



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

Executive Committee
REVISED

Members are: Chris Lopez, Chair; Dave Potter, 1st Vice Chair; Wendy Askew, 2nd Vice Chair; Michael LeBarre, Past Chair; Luis Alejo, County Representative; Chaps Poduri, City Representative

Wednesday, January 8, 2025
****9:00 AM****

MEETING LOCATION

Voting members must attend a physical meeting location to count towards quorum
55B Plaza Circle, Salinas, California 93901
Transportation Agency Conference Room

Alternate Locations with Zoom Connection Open to the Public
2616 1st Avenue, Marina, California 93933
Supervisor Askew's Office

599 El Camino Real, Greenfield, California 93927
Supervisor Lopez's Office

Members of the public & non-voting members may join meeting online at:
<https://us02web.zoom.us/j/775161178?pwd=STY4UzZZblpOK0VLdEs3RGZUS3kyUT09>

OR

Via teleconference at +1 669 900 6833

Meeting ID: 775 161 178
Password: 536047

Please note: If all committee members are present in person, public participation by Zoom is for convenience only and is not required by law. If the Zoom feed is lost for any reason, the meeting may be paused while a fix is attempted, but the meeting may continue at the discretion of the Chairperson.

Please see all the special meeting instructions at the end of this agenda

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 an inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

1. QUORUM CHECK - CALL TO ORDER

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 Board on any item not on the agenda but within the jurisdiction of the Board. Under this item, each member of the public is allowed three minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Board for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Monday before the meeting, and such comments will be distributed to the Board before the meeting.

Alternative Agenda Format and Auxiliary Aids: 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 staff at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish language interpreters, 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.

3. CONSENT AGENDA

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

3.1. APPROVE Executive Committee draft minutes of November 6, 2024.

- Elouise Rodriguez

3.2. REVIEW and RECOMMEND the Board of Directors approve changes to the Employment Agreement with Todd Muck.

- Jefferson Kise

Through Todd Muck's contract, he is subject to the same vacation accrual limits as other management staff, and the same annual vacation cash out limit as all agency staff. Todd is unable to use or cash out enough time to avoid the penalty of having his time off-accrual being suspended.

3.3. APPROVE "sustained superior performance" step increase from Transportation Planner Step 2 to Step 3 for Alissa Guther.

- Todd Muck

On April 23, 2003, the TAMC Board approved an employee incentive program to encourage excellence in employee performance and promote retention of superior employees. This employee incentive program includes the ability to award an additional step increase for sustained superior performance, which requires prior approval by the Executive Committee.

4. **RECEIVE** update on state and federal legislative issues and **RECOMMEND** the Board of Directors adopt the final 2025 legislative program.

- Christina Watson

Staff and consultants will present updates on state and federal legislative activities and present the 2025 legislative program.

5. **RECEIVE** nominations for the 2024 Transportation Agency Excellence Awards to honor individuals, businesses, groups, or projects for their efforts to improve the transportation network in Monterey County, and **SELECT** awards recipients for the 23rd awards ceremony to be held during the January 2025 Transportation Agency Board Meeting.

- Theresa Wright

The Transportation Agency released a call for nominations for the "23rd Annual Transportation Excellence Awards" in October 2024 to encourage and appreciate the efforts made by Monterey County residents, businesses and employees to improve the transportation network in Monterey County. Seven nominations were submitted to the Agency in December 2024 for consideration for the awards ceremony scheduled during the January 2025 Transportation Agency Board meeting.

6. **RECEIVE** presentation and **PROVIDE** direction on the next steps to develop options for TAMC's new office location.

- Todd Muck

The lease on TAMC's current office space expires on January 28, 2028. The current lease specifies there is not an option to extend the lease beyond this date. The agency has options to rent different office space, purchase an existing building, or build a new building. Staff will outline tasks and a process to provide sufficient information for the Board to decide how to proceed.

7. **PROVIDE** direction and guidance to staff on assumptions for the three-year budget for fiscal years 25/26, 26/27, 27/28

- Jefferson Kise

The TAMC annual budget development is an iterative process encompassing input from staff, the Executive Committee, and the Board of Directors. The budget reflects the financial impact of ongoing and committed projects & programs, as well as staff recommendations for operating expenditures. In addition to meeting the planning and programming commitments of the agency, staff seeks to insure the agency has the

operating capacity to meet its needs for the future. These goals are pursued while balancing direct and operating revenue with their associated expenses, and planning for any strategic use of reserves.

8. **RECEIVE** report on draft agenda for January 22, 2025, TAMC Board meeting.

- Todd Muck

9. **ANNOUNCEMENTS** and/or **COMMENTS**

10. **ADJOURN**

ANNOUNCEMENTS

Next Executive Committee meeting:

Wednesday, February 5, 2025, at 9:00 a.m.

Transportation Agency for Monterey County

Conference Room

55-B Plaza Circle, Salinas CA 93901

A quorum of voting members is required to be present to hold this meeting.

There will be a zoom link for hybrid participation by members of the public.

If you have any items for the next agenda, please submit them to:
Elouise Rodriguez, Clerk of the Board & Senior Administrative Assistant

Elouise@tamcmonterey.org

Important Meeting Information

Agenda Packet and Documents: Any person who has a question concerning an item on this agenda may call or email the Agency office to make inquiry concerning the nature of the item described on the agenda. Complete agenda packets are on display online at the Transportation Agency for Monterey County website. 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 review at the Agency website. Agency contact information is as follows:

Transportation Agency for Monterey County

www.tamcmonterey.org

55B Plaza Circle, Salinas, CA 93901

TEL: 831-775-0903

EMAIL: info@tamcmonterey.org

Agenda Items: The agenda will be prepared by Agency staff and will close at noon five (5) working days before the regular meeting. Any member of the Board may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any support papers must be furnished by that time or be readily available.

Memorandum

To: Executive Committee
From: Elouise Rodriguez, Senior Administrative Assistant & Clerk of the Board
Meeting Date: January 8, 2025
Subject: Executive Committee Draft Minutes

RECOMMENDED ACTION:

APPROVE Executive Committee draft minutes of November 6, 2024.

SUMMARY:

FINANCIAL IMPACT:

DISCUSSION:

ATTACHMENTS:

1. Exec draft minutes November 6_2024

WEB ATTACHMENTS:

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: Chris Lopez (Chair), Dave Potter (1st Vice Chair),
Wendy Root Askew (2nd Vice Chair), Michael LeBarre (Past Chair),
Luis Alejo (County representative), Chaps Poduri (City representative)*

Wednesday, November 6, 2024

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

Transportation Agency Conference Room, 55-B Plaza Circle, Salinas CA

Alternate locations:

2616 1st Avenue, Marina, CA 93933, Supervisor Askew's Office

168 West Alisal Street, 2nd Floor, Salinas, CA 93901, Supervisor Alejo's Office

599 El Camino Real, Greenfield, CA 93927, Supervisor Lopez's Office

EXECUTIVE COMMITTEE	JAN 24	FEB 24	MAR 24	APR 24	MAY 24	JUN 24	AUG 24	SEP 24	OCT 24	NOV 24
Chris Lopez, Chair Supr. Dist. 3 (P. Barba)	P (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P (VC)	P	E
Dave Potter, 1st Vice Chair Carmel-By-The-Sea (J. Baron)	P	P	A	P	A	P	P	P	P	P
Wendy Root Askew, 2nd Vice Chair Supr. Dist. 4 (Y. Anderson)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Michael LeBarre, Past Chair King City (C. DeLeon)	P (VC)	P	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Luis Alejo, County Representative Supr. Dist. 1 (L. Gonzales; J. Gomez)	P	P*	P(A) (VC)	P	P	P(A) (VC)	P	P	P(A) (VC)	P
Chaps Poduri, City Representative (Joe Amelio)	P	P	P	P	P	P	P	P	P	P

TC: via teleconference; VC: via video conference

P = Present

A = Absent

P(A) = alternate present

E = Excused

P(VC) Video Conference

P*= New Representative

1. CALL TO ORDER

Vice Chair Potter called the meeting to order at 9:02 a.m. Roll call was taken, and a quorum was confirmed.

Staff present: Kise, Muck, Park, Rodriguez, Sambrano, Strause, Watson and Zeller.

Others present: Shane Strong, TAMC Counsel; Paul Schlesinger, Thorn Run Partners; Javier Gomez and Jasmine Mejia Cortez, Supervisor District 1 office; Bryan Rosen; Lorna Moffat.

