

DRAFT MINUTES

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

EXECUTIVE COMMITTEE MEETING

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

Wednesday, October 2, 2019

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

Transportation Agency Conference Room
 55-B Plaza Circle, Salinas

EXECUTIVE COMMITTEE	NOV 18	JAN 19	FEB 19	MAR 19	APR 19	MAY 19	JUN 19	AUG 19	SEP 19	OCT 19
Luis Alejo, 1st Vice Chair Supr. Dist. 1 (L. Gonzales; J. Gomez)	P(A)	P(A)	P	P(A)	P	P(A)	P	P	P	P
Michael LeBarre, City Representative King City (C. DeLeon)	P	P	P	P	P	P	P	P	P	P
Robert Huitt, Chair Pacific Grove (D. Gho)	P	P	P	P	P	P	P	P	P	P
John Phillips, Past Chair Supr. Dist. 2 (J. Stratton)	P	P	P	P(A)	P	P	P	P	P	P
Mary Adams, County Representative Supr. Dist. 5 (Y. Anderson)	P		P	P(A)	P(A)	P	P	P(A)	P	P(A)
Ed Smith, 2nd Vice Chair Monterey (A. Renny)	E	P	E	P	P	P	E	P	P	P

- 1. CALL TO ORDER:** Chair Huitt called the meeting to order at 9:00 a.m. Roll call was taken, and a quorum was confirmed.

Staff present: Goel, Hale, Rodriguez, Watson and Zeller

Others present: Agency Counsel Kay Reimann; MST CEO/General Manager Carl Sedoryk, 1st Vice Chair Alternate Linda Gonzales, Agency Legislative Analyst Gus Khouri, Todd Clark and Mason Clark of Museum of Handcar Technology

2. PUBLIC COMMENTS: None.

3. CONSENT AGENDA:

3.1 On a motion by Committee Member Phillips and seconded by Committee Member Smith, the committee voted 6-0 to approve the minutes from the Executive Committee meeting of September 4, 2019.

END OF CONSENT

4. STATE LEGISLATIVE UPDATE & DRAFT 2020 PROGRAM

The Committee received an update on state legislative issues and discussed topics for the 2020 draft legislative program.

Gus Khouri, Agency legislative consultant, reported on state legislative activities and the final bill list. He announced that Governor Newsom appointed Toks Omishakin as Director of the California Department of Transportation. Governor Newsom also appointed David Kim as the new Secretary of Transportation. Mr. Khouri highlighted bills of interest, including TAMC's Senate Bill 628 (Caballero), which the Governor vetoed on September 27, citing that it might reestablish a precedent and divert funding away from bond debt payments. He reported on the Governor's Executive Order on Climate Change, noting that he had heard that it was not intended to shift funding away from highway safety or freight projects.

Christina Watson, Principal Transportation Planner, reviewed the 2019 legislative program and recommended updates to create the draft 2020 legislative program. The draft 2020 program will be on the Board of Directors' Agenda on October 23, for approval to circulate to Committees for review in November.

Committee members agreed to add to the program two items:

- 1 - Legislation to provide an exemption to the no-take rules for the Santa Cruz Long-Toed Salamander in order to allow the State Route 156 improvements at Castroville Boulevard to move forward.
- 2 – A new policy to support legislation to modernize the so-called Speed Trap law to promote lower speeds, particularly in cities, to improve safety. MST representatives also indicated their support for this legislation, adding that slowing down traffic will make it safer for bus passengers walking to and from bus stops.

Chair Huitt asked what TAMC is doing to advocate at the federal level. Staff noted that they coordinate with Monterey-Salinas Transit, who has a federal advocate, and the American Public Works Association, through Director Hale's member on their Government Affairs Committee.

5. MONTEREY BRANCH LINE RECREATIONAL USE UNSOLICITED PROPOSAL

The Committee received information and provided direction to staff as to the unsolicited proposal for interim use of the Monterey Branch Line right-of-way for a recreational enterprise.

On a substitute motion by Committee Member Alejo and second by Past Chair Phillips, to direct staff to ask the proposers to submit a detailed proposal, the Committee voted 3-3, and the motion failed. (Ayes: Alejo, Phillips, Huitt;

Noes: LeBarre, Anderson, Smith)

On a motion by Committee Member Smith and second by Committee Member LeBarre to reject the proposal as incompatible with the Agency's planned uses for the corridor, the Committee voted 3-3, and the motion failed. (Ayes: LeBarre, Anderson, Smith; Noes: Alejo, Phillips, Huitt)

On a motion by Committee Member Alejo and seconded by Committee Member Phillips, the committee voted 6-0 to recommend that this item be brought to the Board of Directors for discussion and action on the proposal for the interim use of the Monterey Branch Line right-of-way for a recreational enterprise, directing staff to include an estimate of Agency staff cost and time.

