoration of rail service

ADDITIONAL PROVISIONS

- Includes bipartisan measures to simplify rules and regulations, aid consumers, assist low-income housing residents, and help build a healthier economy
- Includes bipartisan provisions to provide energy infrastructure and security upgrades
- Streamlines the review process for infrastructure, energy, and other construction projects

FINANCING PROVISIONS

- Includes fiscally responsible provisions to ensure the bill is fully paid for
- Ensures the Highway Trust Fund is authorized to meet its obligations through FY 2020
- Directs offsets from the FAST Act into the Highway Trust Fund to ensure fund solvency
- Reauthorizes the dedicated revenue sources to the Highway Trust Fund, which periodically expire
Memorandum

To: Executive Committee

From: Theresa Wright, Community Outreach Coordinator/ Associate Transportation Planner

Meeting Date: January 6, 2016

Subject: 2015 Transportation Excellence Awards

RECOMMENDED ACTION:
APPROVE recommendations for the 14th Annual Transportation Excellence Awards.

SUMMARY:
The Transportation Agency received nominations for the Transportation Excellence on Friday, December 4, 2015. The awards ceremony to recognize the honorees will be held during the January 27, 2016 Board meeting.

DISCUSSION:
The Transportation Agency would like to show its appreciation to the local community for its outstanding efforts to improve transportation in Monterey County. Staff received a total of nine nominations in the Project, Program and Individuals/Groups categories.

Staff will provide the list of nominees at the meeting and will ask that the Committee select the individuals/groups and projects, programs to be awarded Transportation Excellence Awards.

Any back up information such as pictures and supporting documentation is available upon request.

Approved by: Debra L. Hale, Executive Director

Date signed: December 14, 2015

Counsel Review: N/A
Finance Approval: N/A
Memorandum

To: Executive Committee

From: Theresa Wright, Community Outreach Coordinator/
Associate Transportation Planner

Meeting Date: January 6, 2016

Subject: Transportation Investment Plan Polling

RECOMMENDED ACTION:

RECEIVE a presentation by staff and EMC Research on the preliminary polling results on the Transportation Investment Plan.

SUMMARY:

The Transportation Agency is seeking to become a “self-help” county by placing a Transportation Investment Plan measure on the ballot in November 2016, to be passed by a 2/3 vote. During the week of December 7, 2015, EMC Research conducted polling to gauge potential voter support for a transportation investment plan 2016 ballot measure.

FINANCIAL IMPACT:

Funding for this activity is included in the Agency’s approved budget.

DISCUSSION:

The Agency’s last attempt to pass a sales tax was in 2008. Measure Z was placed on the ballot in November and it received overwhelming support from 63% of Monterey County voters. However, even though this was a majority vote, it did not meet the 2/3 requirement required for a sales tax measure and failed to pass.

In 2014, EMC Research conducted polling in Monterey County to gauge the potential support for a 2016 transportation sales tax. The results indicate that more than 2/3 of Monterey County residents are initially supportive of a 2016 transportation sales tax measure.

On December 2nd the Transportation Agency Board of Directors approved an initial draft investment plan for public review and discussion. Staff is collecting comments on the initial
draft plan by continuing to meet with community groups and soliciting input from city councils and the Board of Supervisors. Complementing these efforts, polling provides statistically valid results to gauge the opinions of the broader public who are likely to vote in the November 2016 election.

EMC Research will provide a verbal presentation on the preliminary results of the polling conducted in December 2015.

Approved by: __________________________  Date signed: December 15, 2015

Debra L. Hale, Executive Director

Regular Agenda

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