2. PUBLIC COMMENTS

None.

3. CONSENT AGENDA

On a motion by Committee Member Poduri and seconded by Committee Member LeBarre, the Committee voted 5-0 to approve the minutes from the Executive Committee meeting of October 2, 2024.

4. CALENDAR OF MEETINGS 2025

On a motion by Committee Member Askew and seconded by Committee Member Poduri, the Committee voted 5-0 to recommend the TAMC Board approve the calendar year 2025 schedule of meetings.

Transportation Agency for Monterey County bylaws require that the Board meeting be held on the 4th Wednesday of the month. There is no July meeting due to summer vacation conflicts. There is no November meeting due to conflict with the Thanksgiving Holiday. The December meeting is held on the 1st instead of the 4th Wednesday of the month to avoid conflict with the December holidays. Board of Directors meetings will be held at 1441 Shilling Place, Salinas, or other locations to be determined in advance of each meeting (the agenda will specify).

The Executive Committee meets on the first Wednesday of the month at 9:00 a.m., except in July and December. The Executive Committee meetings will be held at the TAMC conference room at 55-B Plaza Circle, Salinas, or other location to be determined in advance of each meeting (the agenda will specify).

5. APPOINTING NOMINATING COMMITTEE

On a motion by Committee Member Askew and seconded by Committee Member Poduri, the Committee voted 5-0 to recommend the TAMC Board appoint Chair Lopez and Past Chair LeBarre as the Nominating Committee to meet and return to Board of Directors on January 22, 2025 with recommendations for Board Chair, 1st Vice Chair, 2nd Vice Chair, and Executive Committee members to serve one-year terms beginning upon their election through the next election of officers at the beginning of the January 28, 2026 Board meeting.

6. TAMC BOARD DRAFT AGENDA

Todd Muck, Executive Director, reviewed the draft regular and consent agenda for the TAMC Board meeting of December 4, 2024. After Executive Committee discussion, directions were provided to staff to place the following items for consideration on the regular agenda:

- Recognition of outgoing Board members
- Draft Regional Transportation Plan Project List and Revenue Projections
- Pajaro/Watsonville Station Scoping Period

Public comment:

Bryan Rosen commented on misleading of the Surf Bus Project.

7. CLOSED SESSION

PUBLIC COMMENT on the Closed Session: none

The Committee held a closed session regarding Public Employee Performance Evaluation pursuant to Government Code Section 54957 - Positions: Executive Director & Agency Council.

The Committee Reconvened in open session and Vice Chair Potter reported no actions were taken.

8. ADJOURNMENT

Vice Chair Potter adjourned the meeting at 10:00 a.m.

Memorandum

To: Executive Committee
From: Jefferson Kise, Director of Finance & Administration
Meeting Date: January 8, 2025
Subject: Review changes to the Employment Agreement for Todd Muck

RECOMMENDED ACTION:

REVIEW and **RECOMMEND** the Board of Directors approve changes to the Employment Agreement with Todd Muck.

SUMMARY:

Through Todd Muck's contract, he is subject to the same vacation accrual limits as other management staff, and the same annual vacation cash out limit as all agency staff. Todd is unable to use or cash out enough time to avoid the penalty of having his time off-accrual being suspended.

FINANCIAL IMPACT:

There is no additional cost resulting from this action.

DISCUSSION:

Todd and the three other Directors have a maximum vacation leave accrual limit of 600 hours, and all staff are limited to a 40-hour vacation time cash out each year. Todd receives 35 days of leave each year to be used as vacation or sick time. When staff reach the accrual limit, they cease earning time off until they take enough time or cash out to reduce their accrual balance below the limit.

For a number of reasons, Todd's accrual balance has reached the limit. To avoid the penalty of losing paid time off, staff is recommending Todd's accrual limit be increased to 800 hours, and his annual cash out limit be increased to 160 hours.

ATTACHMENTS:

1. Muck Exec Dir contract-Sept 2024 rev1

WEB ATTACHMENTS:

**EMPLOYMENT AGREEMENT
BETWEEN THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY
AND TODD A. MUCK**

THIS EMPLOYMENT AGREEMENT ("Agreement") is made and entered into in the State of California by and between the TRANSPORTATION AGENCY FOR MONTEREY COUNTY ("TAMC") and TODD A. MUCK ("Todd").

RECITALS

- A. TAMC has a need for an Executive Director.
- B. Todd is duly qualified and experienced, and is ready, able, and willing to perform the services of TAMC Executive Director.
- C. TAMC and Todd desire that the latter fill the position of Executive Director as described in **Exhibit "A,"** in accordance with the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the foregoing recitals and other good and valuable consideration, the receipt of which is hereby acknowledged by each party, the parties agree as follows:

1. CONTRACTUAL SERVICES.

1.1 Scope of Services. Todd agrees to serve as Executive Director as provided in "**Exhibit A,**" which is attached hereto and incorporated herein by reference as though set forth in full and by such reference made a part of this Agreement. Todd agrees to perform such services in conformity with the terms of this Agreement and to expend his best professional efforts in performance of his obligations under this Agreement. Todd shall at all times act in good faith to ensure TAMC will provide a high quality of work. Todd agrees to work constructively with the TAMC Board of Directors ("Board") in carrying out his duties, responsibilities, and obligations under this Agreement.

1.2 Non-Interference with Administrative Service. The TAMC Board and its members shall deal with administrative services solely through the Executive Director, and neither the TAMC Board nor any member thereof shall give orders to any subordinate of the Executive Director, either publicly or privately. The TAMC Board agrees none of its members will publicly censure or criticize TAMC staff and will instead relay any criticism of a TAMC staff member privately through the Executive Director. The TAMC Board will not interfere in any way in the Executive Director's authority over employees and how the organization does its work.

1.3 Hours of Work. Todd shall perform work during those hours and days which are

necessary to perform the full and complete range of services in a timely manner, as required by this Agreement. Todd shall diligently attend to the business of TAMC, including attendance at meetings and proper supervision of those individuals who report directly to Todd. Todd shall also attend periodic meetings of TAMC and other agencies or groups, as announced and/or necessary for the proper rendition of services.

1.4 TAMC Bylaws, Rules and Regulations. Todd shall provide the services in strict accordance with all applicable laws, ordinances, and TAMC rules and regulations.

1.5 Reports. Todd shall be responsible for making all requested or necessary reports, either by himself or by staff designated by Todd, to the TAMC Board, and/or to other groups and/or agencies, as is customary and proper, or as may be designated from time to time by the TAMC Board.

2. AT-WILL STATUS.

Todd shall be employed as an at-will employee. As Executive Director, Todd is the top managerial employee of TAMC and occupies a sensitive managerial and confidential position. TAMC may have the need to terminate Todd's employment at any time in the exercise of its powers and duties under California law or for other reasons in the best interest of TAMC.

3. EXCLUSIVE SERVICES.

3.1 Exclusivity. The professional services provided by Todd hereunder are intended to be exclusive in nature.

3.2 Conflict of Interest. Todd affirms that he presently has no interest and shall not acquire any interest which would directly or indirectly conflict in any manner or to any degree with the full and complete performance of the professional services required to be rendered under this Agreement. Todd further agrees to submit full disclosure statements, if such be legally required, pursuant to the requirements of the California Fair Political Practices Commission or any other applicable federal, state or TAMC provision of law or regulation.

4. COMPENSATION.

4.1 Compensation. As full and total compensation for the performance of those Services set forth herein, including those in "**Exhibit A**," effective September 25, 2024, TAMC shall pay Todd a base salary of \$226,884 per year, in equal bi-weekly installments through the regular TAMC payroll procedure, subject to the terms listed below in Section 4.3 and Section 6.2.

4.2 Business Expenses. Todd's reasonable business expenses, when incurred within

the course and scope of the professional services rendered pursuant to this Agreement, shall be reimbursed in accordance with current applicable TAMC policies.

4.3 Benefits. Todd shall receive benefits normally provided to TAMC management staff, including adjustments to salary based on acceptable performance, Cost of Living Allowances (COLAs), PERS contributions, holidays, professional leave, health allowance, miscellaneous annual stipends, tuition reimbursement, vision/dental benefits, Section 125 plan, deferred compensation and PERS retirement.

Except as required by law, all benefits provided pursuant to this Agreement shall cease upon the expiration date of this Agreement or upon termination of Todd, whichever occurs first.