Christina Watson, Principal Transportation Planner, introduced the item. The Agency received an unsolicited conceptual proposal for a temporary use of the Monterey Branch Line tracks for a handcar business in the summer of 2020. Todd Clark and Mason Clark of the Museum of Handcar Technology presented their proposal for a 30-day proof of concept in 2020 to run handcars on the Monterey Branch Line and Balloon Spur between Marina and Sand City. Their goal is to eventually run the service all summer long. They noted that the service could be expanded to run electric shuttle on the tracks to provide transportation between Sand City, the Fort Ord State Beach and Marina. Director Hale noted that the activity would involve staff and legal time that would likely exceed the proposers' \$5000 cost estimate and would divert staff time away from other Agency tasks.

MST General Manager/CEO Carl Sedoryk stated that the handcar service would be incompatible with MST vehicles traveling 60 mph on the planned adjacent mass transit busway, especially at crossings. He noted that the liability and the risk is too great, adding that the use is likely incompatible with the Proposition 116 funds utilized to purchase the rail line. He expressed further concerns that this recreational may establish a precedent that could make it impossible for TAMC or MST to pursue the long-term project of light rail on the tracks.

The Committee discussed this proposal at length. Legal Counsel Reimann clarified that the issue before the Committee was whether to invite the proposers to proceed into

Phase 2 of the Unsolicited Proposal process, which involves providing substantially more information on their company and the proposed service.

Some members echoed concerns about liability and safety. They pointed out that there might be a public relations backlash when the busway service, a core Agency mission, eventually displaces the handcar business. They further expressed concerns with the staff time needed to work on this project, which they opined is not a core mission of the agency.

Other Committee members voiced support for the proposal as an innovative idea and noted that indemnity clauses could be put into the operating agreement. They added that staff time would not be excessive, particularly for the next phase of the process, which would be gathering more information from the proposers. Chair Huitt noted that it would be a good opportunity to test out the newly adopted Unsolicited Proposal process.

6. BUILDING REMOVAL ON TAMC PROPERTY AT THE FORMER FORT ORD

The Committee received an update and provided direction to staff on the proposal by FORA staff for FORA to issue bonds for the removal of buildings on the former Fort Ord, including the Transportation Agency properties.

Mike Zeller, Principal Transportation Planner, reported that the Fort Ord Reuse Authority (FORA) is investigating the legality and feasibility of issuing debt against its statutory share of property tax revenue to fund the demolition of buildings within the former Fort Ord. He noted that with the sunset of the authorizing legislation on June 30, 2020, FORA staff estimates that there remains approximately \$50-60 million of blight removal costs. The FORA Board is considering issuing bonds to fund the building removal program prior to the dissolution of FORA. The estimated amount required to demolish the Agency-owned properties is \$3.5 million.

Committee members agreed that it would be beneficial for TAMC and entire former base to remove the unused buildings, but there are many answers needed before this can move forward. The Committee provided direction for TAMC staff to continue working with FORA on the potential bond issuance.

Staff was directed to find out from Senator Monning's staff if there would be legislation to address any lingering issues related to the dissolution of the Fort Ord Reuse Authority.

7. TAMC DRAFT AGENDA FOR OCTOBER 23, 2019

Executive Director Hale reviewed the draft regular and consent agenda for the TAMC Board meeting of October 23, 2019. After Executive Committee discussion, the following **items will be considered on the regular agenda:**

- Employee of the Quarter
- 2022 Regional Transportation Plan Update
- Go 831 Program Update
- Scenic Route 68 Corridor Improvement Project Update
- Monterey Branch Line Recreational Use Unsolicited Proposal

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

- Transportation Excellence Awards
- Transportation Development Act Allocation & Unmet Transit Needs
- Federal Funds for Rural Transit
- Fort Ord Regional Trail and Greenway - Highway 218 Segment Cooperative Agreement with Caltrans

8. ANNOUNCEMENTS

None this month.

9. ADJOURNMENT

Chair Huitt adjourned the meeting at 11:03 a.m.