4.4 Vehicle Allowance. Todd shall receive \$395/month as a vehicle allowance. Todd is expected to use his personal vehicle for TAMC business according to adopted TAMC policies, except that he may utilize a TAMC vehicle for out-of county travel and on the days that he uses a vanpool or carpool to travel to and from work.

4.5 Cell Phone Allowance. Todd shall receive \$120/month as a cell phone/remote data allowance. In exchange, Todd is expected to use his personal cell/data phone, purchased at his expense, for TAMC business, rather than a separate cell/data phone provided by TAMC.

4.6 Annual Leave. Todd shall receive 35 days annual leave. Except as described below, aAll rules and regulations regarding leave wages applicable to TAMC employees shall be applicable to Todd. Annual leave may accrue up to the limit set for management employees in the TAMC Human Resources Rules and Regulations.

4.6.7 4.6.a Todd's leave accrual cap will be 800 hours, and he is permitted to cash out up to 160 hours annually.

5. PROFESSIONAL MEMBERSHIPS, MEETINGS, SEMINARS.

It is understood and agreed that TAMC and Todd mutually benefit from Todd's participation in certain professional activities relating to transportation planning and engineering. Therefore, Todd may maintain his active participation in the American Public Works Association, American Planning Association, Transportation Research Board, and such other professional organizations as may be properly budgeted by TAMC. As may be approved by the TAMC Board in the budget, Todd may enroll, attend, and participate in conferences, courses, and seminars that benefit TAMC or contribute to the professional development of Todd. Upon such authorization, Todd may incur reasonable costs and expenses in connection with the particular event or activity so authorized, which shall be advanced or reimbursed by TAMC.

6. TERM, EVALUATION AND TERMINATION.

6.1 Term. Subject to the provisions contained in Paragraph 2 and other provisions of this Paragraph 6, the term of employment of Todd shall commence on September 25, 2024, and remain in full force and effect for three years, until September 24, 2027. During said period, Todd is to remain in paid status except as provided in Paragraphs 2 and 6.3. If TAMC terminates the employment of Todd under Paragraph 2 of this Agreement, Todd is entitled to severance benefits equal to six months of salary. If this Agreement is terminated as a matter of law by the death of Todd, the heirs of Todd are not entitled to any future compensation or benefits that Todd may have earned had the Agreement not terminated by his death.

6.1.1 Government Code Section 53260. It is understood and agreed that Todd's employment with TAMC is governed by California Government Code Section 53260 which states in part: "All contracts of employment between an employee and a local agency employer shall include a provision that provides that regardless of the term of the contract, if the contract is terminated, the maximum cash settlement that an employee may receive shall be an amount equal to the monthly salary of the employee multiplied by the number of months left on the unexpired term of the contract, with the following exceptions: (1) If the unexpired term of the contract is greater than 18 months, the maximum cash settlement shall be an amount equal to the monthly salary of the employee multiplied by 18."

6.2 Evaluation. The TAMC Board shall evaluate Todd by the December TAMC Board Meeting of each year. As part of the annual evaluation process, Todd shall prepare goals and accomplishments for review by the TAMC Board. At the end of the three-year term, this contract may be extended by mutual agreement for subsequent three-year terms. The TAMC Board reserves the right to conduct additional evaluations.

6.3 Termination With Cause. TAMC may terminate Todd for cause. For purposes of this paragraph, cause includes, but is not limited to, the following:

- a) Immoral or unprofessional conduct;

- b) Dishonesty;
- c) Unsatisfactory performance;
- d) Persistent violation of or refusal to obey federal or the laws of the State of California or the directions of the TAMC Board of Directors;
- e) Conviction of a felony or of any crime involving moral turpitude;
- f) Alcoholism or other drug abuse which makes Todd unfit to perform the duties of his position;
- g) Conviction of any offense involving a violation of his official duties;
- h) Continued incapacity to perform duties in the course of his employment under this Agreement.

TAMC shall give sixty (60) days written notice of the specific complaints or charges to Todd as provided in Government Code section 54957 of his right to have the complaints or charges heard in an open session rather than a closed session of a meeting of the Board. After written notice to Todd, if he does not request to have the complaints or charges heard in open session, he shall be provided the opportunity to meet with the Board in closed session regarding the specific complaints or charges stated in writing. If after a hearing as provided above, the Board decides to terminate Todd, this contract shall be terminated immediately without rights to any appeal, severance pay, or benefits.

6.4 Resignation. Todd is to provide 30 written days' notice of resignation from TAMC. Resignation shall result in Todd's forfeit of any severance pay or benefits except as provided by COBRA and PERS.

7. RIGHTS OF TAMC UPON TERMINATION.

Upon the expiration or termination of the Agreement for any reason, Todd shall immediately vacate and surrender to TAMC all materials located upon such premises belonging to TAMC or all materials belonging to TAMC that are offsite on the effective date of termination.

8. ILLEGALITY.

Notwithstanding anything to the contrary herein contained, in the event performance by either party hereto of any term, covenant, condition or provision of this Agreement should be deemed illegal, or if for any other reason said performance should be in violation of any statute or ordinance, the parties shall use their best efforts to resolve the illegality through the renegotiation of the applicable portions of this Agreement. If the parties are unable to reach agreement on such changes within thirty (30) days after initiating negotiations, TAMC may, at its option, terminate this Agreement upon thirty (30) days' prior written notice to the other party.

9. NOTICES.

Notices under this Agreement shall be sent to the parties by personal delivery, by electronic facsimile, or by certified registered mail, return receipt requested, postage prepaid in the United States Postal Service at the following addresses:

TAMC
55 B Plaza Circle
Salinas, CA 93901

TODD A. MUCK
P.O. Box 151
Carmel, CA 93921

Notice shall be deemed effective upon delivery or transmission if delivered or sent by facsimile and on the third (3rd) day after mailing. Either party hereto may change its respective address by written notice in accordance with this Agreement. Todd shall give prompt notice of any change of address.

10. WAIVER.

No waiver or modification of this Agreement or of any covenant, condition or limitation herein contained shall be valid unless in writing and duly executed by the parties to this Agreement, and no evidence of any waiver or modification shall be offered or received in evidence in any proceeding or litigation between the parties hereto arising out of or affecting this Agreement, or the rights or obligations of any party hereunder, unless such waiver or modification is in writing, duly executed as aforesaid; the parties further agree that the provisions of this section may not be waived except as herein set forth.

11. AMENDMENT.

This Agreement may be amended or modified only by an instrument in writing, signed by the parties to this Agreement.

12. ASSIGNMENT.

Todd shall have neither the right nor the power to assign this Agreement nor to delegate any of the rights or obligations inuring to or imposed upon his herein except as otherwise provided herein above or unless expressly consented to in advance in writing by TAMC; and any attempted or purported assignment or delegation other than in accordance with this Section shall be null and void and of no effect.

13. MATERIALS AND INVENTIONS.

Royalties and Inventions. TAMC shall have a royalty-free, exclusive and irrevocable

license to reproduce, publish, and use, and authorize others to do so, all original computer programs, writings, sound recordings, pictorial reproductions, drawings, and other works of similar nature produced in the course of or under this Agreement. Todd shall not publish any such material without the prior written approval of TAMC.

14. GENERAL PROVISIONS.

14.1 Governing Law. This Agreement shall be construed and enforced, in all respects, according to the laws of the State of California applicable to agreements made and to be performed wholly within this State, and the parties hereby agree that the courts within the County of Monterey shall be the proper venue for any dispute arising under this Agreement.

14.2 Partial Invalidity. Except as otherwise provided herein, if any provision of this Agreement is found to be invalid or unenforceable by any court, such provision shall be ineffective only to the extent that it is in contravention of applicable laws without invalidating the remaining provisions hereof, unless such invalidity or unenforceability would defeat an essential business purpose of this Agreement.

14.3 Cumulation of Remedies. The various rights, options, elections, powers, and remedies of the respective parties hereto contained in, granted, or reserved by this Agreement, are in addition to any others that said parties may be entitled to by law and/or regulation, and shall be construed as cumulative; and no one of them is exclusive of any of the others, or of any right or priority allowed by law or regulation.

14.4 Counterparts. This Agreement, and any modification thereof, may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same Agreement.

14.5 Integration. The making, execution and delivery of this Agreement by the parties has not been induced by any representations, statements, warranties or agreements other than those herein expressed. This Agreement, including the recitals and exhibits hereto, embodies the entire understanding between the parties, and there are no further or other agreements or understandings, written or oral, in effect between the parties relating to the subject matter hereof, unless expressly referred to by reference herein. Without limiting the foregoing, this Agreement shall supersede all prior agreements between the parties as of the effective date hereof.

14.6 Survival. Except as otherwise expressly provided in this Agreement, all covenants, agreements, representations and warranties, express and implied, shall survive the execution of this Agreement, and shall remain in effect and binding upon the parties until they have fulfilled all of their obligations hereunder and the statute of limitations shall not commence to run until the time such obligations have been fulfilled.

14.7 Time of Essence. The parties agree that time is of the essence throughout the term of this Agreement and any extension or renewal thereof, and of every provision hereof in which time is an element. No extension of time for performance of any obligations or acts shall be deemed an extension of time for performance of any other obligations or acts and shall not create a precedent for future such extension thereof.

14.8 Construction of Agreement. The parties agree that each party and its counsel have fully participated in the review and revision of this Agreement and that any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not apply in the interpretation of this Agreement or any amendment hereto or exhibit herein or therein. To that end, it is understood and agreed by the parties hereto that this Agreement has been arrived at through negotiation, and that neither party is to be deemed the party which prepared this Agreement within the meaning of Civil Code Section 1654.

14.9 Authority. Any individual executing this Agreement on behalf of an entity hereby represents and warrants in his individual capacity that he has full authority to do so on behalf of such entity.

14.10 Further Assurances. Each party agrees to do such further acts and things and to execute and deliver such additional agreements and instruments as the other may reasonably require to consummate, evidence or confirm the agreements contained herein in the manner contemplated hereby.

14.11 No Third Party Rights. The parties do not intend the benefits of this Agreement to inure to any third person not a signatory hereto.

14.12 Statutes and Regulations. Any reference in this Agreement to any statute, regulation, ruling, or administrative order or decree shall include, and be a reference to any successor statute, regulation, ruling, or administrative order or decree.

14.13 Incorporation of Exhibits and Recitals. All exhibits and recitals referred to in this Agreement are an integral part of this Agreement and are incorporated in this Agreement by this reference as though at this point set forth in full.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year written below.

DATED: _____

TODD A. MUCK

DATED: _____

TAMC

By _____
CHRIS LOPEZ
TAMC Chair

Approved as to form:

DATED: _____

TAMC Counsel

ATTACHMENT: "Exhibit A"

EXHIBIT "A"

Job Description for TAMC Executive Director

The Executive Director has primary responsibility for advising TAMC Board on transportation policies, strategies, and programs; implementing and administering Board policy, mission, and goals; overseeing transportation planning and programs, policy analysis, and fiscal management in support of TAMC's strategies and programs; coordinating with Caltrans on appropriate transportation projects; creating and maintaining partnerships for achieving Board transportation and air quality goals; preparing a variety of narrative and statistical reports for distribution to the Board, member agencies, and the funding agencies; administering trust fund activities including preparing short and long term revenue forecasts, preparing budgets, developing and administering systems for fiscal control, authorizing payments, and assisting in fund audits. In addition, he/she represents TAMC at the federal, state, regional and local levels on issues pertaining to transportation programming and planning; oversees, reviews, and makes recommendations on funding applications for various programs; ensures compliance with appropriate laws, rules, and regulations; reviews TAMC performance; hires, trains, directs, dismisses, and evaluates subordinate staff; retains and oversees the work of outside consultants; and maintains and updates long-range staffing plans, resource needs, and contingencies to support TAMC projects.

Memorandum

To: Executive Committee
From: Todd Muck, Executive Director
Meeting Date: January 8, 2025
Subject: Employee Incentive Award

RECOMMENDED ACTION:

APPROVE “sustained superior performance” step increase from Transportation Planner Step 2 to Step 3 for Alissa Guther.

SUMMARY:

On April 23, 2003, the TAMC Board approved an employee incentive program to encourage excellence in employee performance and promote retention of superior employees. This employee incentive program includes the ability to award an additional step increase for sustained superior performance, which requires prior approval by the Executive Committee.

FINANCIAL IMPACT:

The cost of this step increase to the salaries and benefits budget for the current fiscal year will be an additional \$3,947. The increase between steps is 5%. There are sufficient funds in the adopted budget for fiscal year 24/25.

DISCUSSION:

The Transportation Agency's Human Resources Rules and Regulations includes an employee incentive program to further the Agency's self-interest in recruiting and retaining the most competent employees. If an employee demonstrates sustained superior performance over a significant period of time, the Executive Director may at their discretion approve the advancement or acceleration of a step increase for this employee. The definition of sustained superior performance includes consistent, day-to-day, unfailingly exceptional work output that is both quantitatively and qualitatively superior (see **web attachment**).

Transportation Agency human resources policies state that an employee at Steps 1 through 4 is eligible for a performance-based 5% merit increase each year. The employee incentive program provides for an early step increase based on performance and approval by the Executive Committee.

Alissa Guther continues to do excellent work for the Agency. Ms. Guther performs at a high level, handling a broad range of complex and detailed tasks. This past year has been particularly challenging with a diverse set of issues including:

- Elkhorn Slough Climate Resiliency Project: Secured \$2.25 million in State Climate Adaptation Planning Grant funding and \$1 million State budget allocation to initiate work on a Planning & Environmental Linkages (PEL) Report.
- North Monterey County Transportation Vulnerability Assessment: Secured \$378,023 in State

Climate Adaptation Planning Grant funding and procured a consultant to perform this assessment.

- Rail Program: Programmed \$52 million in Senate Bill 125 funding allocations to TAMC and MST for rail and bus projects.
- Pajaro Station: Kicked off \$2.3 million state-funded environmental review process.

Agency Management recommends granting Ms.Guther an early 5% step increase.

ATTACHMENTS:

None

WEB ATTACHMENTS:

- [Employee Incentive Program Policy \(section 4.4\)](#)

Memorandum

To: Executive Committee
From: Christina Watson, Director of Planning
Meeting Date: January 8, 2025
Subject: **Legislative Update & Final 2025 Program**

RECOMMENDED ACTION:

RECEIVE update on state and federal legislative issues and **RECOMMEND** the Board of Directors adopt the final 2025 legislative program.

SUMMARY:

Staff and consultants will present updates on state and federal legislative activities and present the 2025 legislative program.

FINANCIAL IMPACT:

The legislative program continues a focus on preserving and seeking transportation funding.

DISCUSSION:

State Agency legislative analyst Gus Khouri will present an update on state legislative activities and staff will present the final Agency legislative program for 2025.

Attachment 1 is an end-of-year summary of state legislative activities and a look ahead toward 2025 activities. Mr. Khouri will present information about potential gas tax replacement mechanisms at the meeting.

Attachment 2 is an end-of-year summary of federal legislative activities and a look ahead toward 2025 activities. Staff will present an update at the meeting.

Attachment 3 is the final legislative program, showing changes from the draft program. **Online as a web attachment** is the final program, with changes accepted. Changes from the draft program approved by the TAMC Board in October are as follows:

State:

- 8S. Support an increase in State rail funding. This item was clarified in its reference to cap and trade proceeds at the request of the Rail Policy Committee.
- 12S. Coordinate with MST in relation to the transit transformation task force. This edit was requested by MST.
- 15S. Support legislation and investments in advanced air mobility. At the request of the Executive Committee, staff worked with the Monterey Bay Drone, Automation & Robotics Technology (DART) Initiative to clarify this item.

Federal:

3F. Support reauthorization of the federal transportation bill. At the request of the Executive Committee, this language was adjusted to remove reference to the IIJA. Under item 2, at the request of Monterey County, staff added the Defense Community Infrastructure Program.

12F. Support legislation and investments in advanced air mobility. At the request of the Executive Committee, staff worked with the Monterey Bay Drone, Automation & Robotics Technology (DART) Initiative to clarify this item.

Staff will provide a verbal update at the meeting.

ATTACHMENTS:

1. State Legislative Year End Report
2. Federal Legislative Year End report
3. FINAL TAMC 2025 Leg Program-show changes

WEB ATTACHMENTS:

- [Final 2025 Legislative Program \(changes accepted\)](#)



December 10, 2024

TO: Board Members, Transportation Agency for Monterey County
FROM: Gus Khouri, President
Khoury Consulting LLC
RE: **STATE LEGISLATIVE YEAR-END REPORT**

General Outlook

The 2023-24 Regular Session adjourned on August 31. The Governor had until September 30 to sign or veto legislation. The new class of legislators, which includes 35 new members, were sworn in on December 2. Democrats will continue to hold supermajorities in both houses of the State Legislature (at least 75%), with a 30 to 9 margin in the Senate (Senate District 36, which skews Republican, is vacant after Senator Janet Nguyen won her election to the Orange County Board of Supervisors) and a 60 to 20 advantage in the Assembly. The legislature will reconvene on January 6.

2024 Review

TAMC was active on several fronts this year and was largely successful. With the State experiencing over a \$65 million deficit for FY 2024-25, TAMC worked with a broad coalition to protect its \$52.4 million share under SB 125 for transit capital and operations. While the final budget deal included a \$400 million cut to the Active Transportation Program, we successfully advocated for the California Transportation Commission to keep Cycle 6 awarded projects whole. This resulted in maintaining awards for the following projects:

Recipient	Project	Award
King City	San Antonio Drive	\$11,000,000
Monterey County	Castroville Community & School	\$6,400,000

Monterey County	Chualar Community & School	\$6,300,000
Monterey County	San Ardo Community & School	\$3,400,000
Salinas	Alisal Safe Routes to School	\$1,000,000
Salinas	Harden Parkway Path	\$8,000,000
TAMC	FORTAG California Avenue	\$8,400,000
TOTAL		\$44,500,000

Additionally, we advocated for maintaining \$148 in unused Cycle 6 Transit Capital and Intercity Rail Program funding, which created more capacity for Cycle 7 awards. TAMC successfully submitted a Cycle 7 application through the Coast Rail Coordinating Council to secure \$63,259,000 for passenger rail improvements between Monterey and Santa Barbara. This includes \$25 million for the King City Multimodal Transportation Center, which will establish a new rail station in downtown King City, rail siding upgrades, and a staging area for National Guard service members connecting to Fort Hunter Liggett by bus.

Bills of Interest

Below is a summary of the final action taken on bills of interest to TAMC, all of which had support positions.

1. **AB 3278 (Committee on Transportation)** is the committee omnibus bill that includes technical corrections to harmonize statutory references to the Transportation Agency for Monterey County. The language replaces inconsistent statutory references using the word “of” to use the word “for” throughout various code sections. **Status:** Signed by the Governor. Chapter 226, Statutes of 2024.
2. **AB 2401 (Ting)** would have required the California Air Resources Board to ensure that incentives provided under the Clean Cars for All Program are available in all parts of the state. **Status:** Vetoed by the Governor due to concerns about onerous verification requirements and opening eligibility to a broader population that may disadvantage low-income applicants.
3. **SB 768 (Caballero)** requires the Department of Housing and Community Development to conduct a study on how vehicle miles traveled (VMT) is used as a metric for measuring transportation impacts of housing projects under the California Environmental Quality Act (CEQA). In many instances, VMT is used as a one-size-fits-all metric to evaluate projects, which impacts TAMC’s competitiveness in acquiring critical state funds to address infrastructure and mobility needs. The report was shifted to HCD so that there would be a greater focus on understanding the application of VMT related to housing production. **Status:** Signed by the Governor. Chapter 773, Statutes of 2024.

4. **SB 960 (Wiener)** requires Caltrans to include complete streets in its asset management plan and State Highway Operations and Protection Program (SHOPP). Caltrans must commit to four-year targets to incorporate complete street facilities in the SHOPP. This bill will help alleviate the burden of local agencies, such as TAMC, from committing resources to projects in Caltrans' right-of-way for multi-modal projects. **Status:** Signed by the Governor. Chapter 630, Statutes of 2024.
5. **SB 1098 (Blakespear)** requires the Secretary of the California State Transportation Agency (CalSTA) to submit a report on the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor within two years of appropriation. CalSTA must convene and coordinate with stakeholders in the corridor and provide recommendations for providing service and the system's long-term viability. **Status:** Signed by the Governor. Chapter 777, Statutes of 2024.

Election Summary

Election Day was held on November 5. Nationally, former President Donald Trump secured a second term by obtaining 312 electoral votes (270 needed) and winning the popular vote (77.2 million to 74.9 million) over Vice President Kamala Harris. Trump became only the second president ever to be elected to a nonconsecutive term (Grover Cleveland in 1892). Republicans also claimed control of the U.S. Senate, securing 53 seats to break a 50-50 deadlock where Vice President Harris often cast deciding votes. Results in the House of Representatives were just finalized, and Republicans lost a seat but maintained a 220-215 advantage (218 needed for control). Congressman Adam Schiff (D-Burbank) defeated former baseball star Steve Garvey 58.9% to 41.1% to secure the U.S. Senate seat vacated by Laphonza Butler.

Proposition 4, which authorizes \$10 billion in general obligation bonds for water, wildfire prevention, and protecting communities and lands from climate risks, was approved 59.8% to 40.2%. There may be an opportunity to access funding for climate resiliency projects impacting the Pacific Coast Highway, State Route 1, and other transportation corridors vulnerable to the impacts of sea level rise, among other climate hazards.

Proposition 5, which would have lowered the vote threshold for bonds for affordable housing and infrastructure (roads, hospitals, fire stations, libraries, and water facilities), was defeated by 55.0% to 45.0%.

Below is a summary of the Monterey County delegation election results:

US House of Representatives

CD 18 contains all of San Benito County, portions of **Monterey**, Santa Clara, and Santa Cruz Counties, including the whole Cities of Gilroy, Gonzales, Greenfield, Hollister, King City, Morgan Hill, Salinas, San Juan Bautista, Soledad, portions of the Cities of San Jose and Watsonville.

Congressmember Zoe Lofgren (D) was re-elected with 64.6% of the vote.

CD 19 includes a portion of **Monterey**, San Luis Obispo, Santa Clara, and Santa Cruz Counties, the whole Cities of Atascadero, Capitola, Carmel-by-the-Sea, Del Rey Oaks, Paso Robles, Marina, Monterey, Pacific Grove, Sand City, Santa Cruz, Scotts Valley, and Seaside, and portions of the City of San Jose. **Congressmember Jimmy Panetta (D) won re-election with 69.3% of the vote.**

State Assembly (AD- Assembly District)

AD 29 comprises the whole County of San Benito and portions of Santa Clara, Santa Cruz, and **Monterey** Counties. This district includes Hollister, San Juan Bautista, Greenfield, King City, Salinas, Gonzales, Gilroy, Soledad, and portions of Watsonville. This district contains smaller, rural, and agricultural-based communities connected to the larger communities of Watsonville and Gilroy. Communities in the Salinas Valley, which are kept together, have shared housing and transportation concerns. **Assembly Speaker Robert Rivas won re-election with 66.0% of the vote.**

AD 30 consists of portions of **Monterey**, Santa Cruz, and San Luis Obispo Counties, including the whole Cities of Sand City, Del Rey Oaks, Morro Bay, Carmel-by-the-Sea, Capitola, Pacific Grove, Atascadero, Seaside, Arroyo Grande, Pismo Beach, Marina, El Paso de Robles (Paso Robles), Monterey, Grover Beach, and San Luis Obispo. This coastal district shares a tourism-based economy and strong ties to higher education institutions, including the Monterey Institute of International Studies and California State University, Monterey Bay. **Assemblymember Dawn Addis was re-elected with 62.4% of the vote.**

State Senate (SD- Senate District)

SD 17 is based on nesting AD 29 and AD 30. It includes the Counties of Monterey, San Benito, Santa Cruz, and portions of San Luis Obispo County. **Senator John Laird was re-elected with 65% of the vote.**

2025 Forecast

According to the Legislative Analyst's Office, the FY 2025-26 State Budget is projected to only have a \$2 billion deficit, with a \$10.7 billion budget reserve. The low number is attributable to a surge in the stock market and corrective action taken by the legislature to address a \$65 billion FY 2024-25 deficit and making \$26 billion in various adjustments for FY 2025-26. Governor Newsom will unveil the FY 2025-26 State Budget by January 10. There are a few issues that the legislature is expected to tackle for 2025, including an extension of the Cap-and-Trade Program, which has programs that provide funding for transit capital and operations, legislation addressing greenhouse gas emission and housing production, and possibly a solution to the gas tax successor source.

Gas Tax Successor Source Efforts

Transportation is heavily dependent on the gas tax. With gas-powered vehicles becoming more fuel efficient, the rise in telework, and rapid conversion to zero-emission vehicles, gas tax resources have declined, hampering the ability to fund our infrastructure. The gas tax is regressive and is losing purchasing power despite inflationary adjustments included in SB 1 in 2017 for the gas tax, currently at 59.6 cents, and a flat, tiered vehicle registration fee. Governor Newsom's Executive Order N-79-20, which phases out gas-powered vehicle sales by 2035, makes it inevitable to convert to a new funding mechanism. This phase-out of gas-powered vehicles will impact funding for local streets and roads, highway safety and maintenance, and local apportionments for regional infrastructure needs.

In 2014, the Legislature called for a pilot program (SB 1077) to study a road charge model to replace the gas tax. However, more work is needed to recommend an appropriate charge rate due to the limited number of participants from rural and low-income areas and the truncated timeline. Issues include protecting privacy relating to data collection, enforcement, and compliance.

While the enactment of SB 1 has delayed possible implementation, the issue may rise to the forefront soon due to the prevalence of alternative fuel and electric vehicles, which do not pay at the pump. This gas tax replacement conversation has been accelerated by Executive Order N-79-20, which prohibits the sale of gas-powered passenger vehicles by 2035 and will require conversion to alternative fuels and funding sources for state transportation programs.

Additionally, per SB 1121 of 2022, the California Transportation Commission (CTC) has been hosting meetings on a statewide needs assessment and potential successor source to the gas tax in hopes of formulating policy recommendations to the legislature. We have been working

with the CTC, Caltrans, and several stakeholders on possible options, hoping to work with a broad coalition to introduce legislation in 2025.

CAPTI 2.0

The California State Transportation Agency (CalSTA) has been conducting workshops on implementing a revised version of the Climate Action Plan for Transportation Infrastructure (CAPTI), designed to prioritize investments into multimodal options and only fund highway projects as a last resort. The most recent version of the plan emphasizes the reduction of vehicle miles traveled (VMT) to be eligible for state grant funding and encourages the establishment of managed lanes, including a congestion pricing mechanism, with excess proceeds directed towards active and public transportation projects on the highway.

We and the TAMC staff are heavily involved in the CAPTI process. We are working with the Central Coast Coalition to maintain access to state funding to continue leveraging Measure X dollars to address safety and mobility for voter-approved projects.

TO: Christina Watson, Todd Muck

FROM: Paul Schlesinger, Jim Davenport

Year End Report

On September 26, 2024, President Biden signed into law a Continuing Resolution (CR) that extended fiscal year (FY) 2024 Federal government funding for agencies and programs through December 20. Although there was considerable discussion between various factions of Republicans in the Senate and the House, there now appears to be general agreement that they will endeavor to pass another CR that will keep the government running through some yet unannounced date in March 2025.

On March 9, 2024, President Biden signed into law legislation making appropriations for FY '24 which included \$1.811 million for the G12 Pajaro to Prunedale project. This was one of only two highway projects in the Senate bill for the entire State of California.

Earlier in the year, the Federal Highway Administration provided guidance to states and interested parties on the allocation of funding for earmarks enacted as part of the FY '23 appropriations measure. This bill included \$1 million for the Highway 101 auxiliary lane, South of Salinas.

While TAMC's request for earmarked funds was not successful for FY '25, this may in part result from the success we enjoyed in the previous two years and the political need of our elected officials to distribute funds around the State and their districts. Indeed, just as we received one of just two transportation earmarks secured by our Senators for FY '24, for FY '25, there were only four earmarks in the bill for the entire State: two from the Federal Highway Administration, one from the Federal Railroad Administration, and one from the Federal Transit Administration.

Throughout the year, we have worked to keep TAMC apprised of all pertinent developments in Washington, including the availability of grant funding, legislative initiatives that might realistically move, regulatory developments of potential interest, and political machinations involving TAMC's Delegation and/or the transportation milieu in general.

2025 Look-Ahead

The upcoming 119th Congress promises to be substantially more active regarding transportation and should provide ample opportunity to help address the transportation needs of Monterey County.

Existing transportation authorizations expire on September 30, 2026. Congress will begin work on the next multiyear authorization bill early in 2025, with the objective that such legislation will be enacted sometime in 2026. With a Republican President and Republicans running both chambers of Congress, we believe the next bill will continue to provide funding for at least as many discretionary programs as currently exist, since the Republicans in Congress will assume that the Administration will provide them with a share of the funding that is at least proportionate to their majorities.

While some of the existing discretionary programs are almost certain to be modified or eliminated by the Republican majority writing the authorizing bills in the next Congress, they are likely to be replaced with new programs that more closely conform to the new Majority's policy preferences.

The existing authorization law will still prevail for the next two calendar years and, as under the current Administration, an ample amount of discretionary funding will be provided to states and districts represented by Members of the minority party in Congress, particularly those represented by significant Members such as Congresswoman Lofgren and Congressman Panetta (House Ways and Means, the Committee responsible for crafting the tax legislation that will be so central to the Administration's priority objective in the upcoming Congress, as well as providing the tax title to the transportation reauthorization bill itself), and Senator Padilla who currently serves on the Committee drafting the highway title of the transportation reauthorization bill, and is said to be seeking a seat on the Appropriations Committee.

Transportation reauthorization bills have traditionally provided a vehicle for providing earmarks significantly larger than those available through the annual appropriations process. While the last bill did not include such provisions, we have no reason to believe that legislation passed in the upcoming Congress won't return to the practice.

There will be the opportunity to secure earmarks through the appropriations process. With most Republicans now seeking earmarks, we strongly believe that this process will be continued. And we would hasten to point out that though the minority parties are provided a slightly lesser amount of money to allocate to their Members through this process, it will continue to be each party in the Senate and House that determines which of its Members projects receive funding and the amounts they will receive.

2025 Legislative Program

State Priorities

- 1S.** Preserve funding for all modes of transportation projects, including the extension of grant programs, maximize formula funding to regions, and preserve regional discretion and priority-setting for infrastructure needs, particularly safety projects, and the delivery of voter-approved programs and projects.
- 2S.** Support the fair application of vehicle miles traveled metrics in rural and suburban areas that seek to complete multi-modal corridors or highway safety projects in underserved communities and address the jobs housing imbalance.
- 3S.** Leverage Measure X funds and partner with state agencies to pursue competitive grant or bond funding for highway safety, traffic congestion relief, trade corridors, passenger rail, public transportation, infrastructure resiliency, and bicycle and pedestrian routes for Monterey County projects.
- 4S.** Promote jobs-housing balance and clean transportation modes as ways to reduce vehicles miles traveled, such as via funding reduced transit fares, rail expansion, and frequent bus service, while maintaining statewide equity between urban and rural areas.
- 5S.** Support funding for zero-emission fuel initiatives that enhance mobility and accessibility while reducing greenhouse gas emissions, such as electric vehicle charging infrastructure, electric power storage capacity, electrical grid reliability, hydrogen hubs, and incentives for electric bike and vehicle purchases.
- 6S.** Explore replacement funding mechanisms to the gas and diesel tax for transportation investments, such as a pay-by-the-mile user fee, public private partnerships, full conversion to a vehicle registration fee, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.
- 7S.** Support the promotion of telecommuting to reduce vehicle miles traveled via broadband investments in rural areas and disadvantaged communities, support the inclusion of local

government representation in the administration of broadband infrastructure funding, and support new server farms in rural areas.

- 8S. Support an increase in State rail funding, ~~or redistribution~~ and an extension of cap-and-trade proceeds while ensuring a proportional share is allocated to transportation projects, to implement new state-supported passenger rail service on the Coast Route to help the State meet transportation and greenhouse gas emission reduction goals.
- 9S. Support legislation that increases roadway safety by implementing Vision Zero strategies and improving driver safety training.
- 10S. Support sustainable funding for the oversubscribed Active Transportation Program.
- 11S. Support streamlining project delivery, including early engagement of oversight agencies, simplifying grant program applications, raising encroachment permit thresholds, and accelerating project permit approvals.
- 12S. Coordinate with the Monterey-Salinas Transit District (MST) to monitor the transit transformation task force as it relates to Transportation Development Act (TDA) reform ~~task force~~ and augment state transit funding programs to provide ongoing operational support.
- 13S. Support MST efforts to seek funding to implement the infrastructure needed to meet the deadlines of the Innovative Clean Transit (ICT) Regulation transition to a 100 percent zero-emission bus fleet by 2040.
- 14S. Support legislation that promotes transit-oriented development (such as via redevelopment or opportunity zones), complete streets, clean commutes, multi-modal transportation, bikes on board trains and buses, and active transportation projects.
- 15S. Support legislation and investments in critical infrastructure and airspace access ~~for to~~ support carbon neutral advanced air mobility- solutions (e.g., air taxis and autonomous aerial cargo) that enhance the efficiency, safety, and sustainability of our transportation system.
- 16S. Modernize the Brown Act to enhance transparency and wider public access to allow the use of remote access to public meetings without requiring noticing of all remote Board or committee member locations, provided the public can participate via remote access software or in-person.
- 17S. 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.



2025 Legislative Program

Federal Priorities

- 1F. Support congressionally directed federal funding for Agency transportation priorities.
- 2F. Support adequate funding for the following transportation priorities:
 1. Monterey-Salinas Transit (MST) District capital projects, vehicles, and operations.
 2. Amtrak and state-supported passenger rail, including a fair share allocation to California for capital improvements and vehicle acquisition.
 3. Zero-emission vehicle infrastructure for transit and personal vehicles.
 4. Active transportation projects, including Vision Zero.
- 3F. Support reauthorization of the ~~Infrastructure Investment and Jobs Act (IIJA)~~ federal transportation funding bill, to include the following priorities:
 1. Stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds.
 2. Reauthorize programs that support transportation infrastructure projects, including the Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Consolidated Rail Infrastructure and Safety Improvements (CRISI), Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT), Defense Community Infrastructure Program (DCIP), and Safe Streets for All (SS4A) grant programs and Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
 3. Explore innovative funding mechanisms, such as a vehicle registration fee, pay-by-the-mile user fee, public private partnerships, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.
- 4F. Coordinate with regional military installations to seek funding for transportation projects with a nexus to operations at those installations.

- 5F. Support applications for Department of Transportation discretionary grant and climate resiliency/adaptation grant programs for projects on the California Central Coast.
- 6F. Preserve regional discretion and priority-setting for infrastructure needs.
- 7F. Support programmatic flexibility in federal funding for infrastructure.
- 8F. Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 9F. Support availability of funding for enhanced broadband and advocate for the Federal Communications Commission to regulate broadband/internet access as a utility to enable the increase of broadband infrastructure capacity to help bridge the digital divide and to encourage telecommuting.
- 10F. Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing integrated passenger rail service for the traveling public.
- 11F. Support the use of Federal rail funding to implement new passenger rail service on the Coast Route.
- 12F. Support legislation and investments in critical infrastructure and airspace access ~~for to~~ support carbon neutral advanced air mobility- solutions (e.g., air taxis and autonomous aerial cargo) that enhance the efficiency, safety, and sustainability of our transportation system.
- 13F. Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities when they are consistent with Transportation Agency for Monterey County priorities.

Memorandum

To: Executive Committee
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: January 8, 2025
Subject: **2024 Transportation Excellence Awards**

RECOMMENDED ACTION:

RECEIVE nominations for the 2024 Transportation Agency Excellence Awards to honor individuals, businesses, groups, or projects for their efforts to improve the transportation network in Monterey County, and **SELECT** awards recipients for the 23rd awards ceremony to be held during the January 2025 Transportation Agency Board Meeting.

SUMMARY:

The Transportation Agency released a call for nominations for the "23rd Annual Transportation Excellence Awards" in October 2024 to encourage and appreciate the efforts made by Monterey County residents, businesses and employees to improve the transportation network in Monterey County. Seven nominations were submitted to the Agency in December 2024 for consideration for the awards ceremony scheduled during the January 2025 Transportation Agency Board meeting.

FINANCIAL IMPACT:

None.

DISCUSSION:

Each year, the Transportation Agency for Monterey County seeks nominations for the Agency's "Transportation Excellence Awards" to honor individuals, businesses, groups, or programs for their efforts to improve the transportation system in Monterey County. The program has award categories for individuals, businesses/groups, programs, or projects.

Examples of potential awards include:

- Projects that exemplify the Transportation Agency's mission to build connections that help our communities thrive and grow by developing and maintaining a multimodal transportation system that enhances mobility, safety, access, environmental quality, and economic activities in Monterey County.
- Innovative activities that promote safer or more efficient use of the local transportation network.
- Citizens or organizations that have made significant efforts to inform and educate the public about transportation issues.
- Successful efforts to improve transit services and encourage the use of smart commuting options as alternatives to driving alone.
- Transportation employees who excel at their jobs and go the extra mile to improve our transportation systems.

The Transportation Agency received the following seven nominations in December 2024 for consideration for the 23rd Annual Transportation Excellence Awards:

- Individual: "Scenic Highway 68 Corridor Community Engagement," Dwight Stump, Toro Park Cut-Through Traffic Pilot Project Community Group.
- Program: "SRTS Salinas Valley Participatory Budgeting Steering Committees," Ecology Action, Monterey County Health Department, Greenfield, Gonzales, King City, and Soledad Committees.
- Program: "Commute with Enterprise Vanpool Program," Monterey-Salinas Transit, Enterprise.
- Project: 2024 Active Transportation Plan, City of Salinas, Ecology Action, Kimley-Horn.
- Public Service Employee: Crissy White, City of Salinas.
- Public Service Employee: Rob Russell, Retired, City of Salinas.

ATTACHMENTS:

1. 2024-Transportation Excellence Awards Honoree Summaries-Executive Committee

WEB ATTACHMENTS:



2024 Transportation Excellence Awards Nominees

Individual Awards:

Scenic Highway 68 Corridor Community Engagement: Dwight Stump, Resident

Dwight Stump has been the leader behind the public campaign to install Adaptive Signal Controls along the eight miles of the Highway 68 corridor.

He has erected signs at his own expense, established a website (9roundabouts.com) to inform the public about the benefits of adaptive signal controls that has been viewed by thousands, sent letters to the TAMC Board and Caltrans with information on the subject, made public comments at TAMC Board meetings, posted information on the Nextdoor.com blog that was viewed by over 20,000 people, spent extensive time interacting with TAMC staff on the subject, and arranged a zoom meeting last December between Miovision (a leading company for Adaptive Technology), Caltrans, and TAMC engineers to explore how the technology could be used on Highway 68.

His persistence led the TAMC Board to vote unanimously to use \$500,000 of Measure X funds to install Adaptive Signal Controls at all nine intersections on Highway 68. The results may improve conditions along the heavily congested Highway 68 corridor in advance of the ultimate roundabout project.

- Website: [Home - 9 Roundabouts versus Artificial Intelligence Traffic Signals;](#)
- Articles in Local Newspapers
 - ["Rethinking Roundabouts: A New Perspective" | News | montereycountynow.com](#)
 - [Carmel Pine Cone, January 12, 2023](#)
 - [Carmel Pine Cone, May 24, 2024](#)
 - [Carmel Pine Cone, November 1, 2024](#)
- Seven Letters to TAMC Board on 2/28, 3/27, 4/24, 8/28, 9/25, 10/23 : [Board Meetings - Transportation Agency for Monterey County](#)
- Monterey on Tonight TV Interview: <https://youtu.be/iBQ4QC28Sgs>

Toro Park Cut-Through Traffic Pilot Project Community Group, Residents of Toro Park and Serra Village

Community Members: Suzanne De Verrier, Christine Brigantino, Terry Russell, Michael Fuller, Andrea Gil, Nick Belli, Amanda Elli, Harry Dixon, Kimberly Adams, Suzanne du Verrier

Congestion on Highway 68 led to aggressive drivers using local streets in the Toro Park/Serra Village neighborhoods to bypass highway traffic. Residents asked TAMC in March 2024 to lead a project to implement a traffic safety project with complete street features, which became the "Toro Park Cut-Through Traffic Project."

Through this community driven effort, a committee was set up to guide TAMC and County of Monterey staff in working with residents to reach a consensus on implementing a solution within six months of their ask. The committee helped organize community workshops that built support for the project and kept Toro Park and Serra Village informed of the project progress. The project was in place before Toro Park Elementary School commenced in August 2024.

The result to date is that nearly 500 drivers who had been cutting through the residential neighborhoods and driving in front of an elementary school have been rerouted back onto Highway 68.

The Toro Park Cut-Through Pilot Project is an example of community-based solutions being implemented using public engagement to drive project delivery. It is a way to show elected officials and the public how a community can be empowered to deliver a project that took over 20 years to find consensus and build trust in public government to address important traffic safety issues.

Program

SRTS Salinas Valley Participatory Budgeting Steering Committees

Program Partners: Ecology Action, Health Department and Greenfield, Gonzales, King City and Soledad Committees

The Transportation Agency for Monterey County, Monterey County Health Department, Ecology Action, and the cities of Gonzales, Soledad, Greenfield, and King City partnered to develop the Salinas Valley Safe Routes to School Plan ("Plan"). The two-year planning process identified barriers to safe access to 22 public schools in South Monterey County cities and recommended infrastructure and non-infrastructure improvements.

The challenge faced by agency staff was figuring out how to implement a planning process that would be equitable and engage transportation disadvantaged community members. Barriers to community involvement include language, distrust of government, lack of transportation and time to attend meetings, childcare, and inexperience with civic engagement. To overcome these obstacles, the Transportation Agency identified a source of local funding to be used for safe routes to school projects decided by the community through a Participatory Budgeting process.

The Participatory Budgeting process was designed to fast-track funding and implementation of safe routes to school projects that are meaningful to community members. A steering committee, made up of residents and community advocates, worked with Safe Routes to School program partners and each city to during the Participatory Budgeting process by attending monthly meetings for eight months to identify projects and plan for an election where the community voted on the projects. After the election period, the winning projects were announced and approved at each city's city council meeting. The Participatory Budgeting projects are identified as projects that would cost under \$250,000, could be constructed within a three-year timeline, and would serve as a safe route to school.

Most Steering Committee members have been women, and many of them have never been involved in a public process or project before participatory budgeting. The feedback from these women is that for the first time they feel like they are making a difference in their community and are excited to keep advocating for street safety projects.

Commute with Enterprise Vanpool Program

Program Partners: Monterey-Salinas Transit, Enterprise

The *Commute with Enterprise Vanpool Program* is a partnership between Monterey -Salinas Transit and Enterprise to increase transportation options for commuters in Monterey County. Launched in 2022 with the goal of offering a better alternative to traditional commuting where fixed-route bus service is not the best option, or an option at all, there are currently 32 active vanpools operating, with over 240 participants. Vanpool participants are made up of commuters from both public and private sectors representing diverse groups from employers like the Monterey Bay Aquarium, agricultural employees, as well as federal government employees.

The benefits of the program are many, and include:

- Environmental Benefits: 545,320 tons of CO2 emissions have been reduced in the last year alone. This is equivalent to carbon sequestered by 248 acres of U.S. forests in one year.
- Traffic Reduction: Over 108,000 trips in a single occupancy vehicle travelling over 858,000 miles have been removed from already congested roadways.
- Cost Savings: The average total cost of owning and operating a vehicle per 15,000 miles is over \$7,000 per year (U.S. Department of Transportation). MST offers a \$500/month/vehicle subsidy to offset the cost for vanpool participants. The actual cost is determined by the vehicle, the number of passengers in the vehicle, and if an employer also offers a subsidy. The monthly cost includes:
 - A recent model van, SUV or crossover
 - Comprehensive maintenance program
 - 24/7 roadside assistance
 - Insurance & physical damage protection
- Happiness Factor: Participants enjoy a relaxing commute to their destination, and can work, read, connect with their fellow commuters, or catch up on some sleep! Taking turns driving or leaving the driving to the person who enjoys it is a win for everyone.

The *Commute with Enterprise Vanpool Program* is a transformative program that not only offers an additional transportation option for our community, but it also improves the daily commuting experience for participants. The significant contribution to protecting our environment, alleviating traffic, and its innovative approach to reducing transportation

Projects

City of Salinas: 2024 Active Transportation Plan

Project Partners: City of Salinas, Ecology Action, Kimley-Horn

The vision of the 2024 Active Transportation Plan developed by the City of Salinas and their project partners from May 2023-September 2024 is to create an accessible, high-quality network of walking and biking routes that connect all neighborhoods within the city. The Plan identifies transportation needs and prioritizes projects that will make walking and biking reliable, comfortable, convenient, and more connected for all users.

This Plan was developed with systematic, iterative community engagement, focusing on critical agency stakeholders as well as disadvantaged communities. It incorporates robust outreach efforts that used a diverse set of tools to meet people where they are, including a community-driven prioritization process to select projects for design and implementation, discussion and agreement on the policy and programmatic improvements to support the network, and a design process that resulted in concepts that are feasible and fundable.

The Plan includes strategies to improve bicycle and pedestrian connectivity and safety, a list of priority projects that can continue Salinas' success in supporting active transportation and building a healthy and livable community. This prioritization process has already been beneficial, with the City submitting a Cycle 7 Active Transportation Plan grant application in June 2024 to fund one of these priority projects, the John Street/Williams Road Safe Routes to School Project and Programming. That project subsequently was recommended for \$7.5 million in ATP funding and received the highest ranking for all ATP project applications this cycle.

The 2024 Active Transportation Plan also includes the City's Trail Master Plan, which is intended to guide the development of a safe, interconnected system of trails and shared-use paths throughout Salinas. Much like the Active Transportation Plan, the Trails Master Plan includes project recommendations to support walking and bicycling as safe, enjoyable, and realistic transportation options for community members.

- City Council staff report and attachments:
<https://salinas.legistar.com/LegislationDetail.aspx?ID=6869747&GUID=E49D057B-733A-4A8C-AECF-F3E5E477E4FB&Options=&Search=>

Public Service Employees

Crissy White: City of Salinas, Public Works

For well over two decades, Crissy White has served as the quarterback of the traffic part of Salinas Public Works. As such, virtually every report goes through her hands for proper processing. She handles all the reports which go to the Salinas Traffic and Transportation Commission as well as Salinas City Council.

She is the secretary for the Traffic and Traffic and Transportation Commission, and has attended a phenomenal number of meetings, at least several hundred. She is the one who keeps things organized so Salinas can deal with traffic and infrastructure issues and has done so through many changes in department leadership and staff, ensuring formats remain consistent, allowing more stability and coherency. Without her, many things just might not get done!

Through all of this, Crissy remains friendly and is always very helpful. Simply put, traffic issues in Salinas would not proceed as well without her.

Rob Russell, Retired, City of Salinas, Public Works

For many years, Rob Russell (now retired) oversaw traffic issues in Salinas, as Traffic Engineer, Public Works Director, and with other titles. As such, he was responsible for essentially all the positive improvements in Salinas for the past several decades. These include the bikeway system, the system of policies now in place to guide changes, and in one way or another every other change and/or improvement for traffic in Salinas. Rob was always pleasant and easy to work with. Salinas would not be what we are today without the contributions from Rob!

Memorandum

To: Executive Committee
From: Todd Muck, Executive Director
Meeting Date: January 8, 2025
Subject: New TAMC Office

RECOMMENDED ACTION:

RECEIVE presentation and **PROVIDE** direction on the next steps to develop options for TAMC's new office location.

SUMMARY:

The lease on TAMC's current office space expires on January 28, 2028. The current lease specifies there is not an option to extend the lease beyond this date. The agency has options to rent different office space, purchase an existing building, or build a new building. Staff will outline tasks and a process to provide sufficient information for the Board to decide how to proceed.

FINANCIAL IMPACT:

The Agency's current budget has \$50,000 designated to contract with an architectural space planning consultant and a placeholder of \$4,000,000 to purchase a building.

DISCUSSION:

The lease on TAMC's current office space expires on January 28, 2028. The current lease specifies there is not an option to extend the lease beyond this date. The agency has options to rent different office space, purchase an existing building, or build a new building. Each of these options requires a different amount of lead time before the new office space would be ready for occupancy. Staff will outline tasks and a process to provide sufficient information for the Board to decide how to proceed. Staff has developed internal data on office requirements as inputs for space planning by an architect. Staff is looking for input on the proposed process and get input on how the Board should be involved in the process.

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Executive Committee
From: Jefferson Kise, Director of Finance & Administration
Meeting Date: January 8, 2025
Subject: Review budget assumptions

RECOMMENDED ACTION:

PROVIDE direction and guidance to staff on assumptions for the three-year budget for fiscal years 25/26, 26/27, 27/28

SUMMARY:

The TAMC annual budget development is an iterative process encompassing input from staff, the Executive Committee, and the Board of Directors. The budget reflects the financial impact of ongoing and committed projects & programs, as well as staff recommendations for operating expenditures. In addition to meeting the planning and programming commitments of the agency, staff seeks to insure the agency has the operating capacity to meet its needs for the future. These goals are pursued while balancing direct and operating revenue with their associated expenses, and planning for any strategic use of reserves.

FINANCIAL IMPACT:

No final action is being taken. The financial impact will depend on the final outcome of the budgeting process.

DISCUSSION:

There are several items on which staff is seeking guidance:

1. Cost of living adjustment
2. Exploring new accounting, grant management, and payroll software
3. Continuing the evaluation process for new office space

ATTACHMENTS:

None

WEB ATTACHMENTS: