

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

EXECUTIVE COMMITTEE

*Members are: Fernando Armenta (Chair),
Alejandro Chavez (1st Vice Chair), Dave Potter (2nd Vice Chair),
Kimbley Craig (Past Chair),
John Phillips (County representative), Robert Huitt (City representative)*

Wednesday, May 04, 2016
TAMC Conference Room
55-B Plaza Circle, Salinas

*****9:00 AM*****

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

- 1. ROLL CALL:** Call to order and self-introductions. If you are unable to attend, please contact Elouise Rodriguez, Senior Administrative Assistant. Your courtesy to the other members to assure a quorum is appreciated.

- 2. PUBLIC COMMENTS:** Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of Transportation Agency and Executive Committee. Comments on items on today's agenda may be given when that agenda item is discussed.

3. BEGINNING OF CONSENT AGENDA: Approve the staff recommendations for items **3.1-3.2** below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

3.1 APPROVE minutes from the Executive Committee meeting of April 6, 2016. – Rodriguez

3.2 RECEIVE federal legislative update. - Watson

END OF CONSENT AGENDA

4. RECEIVE state legislative update and **RECOMMEND** that the Board adopt positions on bills of interest to the Agency. - Watson

5. RECEIVE information on ballot initiative and **RECOMMEND** position to Board. - Watson

6. RECOMMEND that the Board **APPROVE** Resolution 2016-09 adopting the fiscal year 16/17 budget and overall work program and estimated budgets for fiscal years 17/18 and 18/19.

The resolution approves the final budget and overall work program for fiscal year 16/17, including federal, state and local grant authorizations and certifications, and out year budgets for fiscal years 17/18 and 18/19. At its February adoption of the draft budget, the Board did not have any suggested changes for the final budget. This version makes changes to reflect the latest information on revenues and expenditures.

8. **RECEIVE** report on draft agenda for TAMC Board meeting of May 25, 2016. – Hale
9. **ADJOURN**

**Next Executive Committee meeting is:
Wednesday, June 1, 2016
Please mark your calendars.**

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901-2902
Monday thru Friday
8:00 a.m. – 5:00 p.m.
TEL: 831-775-0903
FAX: 831-775-0897**

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

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: Fernando Armenta (Chair),
Alejandro Chavez (1st Vice Chair), Dave Potter (2nd Vice Chair),
Kimbley Craig (Past Chair),
John Phillips (County representative), Robert Huitt (City representative)*

Wednesday, April 6, 2016

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

Transportation Agency Conference Room
55-B Plaza Circle, Salinas

1. **CALL TO ORDER:** Chair Armenta called the meeting to order at 9:00 a.m. Committee members present: Armenta, Chavez, Craig, Huitt and Phillips. Staff present: Goel, Hale, Muck, Rodriguez, Watson, Wright and Zeller. Others present: Agency Counsel Reimann, John Arriaga, JEA & Associates; Terry Feinberg, Moxxy Marketing and Reed Sanders, Senator Cannella's office.
 2. **PUBLIC COMMENTS:** None.
-
3. **CONSENT AGENDA:**
On a motion by Committee Member Craig and seconded by Committee Member Chavez the committee voted 4– 0 to approve the consent agenda. Committee member Phillips arrived after consent approval.
 - 3.1 Approved minutes from the Executive Committee meeting of March 2, 2016.
 - 3.2 Approved out of-state travel; for one staff Christina Watson to the WTS International Conference in Austin TX May 18-20, 2016.

END OF CONSENT

4. On a motion by Committee Member Chavez and seconded by Committee Member Phillips the committee voted 5– 0 to receive the state legislative update and recommend that the Board adopt positions on bills of interest to the Agency.

Christina Watson, Principal Transportation Planner, reported that the state legislature is deliberating on three transportation proposals that would raise new funds for transportation at different levels. The transportation funding proposals could help to fill an estimated \$7.8 billion annual statewide road and highway maintenance needs. Ms. Watson highlighted a handout of four bills added to the list in the packet.

John Arriaga, JEA & Associates, reported that at the Senate he believes they are close to coming to a deal, pending an agreement regarding CEQA streamlining. He noted that there is not much recent news from the Assembly side. June is the deadline for ballot measures to pass through the legislative process. The League of Cities has been hosting press conferences around the state on the need to get a transportation funding package together.

5. On a motion by Committee Member Craig and seconded by Committee Member Chavez the committee voted 5– 0 to receive the report on the federal legislative update.

Mike Zeller, Principal Transportation Planner, reported on the federal “Fixing America’s Surface Transportation” (FAST) Act provisions of interest, including the Caltrans request for proposals to repurpose unused federal earmarks.

6. On a motion by Committee Member Craig and seconded by Committee Member Phillips the committee voted 5– 0 to receive the annual report update and authorize the Agency to 1) contract with Monterey County Weekly to produce and distribute the 2015-2016 annual report; and, 2) mail copies of the report to every household in the County.

Theresa Wright, Community Outreach Coordinator, reported that the Annual Report is a public outreach tool that the Agency has distributed since 2005. Each year the report has a theme that summarizes the Agency’s accomplishments and future activities. The Monterey County Weekly has proposed to write, edit, illustrate, design, print and distribute a 16-page annual report, half English and half Spanish. In addition to distributing 36,000 copies within the newspaper, report copies can be distributed to up to 15 locations. In response to committee comments from last month, Ms. Wright proposed a hybrid approach in which in addition to the Weekly’s distribution the annual report also be mailed to every household in the county.

Board member Craig commented that staff should have oversight over the content and be strategic in selecting the ancillary distribution sites of the annual report. She added a request that the cover page of the report be of a higher quality paper stock. Board member Phillips supported the recommendation, noting if the report reaches 160,000 people, the hybrid approach is worth it.

7. The Committee received an update on the State Transportation Improvement Program hearing.

Director Hale reported that due to the fall in gasoline prices, \$754 million had to be cut statewide from the \$2.4 billion, 5-year program. Each County was given a target amount for cutting, and Monterey County's target was \$7 million. Director Hale testified before the California Transportation Commission that TAMC's key priority is delivering the construction projects on Highway 1 and Highway 68 on-time (in FY2016/17). She noted that several counties did not propose cuts to meet their target. The California Transportation Commission's staff proposal for cuts and project delays will be released by April 22, 2016. Staff will provide an update at the TAMC Board meeting.

8. The Committee received a report on the draft agenda for TAMC Board meeting of April 27, 2016:

Executive Director Hale reported that the Board would begin with a closed session regarding real estate negotiations regarding the property acquisition for the Salinas train station. The Board will hold a public hearing regarding 2014 Regional Transportation Plan Amendment. The Board will also be asked to approve the Regional Roundabout Study and receive update on the Pacific Grove Hwy 68 Corridor Study.

9. **ADJOURNMENT**

Chair Armenta adjourned the meeting at 11:24 a.m.


Elouise Rodriguez, Senior Administrative Assistant



Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: May 4, 2016
Subject: Federal Legislative Update

RECOMMENDED ACTION

RECEIVE federal legislative update.

SUMMARY

The federal appropriations bill for fiscal year 2017 is pending action on the Senate floor.

FINANCIAL IMPACT

The 2017 Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Act provides \$56.5 billion to fund the US Department of Transportation, US Department of Housing and Urban Development, and related agencies. The bill represents an \$827 million decrease from FY2016 enacted levels and \$2.9 billion below the President's budget request.

DISCUSSION


On April 21, 2016, the Senate Appropriations Committee passed the 2017 Transportation, Housing and Urban Development Appropriations Act (S.2844) on a vote of 30-0. It is currently on the floor of the Senate for consideration. If passed by the Senate, the bill will go to the House, and then to the President for his signature. At this time, House action on a similar spending bill is unclear. The budget is stalled in the House, which means any work on 2017 appropriations bills is likely to be delayed until mid-May.

Attachment 1 is a summary of the Senate appropriations bill's transit and rail impacts by the American Public Transportation Association (APTA). Disappointingly, the act does not fully appropriate the funding set aside for two new rail grant programs in the authorization bill, the Fixing America's Surface Transportation (FAST) Act. On the positive side, the appropriations bill approves \$525 million for the Transportation Investment Generating Economic Recovery (TIGER) grant program.

The bill also appropriates \$44 billion from the Highway Trust Fund for the Federal Highways Program, consistent with the authorization act; and \$6.6 million for "emerging technologies" to

develop autonomous vehicles "with proven safety benefits" and to strengthen cybersecurity defenses in those technologies.

Attachment 2 is the adopted TAMC 2016 federal legislative program.

Approved by: 
Debra L. Hale, Executive Director

Date signed: April 26, 2016

Consent Agenda

Counsel Approval: N/A

Finance Approval: N/A

Attachments:

1. American Public Transportation Association (APTA) legislative update
2. Final TAMC Federal Legislative Program, adopted January 27, 2016

Christina Watson

From: APTA Legislative Update <legislativeupdate@apta.com>
Sent: Tuesday, April 19, 2016 2:37 PM
To: Christina Watson
Subject: APTA Legislative Alert - April 19, 2016

If you have difficulty viewing this message please click [here](#).

To ensure delivery of Legislative Alert, please add 'LegislativeAlert@apta.com' to your email address book.

If you are still having problems receiving our newsletter, see our whitelisting page for more details:
<http://www.commpartners.com/website/white-listing.htm>



April 19, 2016

Senate Appropriations Subcommittee Approves Fiscal Year (FY) 2017 Bill

On Tuesday, the Senate Appropriations Subcommittee on Transportation, Housing and Urban Development (THUD) and Related Agencies approved the FY 2017 THUD appropriations bill with little change from the original text. The full Senate Appropriations Committee is expected to consider the measure on Thursday. The bill appropriates \$56.5 billion for transportation, housing and urban development, and related agencies programs in FY 2017. The information provided below is preliminary, based on brief summaries provided by the subcommittee.

Federal Transit Administration

The bill appropriates a total of \$12.3 billion for Federal Transit Administration (FTA) programs, an increase of \$575 million over FY 2016 levels. The total includes \$150 million for the Washington Metropolitan Area Transit Authority (WMATA), which is authorized under legislation separate from the Fixing America's Surface Transportation (FAST) Act. The FAST Act authorized \$12.175 billion in FY 2017 for FTA programs. While we do not have funding details for all programs, it appears that federal transit programs are funded at levels very close to those in the FAST Act.

The bill provides \$9.7 billion for the transit formula grants, which is \$753 over funding in the previous year and consistent with the FAST Act. It funds the Capital Investment Grants (New Starts/Small Starts/Core Capacity) at a level of \$2.3 billion, \$161 million more than FY 2016 and also of the level authorized under the FAST Act. Within funding for Capital Investment Grant program, the measure allocates \$333 million for core capacity projects, \$241 million for small starts, and \$20 million for the expedited delivery pilot program. We do not yet have details on other general fund transit programs, or individual programs under the formula total.

Federal Rail Administration

The bill funds Amtrak at a level of \$1.42 billion, \$30 million more than FY 2016, but about \$82 million less than authorized. Separately, it provides \$50 million for the

newly authorized Consolidated Rail Infrastructure and Safety Improvement grants, which is authorized under the FAST Act at \$190 million, and \$20 million for the new Federal State Partnership for State of Good Repair (SOG) Grants, which is authorized at \$140 million. The measure also provides \$15 million for the new Rail Restoration and Enhancement Grants, which were authorized at \$20 million. For the implementation of Positive Train Control (PTC), the bill is consistent with the FAST Act in appropriating from the Mass Transit Account \$199 million in FY 2017.

Other Programs

The bill also appropriates \$525 million for the Transportation Investment Generating Economic Recovery (TIGER) program, \$25 million more than in FY 2016.

We will provide more detailed information as it becomes available in a subsequent Legislative Alert. For more information on the appropriations bill, please [visit the committee website here](#).



American Public Transportation Association 1300 I Street NW, Suite 1200 East, Washington, DC 20005
Unsubscribe [here](#) (202) 496-4800 | www.apta.com



FINAL 2016 Legislative Program: Federal Issues

- 1F. Support stabilizing and increasing transportation funding sources to avoid the bankruptcy of the federal highway and transit trust funds:
 1. Increase and index the gas tax to inflation.
 2. Explore innovative funding mechanisms, such as a pay-by-the-mile user fee.
 3. Remove procedural obstacles that impede expenditure of authorized federal funding.
- 2F. Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing passenger rail service for the traveling public.
- 3F. Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 4F. Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: May 4, 2016
Subject: State Legislative Update

RECOMMENDED ACTION

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

SUMMARY

April 22 was the deadline for all bills to go through policy committees. Assembly Bill 2730, authored by Assembly Member Alejo, passed through the Assembly Transportation Committee with amendments and goes to the Appropriations Committee next. Staff pulled Senate Bill 1197 to allow for more time to develop bill language that can be supported by all stakeholders. The bill list has been updated. Staff will present a legislative update and updated bill list.

FINANCIAL IMPACT

If signed by the Governor, AB 2730 could direct millions of dollars to projects in the US 101 corridor.

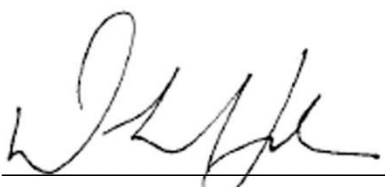
DISCUSSION

Staff has been working with the legislature and stakeholder entities on the two bills the Agency is sponsoring this year. The status of these two bills is as follows:

- **AB 2730 (Alejo): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties**
 - The Assembly Transportation Committee heard AB 2730 on April 18. Assembly Member Alejo, Supervisor John Phillips, Executive Director Debbie Hale, and legislative consultant John Arriaga all testified in favor. No one testified in opposition.
 - **Attachment 1** is the bill analysis done by Committee staff for the April 18 hearing. **Attachment 2** is the bill as amended April 25, indicating the amendments proposed and accepted by the Committee. Those amendments restrict the funding for use in the US 101 corridor and deletes the requirement that Caltrans declare the properties as surplus and sell them immediately, to give Caltrans the opportunity to fully vet the potential use of the properties and to hold on to properties that it can potentially use in the foreseeable future.

- AB 2730 passed as amended on a party-line vote of 9-2, with 5 members not voting (**Attachment 3** is the April 18 vote information). The bill next goes to the Appropriations Committee; the hearing date has not yet been set.
 - Assembly Member Mark Stone and Senator Anthony Cannella have agreed to sign on as bill co-authors.
 - Support letters have been received from AMBAG, County of Monterey, Grower-Shipper Association of Central California, Monterey County Farm Bureau, Monterey Bay Central Labor Council, Monterey County Hospitality Association, Monterey-Salinas Transit District, Salinas Valley Chamber of Commerce, and ten cities. The letters are included under correspondence in the relevant TAMC agenda packets.
- **SB 1197 (Cannella): Intercity rail corridors: extensions**
 - SB 1197 was sponsored by the Coast Rail Coordinating Council (CRCC) and TAMC, in support of extensions of existing rail corridors for the Coast Daylight and the Salinas Rail Extension.
 - Existing law defines the boundaries of the state’s three intercity rail corridors. SB 1197 would have authorized the extension of intercity passenger rail service beyond the statutorily-defined boundaries of the corridor, subject to inclusion in and approval of the relevant joint powers board's business plan.
 - The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Joint Powers Authority expressed concerns about the bill as written and Capitol Corridor staff suggested that they already have the legislative authority to expand.
 - TAMC and CRCC staff decided that, instead of making amendments during the Senate Transportation Committee hearing scheduled for April 19, Senator Cannella should pull the bill from consideration, so that the various agencies can work together to develop language that meets all the needs for an extension of service, for reintroduction next legislative session.

Attachment 4 is the updated bill list as of April 25; changes from the list as presented at the April 27 TAMC meeting are marked by cross-out and underline. **Attachment 5** is the Agency’s adopted 2016 legislative program. Agency consultant and staff will walk through the bill list and recommended positions.

Approved by: 
Debra L. Hale, Executive Director

Date signed: April 26, 2016

Regular Agenda

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

Attachments:

1. AB 2730 Assembly Transportation Committee Bill Analysis
2. AB 2730, as amended April 25, 2016
3. AB 2730 Assembly Transportation Committee Vote Information
4. TAMC Bill List as of April 25, 2016
5. Final TAMC State Legislative Program, adopted January 27, 2016

Date of Hearing: April 18, 2016

ASSEMBLY COMMITTEE ON TRANSPORTATION

Jim Frazier, Chair

AB 2730 (Alejo) – As Introduced February 19, 2016

SUBJECT: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties

SUMMARY: Declares properties originally purchased for the Prunedale Bypass in Monterey County as excess; directs the California Department of Transportation (Caltrans) to sell the properties and direct the proceeds from the sale of the properties to highway projects in Monterey County. Specifically, **this bill:**

- 1) Declares as excess properties that were originally acquired by Caltrans for the Prunedale Bypass and no longer required by Caltrans for the alternative project undertaken in place of the bypass. These alternative improvements are referred to as the Prunedale Improvement project.
- 2) Directs Caltrans to expeditiously dispose of these excess properties.
- 3) Directs proceeds from the sales of the excess properties, less any reimbursements due to the federal government and all costs associated with selling the properties, to be reserved in the State Highway Account (SHA) for programming and allocation by the California Transportation Commission (CTC), with the concurrence of the Transportation Agency for Monterey County (TAMC), to other state highway projects in Monterey County.
- 4) Exempts these proceeds from north/south split and county share formulas.

EXISTING LAW:

- 1) Allows Caltrans to acquire any real property that it considers necessary for state highway purposes.
- 2) Allows Caltrans, whenever it determines that any real property acquired by the state for highway purposes is no longer necessary for those purposes, to sell or exchange it in the manner and upon terms, standards, and conditions established by the CTC.
- 3) Requires Caltrans, to the greatest extent possible, to offer to sell or exchange excess real property within one year from the date that it determines the property is excess.
- 4) Generally requires state and local agencies, prior to disposing of excess lands, first to offer property for sale or lease to local public agencies, housing authorities, or redevelopment agencies within whose jurisdiction the property is located. Requires Caltrans to give priority first to entities agreeing to use the land for low- or moderate-income housing then to entities for open-space purposes, school facilities construction, enterprise zone purposes, and infill opportunities, in that order.

- 5) Directs the proceeds from the sale of excess property to be deposited first to the SHA and then transferred to the Transportation Debt Service Fund to pay debt service on general obligation transportation bonds.

FISCAL EFFECT: Unknown

COMMENTS: The author introduced AB 2730 on behalf of TAMC. TAMC is responsible for developing and maintaining a multimodal transportation system in Monterey County. TAMC is hopeful that the proceeds from the sale of properties related to the Prunedale Bypass can be directed to "much-needed and long-deferred highway improvements."

The Prunedale Bypass, a project to re-route State Highway 101 around the community of Prunedale, has been on the books since the 1950s. In an effort to preserve right-of-way related to the planned project, Caltrans bought over 140 parcels totaling 353 acres. The Prunedale Bypass has since been abandoned and is no longer in the area's long-range plans.

In the meantime, the area has moved forward with incremental improvements to address growing congestion and safety concerns. The Prunedale Improvement Project is the most ambitious of these incremental improvements. The purpose of the project is to improve safety along State Highway 101 and intersecting local roadways, improve traffic flow along the corridor, and improve accessibility to area homes, businesses, and services. The Prunedale Improvement Project represents only a portion of the broader improvements envisioned in the Prunedale Bypass project.

Like the bypass project, other projects elsewhere in the state have similarly languished and similarly left property unused for decades. In two of these cases, legislation was enacted to facilitate the sale of the property and the return of the proceeds to the corridor for which the properties were originally purchased. Specifically, SB 791 (Corbett), Chapter 705, Statutes of 2008, authorized the use of revenues from sales of excess properties for projects in a local alternative transportation improvement program that replaced the long-planned Hayward Bypass on State Route (SR) 238 and improvements to SR 84. More recently, SB 416 (Liu), Chapter 468, Statutes of 2013, directed the revenue from the sale of surplus properties in the SR 710 corridor in Los Angeles County to local transportation improvements.

Committee comments and suggested amendments: Although Caltrans is supposed to declare unneeded properties as surplus as soon as is practicable, it is reportedly holding onto the Prunedale Bypass properties in anticipation that it may be able to use them for future project mitigation purposes. This bill could force Caltrans to sell these properties before fully understanding whether or not they may be needed for future, planned improvements in the State Highway 101 corridor.

Moreover, this bill strays some from situations addressed in SB 791 and SB 416 in that, in those bills, the proceeds from the sale of surplus properties were directed back into the corridor for which they were originally purchased. AB 2730, on the other hand, provides that the proceeds should be reserved for other highway improvement projects anywhere in Monterey County.

AB 2730 could be improved with amendments to delete the requirement that Caltrans declare the properties as surplus and sell them immediately. This will give Caltrans the opportunity to fully vet the potential use of the properties and to [redacted] to properties that it can potentially use in the foreseeable future. Furthermore, AB 2730 s [redacted] - 16 - [redacted] the proceeds from any of the Prunedale

Bypass properties it does sell to improvement projects within the State Highway 101 corridor, similar to the other legislation. This will ensure that AB 2730 does not set precedent beyond closing the books on these decades' old projects.

Related legislation: AB 2411 (Frazier), limits the use of miscellaneous revenue generated by Caltrans, for example, from the sale of surplus property, to transportation purposes only.

Previous legislation: SB 416 (Liu), Chapter 468, Statutes of 2013, among other things, directed the proceeds from the sale of properties in the SR 710 corridor to the SR 710 Rehabilitation Account for the purpose of making required repairs to homes being purchased by income-qualified residents in the corridor.

SB 791 (Corbett) Chapter 705, Statutes of 2008, among other provisions, authorized proceeds from the sale of surplus property to be used to develop the local alternative transportation improvements in the SR 84 and SR 238 corridors.

REGISTERED SUPPORT / OPPOSITION:

Support

Transportation Agency for Monterey County (Sponsor)
 Association of Monterey Bay Area Governments
 City of Del Rey Oaks
 City of Greenfield
 City of Marina
 City of Pacific Grove
 City of Salinas
 City of Sand City
 City of Seaside
 County of Monterey
 Grower-Shipper Association of Central California
 Monterey County Farm Bureau
 Monterey County Hospitality Association
 Monterey-Salinas Transit District
 Salinas Valley Chamber of Commerce

Opposition

None on file

Analysis Prepared by: Janet Dawson / TRANS. / (916) 319-2093

AMENDED IN ASSEMBLY APRIL 25, 2016

CALIFORNIA LEGISLATURE—2015–16 REGULAR SESSION

ASSEMBLY BILL

No. 2730

Introduced by Assembly Member Alejo

February 19, 2016

An act to add Section 14528.9 to the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2730, as amended, Alejo. Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties.

Existing law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Existing law generally requires proceeds from the sale of excess state highway property to be made available for other highway purposes. Existing law generally provides for the California Transportation Commission to program available funding for transportation capital projects, other than state highway rehabilitation projects, through the ~~state transportation improvement program~~ *State Transportation Improvement Program* process, with available funds subject to various fair share distribution formulas. Existing law, in certain cases, requires the commission to instead reallocate funds from canceled state highway projects to other projects within the same county and exempts those funds from the fair share distribution formulas that would otherwise be applicable.

This bill would ~~classify certain properties acquired by the department for a replacement alignment for State Highway Route 101 in the County of Monterey, known as the former Prunedale Bypass, and no longer required by the department for the alternative improvements undertaken~~

by it in place of the bypass, known as the Prunedale Improvement Project, as excess property and would require the department to expeditiously dispose of those excess properties. The bill would require the net proceeds from the sale of ~~the~~ any excess properties *originally acquired for a replacement alignment for State Highway Route 101 in the County of Monterey, known as the former Prunedale Bypass*, to be reserved in the State Highway Account for programming and allocation by the commission, with the concurrence of the Transportation Agency for Monterey County, to other ~~transportation~~ *state highway projects in the State Highway Route 101 corridor* in that county. The bill would exempt these funds from the distribution formulas otherwise applicable to transportation capital improvement funds.

Vote: majority. Appropriation: no. Fiscal committee: yes.
 State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 14528.9 is added to the Government
 2 Code, to read:
 3 ~~14528.9. Properties originally acquired by the department for~~
 4 ~~a replacement alignment for State Highway Route 101 in the~~
 5 ~~County of Monterey, known as the former Prunedale Bypass, and~~
 6 ~~no longer required by the department for the alternative~~
 7 ~~improvements undertaken by it in place of the bypass, known as~~
 8 ~~the Prunedale Improvement Project, are hereby classified as excess~~
 9 ~~properties. The department shall expeditiously dispose of these~~
 10 ~~excess properties.~~
 11 *14528.9. Proceeds from the sale of the excess properties, any*
 12 *excess properties originally acquired by the department for a*
 13 *replacement alignment for State Highway Route 101 in the County*
 14 *of Monterey, known as the former Prunedale Bypass, less any*
 15 *reimbursements due to the federal government and all costs*
 16 *incurred in the sale of those excess properties, shall be reserved*
 17 *in the State Highway Account for programming and allocation by*
 18 *the commission, commission through the State Transportation*
 19 *Improvement Program, with the concurrence of the Transportation*
 20 *Agency for Monterey County, to other state highway projects in*
 21 *the State Transportation Improvement Program in the County of*
 22 *Monterey, or to other transportation projects in that county*
 23 *consistent with Article XIX of the California Constitution: in the*

- 1 *State Highway Route 101 Corridor in the County of Monterey.*
- 2 Sections 188 and 188.8 of the Streets and Highways Code do not
- 3 apply to these proceeds.

O

UNOFFICIAL BALLOT

MEASURE: AB 2730
AUTHOR: Alejo
TOPIC: Department of Transportation: Prunedale Bypas
DATE: 04/18/2016
LOCATION: ASM. TRANS.
MOTION: Do pass as amended and be re-referred to the Committee on Appropriations.
(AYES 9. NOES 2.) (PASS)

AYES

Frazier Bloom Brown Chu
Daly Dodd Gomez Medina
Nazarian

NOES

Kim Melendez

ABSENT, ABSTAINING, OR NOT VOTING

Linder Baker Eduardo Garcia Mathis
O'Donnell

**TAMC Bill List
April 25, 2016**

Assembly bills

AB 1364 (Linder) California Transportation Commission

Introduced: 2/27/2015

Status: 2/4/2016-Referred to Senate Transportation & Housing and Governmental Organization

Summary: Removes the California Transportation Commission (CTC) from the California Transportation Agency (CalSTA) and re-establishes the CTC as an independent entity within state government.

Priority: N/A - CTC

Position: SUPPORT (Letter sent 3/28/16)

AB 1505 (Hernandez): Statute of limitations: public contracts

Introduced: 3/4/15

Last Amended: 7/13/15

Status: 1/28/16: Referred to Senate Public Safety

Summary: Increases the Statute of Limitations from 1 to 3 years for a violation of the Public Contract Code, regarding breaking up contracts into smaller pieces to avoid bidding.

Priority: N/A

Position: Watch

AB 1550 (Gomez) Greenhouse gases: investment plan: disadvantaged communities

Introduced: 1/4/2016

Last Amended: 4/11/2016

Status: 4/12/2016- Natural Resources: pass and refer to Appropriations

Summary: The California Global Warming Solutions Act of 2006 provides that the allocation of a minimum of 10% Greenhouse Gas Reduction Fund moneys go to projects located in disadvantaged communities and a minimum of 25% to projects that provide benefits to disadvantaged communities. This bill instead requires the investment plan to allocate a minimum of 25% to projects located within disadvantaged communities and a separate and additional 25% unspecified percentage to projects that benefit low-income households, with a fair share of those moneys targeting households with incomes at or below 200% of the federal poverty level.

Priority: 7S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.

Position: Watch

AB 1555 (Gomez) Greenhouse Gas Reduction Fund

Introduced: 1/4/2016

Last Amended: 3/28/2016

Status: 4/14/2016-Referred to Budget

Summary: Appropriates \$800 million from the Greenhouse Gas Reduction Fund for the 2016–17 fiscal year to various state agencies in specified amounts for various purposes including low carbon transportation and infrastructure, clean energy communities, wetland and watershed restoration, and carbon sequestration.

Priority: N/A: Cap and Trade funding allocation

Position: Watch

AB 1569 (Steinorth) California Environmental Quality Act: exemption: existing transportation infrastructure

Introduced: 1/4/2016

Last Amended: 3/28/2016

Status: 4/4/2016-Natural Resources: Set second hearing. Failed passage. Reconsideration granted.

Summary: Exempts from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure that meets certain requirements.

Priority: 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

Position: Watch

AB 1591 (Frazier) Transportation funding

Introduced: 1/6/2016

Status: 2/1/2016-Referred to Transportation and Revenue & Taxation

Summary: Establishes the Road Maintenance and Rehabilitation program at \$4.57 billion annually, repays outstanding transportation loans at \$879 million (one-time payment), increases funding to Trade Corridors Improvement Fund (TCIF) at \$1.24 billion annually, increases funding to transit and Intercity Rail Capital program at \$200 million annually, revises the calculation of variable gas tax, and prohibits weight fees from being used for bond debt service or General Fund loans.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 3/28/16)

AB 1746 (Stone, Mark) Transit buses

Introduced: 2/2/2016

Last Amended: 3/30/2016

Status: 4/14/2016-In Senate: read first time, to Rules for assignment

Summary: This bill extends to 7 additional transit operators the authority to operate transit buses on state highway shoulders.

Priority: 13S: transit bus on shoulder

Position: SUPPORT

AB 1815 (Alejo) California Global Warming Solutions Act of 2006: disadvantaged communities

Introduced: 2/8/2016

Last Amended: 4/11/2016

Status: 4/12/2016-Natural Resources: pass and refer to Appropriations

Summary: Requires the Greenhouse Gas Reduction Fund (GGRF) Investment Plan to allocate technical assistance funds to the California Environmental Protection Agency (CalEPA) to assist disadvantaged and low-income communities in developing GHG reduction project funding proposals.

Priority: 7S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.

Position: Watch

AB 1818 (Melendez) Transportation funds

Introduced: 2/8/2016

Status: 2/9/2016-From printer. May be heard in committee March 10.

Summary: Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, Caltrans and the CTC are required to develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. (Spot bill.)

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

AB 1833 (Linder) Transportation projects: environmental mitigation

Introduced: 2/9/2016

Last Amended: 3/16/2016

Status: 4/18/2016- Natural Resources: pass and refer to Appropriations

Summary: Creates the Advanced Mitigation Program in Caltrans to implement environmental mitigation measures in advance of future transportation projects to accelerate project delivery.

Priority: 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

Position: Watch

AB 1886 (McCarty) California Environmental Quality Act: transit priority projects

Introduced: 2/11/2016

Status: 3/28/2016- Natural Resources hearing canceled at the request of author

Summary: CEQA exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill increases that percentage to 50%.

Priority: 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

Position: Watch

AB 1910 (Harper) Transportation: advisory question: election

Introduced: 2/11/2016

Status: 4/19/2016- Failed passage in Transportation; reconsideration granted.

Summary: Calls a special election to be consolidated with the November 8, 2016, statewide general election. Requires the Secretary of State to submit to the voters at the November 8, 2016, consolidated election an advisory question asking whether the Legislature should "disproportionately target low-income and middle class families with a regressive tax increase on gasoline and annual vehicle registrations to fund road maintenance and rehabilitation, rather than ending the diversion of existing transportation tax revenues for nontransportation purposes, investing surplus state revenue in transportation infrastructure, repaying funds borrowed from transportation accounts, prioritizing roads over high-speed rail, and eliminating waste at the Department of Transportation."

Priority: 6S. Support efforts to develop alternative funding sources to offset the reduction in gas tax revenues and ensure that any pay-by-the-mile funding is equitably assessed and distributed.

Position: Watch

AB 1919 (Quirk) Local transportation authorities: bonds

Introduced: 2/11/2016

Last Amended: 4/4/2016

Status: 4/18/2016- Local Government hearing postponed to 5/4.

Summary: The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Current law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service. This bill instead ~~provides for accrued interest and~~ requires the premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

AB 1982 (Bloom): California Transportation Commission: membership

Introduced: 2/16/2016

Last Amended: 4/12/2016

Status: 4/18/2016- Transportation: failed passage, reconsideration granted.

Summary: Expands the CTC membership of the commission to 15 members by providing for the Senate Committee on Rules and the Speaker of the Assembly to each appoint an additional member, who shall be a person who works directly with communities that are most significantly burdened by, and vulnerable to, high levels of pollution, including communities with diverse racial and ethnic populations and communities with low-income populations.

Priority: N/A – CTC

Position: Watch

AB 2014 (Melendez) Freeway Service Patrol Program Assessment

Introduced: 2/16/2016

Last Amended: 4/13/2016

Status: 4/14/2016- Transportation: pass and refer to Appropriations

Summary: This bill would, by June 20, 2018, and every 5 years thereafter, require Caltrans to publish a statewide FSP Program Assessment that would identify, quantify, and analyze existing FSPs, identify opportunities to increase or expand service levels, and analyze and provide recommendations regarding the current and anticipated future financial condition of the program. Requires the state budget to include a line item identifying the amount of local assistance moneys and state operations moneys that were provided in support of FSPs.

Priority: N/A – Freeway Service Patrol (FSP)

Position: SUPPORT

AB 2087 (Levine): Regional conservation frameworks

Introduced: 2/17/16

Last Amended: 4/5/16

Status: 4/13/2016: Water, Parks and Wildlife: pass and refer to Appropriations

Summary: Would authorize the Department of Fish and Wildlife to approve regional conservation frameworks to guide conservation of natural resources and infrastructure planning. Once completed, projects that are consistent with the framework (at DFW's determination) shall be considered as mitigation for identified infrastructure projects.

Priority: N/A

Position: **SUPPORT (NEW POSITION RECOMMENDATION)**

AB 2090 (Alejo): Low Carbon Transit Operations Program

Introduced: 2/17/2016

Last Amended: 4/7/2016

Status: 4/12/2016- Transportation: pass and refer to Appropriations

Summary: Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program (LCTOP), which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill authorizes moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.

Priority: 2S. Encourage the state to increase investments in passenger rail and bus transit projects and seek funding for Monterey County projects.

Position: **SUPPORT**

AB 2289 (Frazier): Department of Transportation: capital improvement projects

Introduced: 2/18/2016

Status: 4/21/2016-Assembly consent calendar

Summary: Adds operations to the list of capital improvements for the investment of SHOPP fund. The current provision of statute only applies to the "maintenance, safety, and rehabilitation" of the system.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: **SUPPORT (NEW POSITION RECOMMENDATION)**

AB 2293 (Garcia, Cristina) Greenhouse Gas Reduction Fund: Green Assistance Program

Introduced: 2/18/2016

Last Amended: 4/11/2016

Status: 4/12/2016-Natural Resources: pass and refer to Appropriations

Summary: Establishes the Green Assistance Program, to be administered by the Secretary for Environmental Protection, to ~~assist~~ advise small businesses and small nonprofit organizations in applying for moneys from programs using moneys from the fund.

Priority: 7S. Support redefinition of "disadvantaged communities" in the Greenhouse Gas Reduction Fund (i.e., "cap and trade") grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.

Position: **Watch**

AB 2332 (Garcia, Eduardo) Transportation funding: complete streets

Introduced: 2/18/2016

Last Amended: 4/5/2016

Status: 4/18/2016-Transportation: hearing canceled at the request of author

Summary: Requires Caltrans to increase the annual number of complete street projects undertaken by the department by 20% over the 2016 baseline by the year 2020 and increase accessibility for low-income and disadvantaged communities by increasing multimodal transportation proximity to employment, jobs, housing, and recreation areas. Establishes department goals to reduce by 10% based on the 2016 baseline the number of transit, pedestrian, and bicyclist fatalities, and reduce by 15% statewide per capita the vehicle miles traveled by the year 2020, and to increase travel by nonautomobile modes of travel. Requires the CTC, no later than July 1, 2017, to adopt targets and performance measures that reflect state transportation goals and objectives that improve mobility, access, and safety for nonmotorized users in disadvantaged communities by requiring not less than 35% of state highway operation and protection program projects be located in urban and rural disadvantaged communities.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

AB 2343 (Garcia, Cristina) Greenhouse Gas Reduction Fund: ~~study 3-year investment plan: disadvantaged communities~~

Introduced: 2/18/2016

Last Amended: 4/11/2016

Status: 4/19/2016- Natural Resources: pass and refer to Appropriations

Summary: ~~This bill requires a minimum of 10% of the moneys in fund to be allocated to projects located in a city of an unspecified population within a disadvantaged community. Existing law requires the DOF to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys in the fund. This bill would require the DOF to include additional data in that annual report.~~

Priority: 7S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.

Position: Watch

AB 2355 (Dababneh) Intercity rail services: mitigation

Introduced: 2/18/2016

Status: 4/18/2016-Transportation hearing canceled at the request of author

Summary: Requires Caltrans to develop a program for the reasonable mitigation of noise and vibration levels in residential neighborhoods along railroad lines where Caltrans contracts for state-funded intercity rail passenger service. Requires Caltrans to determine what constitutes a reasonable level of mitigation. Provides that funding for the mitigation program shall be made available from funds appropriated by the Legislature for this purpose.

Priority: N/A – intercity rail

Position: Watch

AB 2360 (Alejo) School buses: passing violations: automated video enforcement

Introduced: 2/18/2016

Last Amended: 4/13/2016

Status: 4/18/2016- Transportation hearing canceled at the request of author

Summary: Authorizes a school district to install and operate an automated schoolbus video enforcement system, for the purpose of enforcing the law which requires a vehicle to a stop immediately before passing the schoolbus and to not proceed past the schoolbus until the flashing red light signal and stop signal arm cease operation. Would authorize a school district to assess a \$150 civil penalty for failing to stop immediately before passing the schoolbus.

Priority: N/A – school transportation

Position: Watch

AB 2374 (Chiu) Construction Manager/General Contractor method: regional transportation agencies: ramps

Introduced: 2/18/2016

Status: 4/11/2016-In Senate: read first time, to Rules for assignment

Summary: Current law authorizes regional transportation agencies to use the Construction Manager/ General Contractor (CM/GC) project delivery method to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the CM/GC method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill authorizes regional transportation agencies to use this authority on ramps not on the state highway system.

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

Position: SUPPORT

AB 2398 (Chau) Transportation: state highways

Introduced: 2/18/2016

Last Amended: 3/18/2016

Status: 4/6/2016- Transportation hearing canceled at the request of author

Summary: Requires the CTC, every 5 years, to report to the Speaker of the Assembly, the President pro Tempore of the Senate, and the chairs of specified committees the number of selections, adoptions, and location determinations for state highways undertaken and the amount of moneys allocated for the construction, improvement, or maintenance of the highways.

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

Position: Watch

AB 2411 (Frazier) Transportation revenues

Introduced: 2/19/2016

Status: 4/20/2016 - Referred to Appropriations suspense file

Summary: Deletes the transfer of miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

AB 2452 (Quirk) ~~California Environmental Quality Act: judicial remedies: emissions of greenhouse gases~~ California Council on Science and Technology: contracting

Summary: As amended 4/11/16, no longer relates to transportation. Delete from list.

AB 2509 (Ting) Operation of bicycles: speed

Introduced: 2/19/2016

Last Amended: 4/6/2016

Status: 4/21/2016 - In Senate, to Rules for assignment

Summary: Current law requires a person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time to ride as close as practicable to the right-hand curb or edge of the roadway except in specified situations. ~~This bill requires a person operating a bicycle to ride as close as is either safe or practicable to the curb or roadway edge.~~ The bill expands the exceptions to riding as close as ~~safe or~~ practicable to the right-hand curb or roadway edge to include, among others, when riding in class I, class II, or class IV bikeways.

Priority: 3S. Support legislation that promotes transit-oriented development, complete streets, and active transportation projects.

Position: Watch

AB 2542 (Gatto): Streets and highways: reversible lanes

Introduced: 2/19/2016

Last Amended: 3/15/2016

Status: 4/19/2016- Transportation: pass and refer to Appropriations

Summary: Requires Caltrans or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the CTC for approval, to demonstrate that reversible lanes were considered for the project.

Priority: N/A

Position: Watch

AB 2708 (Daly) Department of Transportation: Lean 6-SIGMA program

Introduced: 2/19/2016

Last Amended: 3/18/2016

Status: 4/12/2016- Transportation: pass and refer to Appropriations

Summary: Requires Caltrans to conduct a study to assess the implementation of the Lean 6-SIGMA program, as provided through the Governor's Office of Business and Economic Development and the Government Operations Agency, to determine the effectiveness of streamlining the application process for private architectural and engineering firms seeking to provide professional and technical project development services to the department.

Priority: N/A

Position: Watch

AB 2730 (Alejo) Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties.

Introduced: 2/19/2016

Status: 4/18/2016- Transportation: pass and refer to Appropriations

Summary: ~~Classifies certain properties acquired by Caltrans for a replacement alignment for US 101 in the County of Monterey, known as the former Prunedale Bypass, and no longer required by Caltrans for the alternative improvements undertaken by it in place of the bypass, known as the Prunedale Improvement Project, as excess property, and requires Caltrans to expeditiously dispose of those excess properties. Requires the net proceeds from the sale of the any excess properties originally acquired for a replacement alignment for State Highway Route 101 in the County of Monterey, known as the former Prunedale Bypass, to be reserved in the State Highway Account for programming and allocation by the CTC, with the concurrence of TAMC, to other transportation state highway projects in the State Highway Route 101 corridor in that county. Exempts these funds from the distribution formulas otherwise applicable to transportation capital improvement funds.~~

Priority: **9S.** Support legislation to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region.

Position: **SPONSOR (Letter sent 3/1/16)**

AB 2742 (Nazarian) Transportation projects: comprehensive development lease agreements

Introduced: 2/19/2016

Status: 4/12/2016- Transportation: pass and refer to Appropriations

Summary: Extends public-private partnership authority to January 1, 2030.

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

Position: **SUPPORT (Letter sent 3/28/16)**

AB 2783 (Garcia, Eduardo) Affordable Housing and Sustainable Communities Program

Introduced: 2/19/2016

Last Amended: 3/28/2016

Status: 4/20/2016- Housing and Community Development: pass and refer to Appropriations

Summary: Current law requires the Strategic Growth Council (SGC) to develop guidelines and selection criteria for the Affordable Housing and Sustainable Communities Program. This bill requires the SGC to revise the guidelines and selection criteria with respect to affordable housing projects that qualify under the program's rural innovation project area.

Priority: **7S.** Support redefinition of "disadvantaged communities" in the Greenhouse Gas Reduction Fund (i.e., "cap and trade") grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.

Position: **Watch**

AB 2796 (Bloom) Active Transportation Program

Introduced: 2/19/2016

Last Amended: 4/4/2016

Status: 4/12/2016-From Transportation: pass and refer to Appropriations

Summary: Current law creates the Active Transportation Program (ATP) in Caltrans for the purpose of encouraging increased use of active modes of transportation. Current law requires the CTC to award 50% and 10% of available funds to projects statewide and to projects in small urban and rural regions, respectively, with the remaining 40% of available funds to be awarded to projects

by metropolitan planning organizations (MPOs), with the funds available for distribution by each MPO based on its relative population. This bill requires a minimum of 5% of available funds in each of the 3 distribution categories to be awarded for planning and community engagement for active transportation in disadvantaged communities.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

Assembly bills in the special session

ABX1-1 (Alejo): Transportation funding

Introduced: 6/23/15

Status: 6/24/15-From printer

Summary: Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, requires the loans to be repaid by December 31, 2018.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 6/25/15)

ABX1-2 (Perea): Transportation projects: comprehensive development lease agreements

Introduced: 6/25/15

Status: 6/26/15 – From printer

Summary: Extends Caltrans authorization to enter into Public-Private Partnerships indefinitely and includes within the definition of “regional transportation agency” the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.

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

Position: SUPPORT (Letter sent 7/17/15)

ABX1-3 (Frazier): Transportation funding

Introduced: 7/9/15

Last Amended: 9/3/15

Status: 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella, and Gaines appointed to Conference Committee.

Summary: Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch (spot bill)

ABX1-4 (Frazier): Transportation funding

Introduced: 7/9/15

Status: 9/3/15-Referred to Rules

Summary: Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch (spot bill)

ABX1-6 (Hernández, Roger) Affordable Housing and Sustainable Communities Program

Introduced: 7/16/15

Status: 7/17/15-From printer.

Summary: Requires 20% of moneys available for allocation under the Affordable Housing and Sustainable Communities Cap and Trade Program to be allocated to eligible projects in rural areas.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 9/9/15)

ABX1-7 (Nazarian) Public transit: funding

Introduced: 7/16/15

Status: 7/17/15-From printer.

Summary: Appropriates 20% of Greenhouse Gas Reduction Fund (Cap and Trade) annual proceeds to the Transit and Intercity Rail Capital Program (TIRCP), and 10% of those annual proceeds to the LCTOP.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 9/9/15)

ABX1 8 (Chiu) Diesel sales and use tax

Introduced: 7/16/15

Status: 7/17/15-From printer.

Summary: Increases the sales and use tax on diesel fuel from 1.75% to 5.25% and allocates the money by formula to public transit agencies, such as Monterey-Salinas Transit.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 9/9/15)

ABX1-19 (Linder) California Transportation Commission

Introduced: 9/1/15

Status: From printer

Summary: This bill excludes the CTC from CalSTA and establishes it as an entity in the state government.

Priority: NA – CTC

Position: Watch

Senate bills

SB 247 (Lara): Charter bus transportation: safety improvements

Introduced: 2/18/2015

Last Amended: 1/26/2016

Status: 1/27/2016-In Assembly. Read first time. Held at Desk.

Summary: Requires a charter-party carrier of passengers engaged in charter bus transportation to ensure that the driver of a charter bus provides oral and written instructions to all passengers on the safety equipment and emergency exits on the vehicle prior to the beginning of any trip and that the charter bus is equipped with specified safety equipment. Requires those vehicles manufactured after July 1, 2017, to be equipped with a secondary door for use as an additional emergency exit. Requires Caltrans to adopt, no later than July 1, 2017, standards and criteria for the implementation of these equipment and safety requirements.

Priority: N/A – concern that, as written, would apply to intercity buses

Position: Watch

SB 321 (Beall) Motor vehicle fuel taxes: rates: adjustments

Introduced: 2/23/15

Last Amended: 8/18/15

Status: 4/5/16: Sen inactive file - Senate bills

Summary: Modifies the method by which the State Board of Equalization (BOE) annually adjusts the motor vehicle "fuel tax swap" rate to take into account a five-year average of fuel prices, thereby smoothing perceived revenue volatility.

Priority: 1S

Position: SUPPORT (Letter sent 4/17/15)

SB 824 (Beall) Low Carbon Transit Operations Program

Introduced: 1/7/2016

Last Amended: 3/15/2016

Status: 4/20/2016-Transportation & Housing: pass and refer to Appropriations

Summary: Authorizes the ARB to allow a transit agency that does not submit a project for funding under the LCTOP program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. Allows a transit agency to loan or transfer its funding share in any particular fiscal year to another transit agency within the same region, to pool its funding share with those of other transit agencies, or to apply to Caltrans to reassign, to other eligible expenditures under the program, any savings of surplus moneys from an approved and completed expenditure under the program or from an approved expenditure that is no longer a priority. Allows a recipient transit agency to apply to Caltrans for a letter of no prejudice for a capital project or component of a capital project for which Caltrans has authorized a disbursement of funds, and if granted, would allow the transit agency to expend its own moneys and to be eligible for future reimbursement.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

SB 885 (Wolk) Construction contracts: indemnity

Introduced: 1/19/2016

Last Amended: 4/18/2016

Status: 4/21/2016- Judiciary hearing set for 5/2

Summary: Specifies with certain exceptions for construction contracts that a design professional only has the duty to defend claims that arise out of negligence, recklessness, or willful misconduct of the design professional. Prohibits waiver of these provisions and provides that any clause in a contract that requires a design professional to defend claims or lawsuits against other persons or entities is void and unenforceable.

Priority: N/A - Contracting

Position: Watch

SB 901 (Bates) Transportation projects: Advanced Mitigation Program

Introduced: 1/21/2016

Status: 3/23/2016-April 5 hearing postponed by committee.

Summary: Creates the Advanced Mitigation Program in Caltrans to implement environmental mitigation measures in advance of future transportation projects. Requires Caltrans to set aside certain amounts of future appropriations for this purpose.

Priority: 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

Position: Watch

SB 902 (Cannella) Department of Transportation: environmental review process: federal program

Introduced: 1/21/2016

Status: 2/4/2016-Referred to Transportation & Housing

Summary: Existing federal law delegates certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government to Caltrans until January 1, 2017. The bill deletes the January 1, 2017, repeal date and thereby extend these provisions indefinitely.

Priority: N/A – NEPA delegation authority

Position: SUPPORT (Letter sent 3/28/16)

SB 903 (Nguyen) Transportation funds: loan repayment

Introduced: 1/21/2016

Status: 2/4/2016-Referred to Transportation & Housing

Summary: Acknowledges, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and requires this amount to be repaid by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 3/28/16)

SB 1066 (Beall) Transportation funds: fund estimates

Introduced: 2/16/2016

Status: 4/15/2016-Set for Appropriations hearing 4/25

Summary: Current law requires Caltrans to submit to the CTC an estimate of state and federal funds expected to be available for future programming over the 5-year period in each state transportation improvement program, and requires the CTC to adopt a fund estimate in that regard. This bill requires the fund estimates prepared by Caltrans and the CTC to identify and include federal funds derived under the Fixing America's Surface Transportation Act of 2015.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

SB 1141 (Moorlach) State highways: transfer to local agencies: pilot program

Introduced: 2/18/2016

Last Amended: 4/5/2016

Status: 4/20/2016- Transportation & Housing: set for first hearing, failed; reconsideration granted

Summary: Requires Caltrans to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. Requires Caltrans, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to the county or to a regional transportation agency that has jurisdiction in the county.

Priority: N/A - Caltrans

Position: Watch

SB 1170 (Wiechowski): Public contracts: water pollution prevention plans: delegation

Introduced: 2/18/16

Last Amended: 4/6/2016

Status: 4/20/2016-Environmental Quality: pass and refer to Appropriations

Summary: Prohibits public agencies from requiring a contractor to prepare or assume responsibility for certain plans that prevent stormwater runoff from construction sites.

Priority: 11S

Position: OPPOSE

SB 1197 (Cannella) Intercity rail corridors: extensions

Introduced: 2/18/2016

Status: 4/14/2016-April 19 hearing postponed by committee.

Summary: Existing law defines the boundaries of 3 state-supported intercity rail corridors, and requires the preparation of an annual business plan for the corridor by each participating joint powers board. This bill authorizes the extension of the affected rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. The bill requires a proposed extension to first be recommended and justified in the business plan adopted by the joint powers board, and then requires the approval of the Secretary of Transportation.

Priority: 10S: Support legislation to expand the Capitol Corridor Joint Powers Authority to Salinas, and to expand the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) to San Francisco.

Position: SPONSOR (Letter sent 3/3/16)

SB 1279 (Hancock): California Transportation Commission: funding prohibition: coal shipment

Introduced: 2/19/16

Last Amended: 4/4/16

Status: Set for hearing, Senate Transportation, April 19

Summary: Prohibits the CTC from programming or allocating funds for any port facility project located in or adjacent to a disadvantaged community which exports or proposes to export coal from California. Bill has the potential for stopping state infrastructure investment in or near ports, including access to ports via rail lines and highways.

Priority: N/A

Position: Watch

SB 1320 (Runner) California Transportation Commission

Introduced: 2/19/2016

Status: 3/28/2016-April 19 hearing postponed by committee.

Summary: Excludes the CTC from CalSTA, establish it as an entity in state government, and require it to act in an independent oversight role.

Priority: N/A - CTC

Position: SUPPORT (Letter sent 3/28/16)

SB 1383 (Lara): Short-lived climate pollutants

Introduced: 2/19/16

Last Amended: 4/12/2016

Status: 4/12/2016- Environmental Quality: pass and refer to Appropriations

Summary: Would require the CARB to no later than January 1, 2018 approve and ~~implement~~ begin implementing a comprehensive strategy to reduce emission of short-lived climate pollutants to achieve a reduction in methane by 40%, hydrofluorocarbon gases by 40% and anthropogenic black carbon by 50% by 2030.

Priority: N/A

Position: Watch

Senate bills in the special session

SBX1-1 (Beall): Transportation funding: environmental mitigation: oversight

Introduced: 6/22/15

Last Amended: 4/21/16

Status: 4/21/16- Read second time and amended. Referred to Appropriations

Summary: Creates the Road Maintenance and Rehabilitation Program, which increases several taxes and fees to raise roughly \$4.3 billion in new transportation revenues annually, with the funding used to address deferred maintenance on the state highways and local streets and roads and to improve the state's trade corridors. Requires the CTC to adopt performance criteria to ensure efficient use of the funds available for the program. Includes a 5% set-aside for counties that approve a transactions and use tax on or after July 1, 2016 ~~2015~~. Eliminates the current requirement of the State Board of Equalization to annually modify the gas and diesel taxes, instead requiring the Board to recompute the tax rates based on the California Consumer Price Index and the percentage change in the fuel efficiency of the state motor vehicle fleet. Doubles percentage of greenhouse gas fund proceeds going to the Transit and Intercity Rail Capital Program from 10% to 20% and to the Low Carbon Transit Operations Program from 5% to 10%. Requires the High Speed Rail Authority to set aside

\$550 million annually for connectivity projects. Extends CEQA mitigation for roadway maintenance projects to 2025. Establishes the Advance Transportation Project Mitigation Program to be administered and implemented by the Natural Resources Agency. Extends NEPA delegation authority indefinitely. Extends public private partnership authority indefinitely.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 6/29/15)

SBX1-2 (Huff): Greenhouse Gas Reduction Fund

Introduced: 6/30/15

Status: 9/1/15 - refer to Appropriations.

Summary: Excludes from Greenhouse Gas Reduction Fund allocation the annual proceeds of the fund generated from the transportation fuels sector. Provides instead that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

SBX1-3 (Vidak): Transportation bonds: highway, street, and road projects

Introduced: 7/1/15

Last Amended: 8/17/15

Status: 9/14/15-Returned to Secretary of Senate

Summary: This bill redirects high-speed rail bond proceeds to state freeways and highways, and local streets and roads, upon voter approval.

Priority: N/A: California High-Speed Rail project

Position: Watch

SBX1-4 (Beall): Transportation funding

Introduced: 7/7/15

Last Amended: 9/4/15

Status: 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.

Summary: Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch (spot bill)

SBX1-5 (Beall): Transportation funding

Introduced: 7/7/15

Status: 9/1/15-In Assembly. Read first time. Held at Desk.

Summary: Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch (spot bill)

SBX1 7 (Allen) Diesel sales and use tax.

Introduced: 7/16/15

Last Amended: 9/3/15

Status: 9/3/15- Referred to Appropriations

Summary: Increases the sales and use tax on diesel fuel from 1.75% to 5.25% and allocates the money by formula to public transit agencies, such as Monterey-Salinas Transit. Restricts expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. Requires an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements and Provides that the increase in the additional sales and use tax on diesel fuel imposed by the bill shall not be considered by the board in its annual modification of the diesel excise tax rate.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 9/9/15)

SBX1 8 (Hill) Public transit: funding.

Introduced: 7/16/15

Status: 9/2/15- Referred to Appropriations

Summary: Appropriates 20% of Greenhouse Gas Reduction Fund (Cap and Trade) annual proceeds to the TIRCP, and 10% of those annual proceeds to the LCTOP. This represents a doubling of the current funding level for bus and rail transit from current levels, and comes from the currently "unallocated" share.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 9/9/15)

SBX1 11 (Berryhill) Environmental quality: transportation infrastructure

Introduced: 7/16/15

Last Amended: 9/4/15

Status: 9/4/15- Read second time and amended. Referred to Transportation and Infrastructure Development

Summary: CEQA requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration

if it finds that the project will not have that effect. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA.

Priority: 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

Position: SUPPORT (Letter sent 9/9/15)

SBX1 12 (Runner) California Transportation Commission.

Introduced: 7/16/15

Last Amended: 8/20/15

Status: 8/20/15-Read second time and amended. Referred to Appropriations

Summary: Removes the CTC from CalSTA, reestablishes it as an independent entity in state government, and allows it to again act in an independent oversight role.

Priority: NA – CTC

Position: SUPPORT (Letter sent 9/9/15)

SBX1 14 (Cannella) Transportation projects: comprehensive development lease agreements.

Introduced: 7/16/15

Status: 8/17/15-August 19 set for first hearing canceled at the request of author.

Summary: Extends Caltrans' authorization to enter into Public-Private Partnerships by removing the January, 2017 expiration date.

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

Position: SUPPORT (Letter sent 9/9/15)

SCAX 1-1 (Huff): Motor vehicle fees and taxes: restriction on expenditures

Introduced: 6/19/15

Status: 9/9/15 - refer to Appropriations

Summary: Prohibits the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles and water-borne vessels or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. Provides that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 6/29/15)



FINAL 2016 Legislative Program: State Issues

- 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.
- 2S. Encourage the state to increase investments in passenger rail and bus transit projects and seek funding for Monterey County projects.
- 3S. Support legislation that promotes transit-oriented development, complete streets, and active transportation projects.
- 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.
- 5S. Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.
- 6S. Support efforts to develop alternative funding sources to offset the reduction in gas tax revenues and ensure that any pay-by-the-mile funding is equitably assessed and distributed.
- 7S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.
- 8S. Support measures to allow the California Department of Fish and Wildlife to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project.
- 9S. Support legislation to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region.
- 10S. Support legislation to expand the Capitol Corridor Joint Powers Authority to Salinas, and to expand the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) to San Francisco.
- 11S. Support funding proposals to enable cities and counties to implement storm water runoff requirements for transportation projects.
- 12S. Support legislation that promotes transparency and access to information on rail transport of hazardous materials.
- 13S. 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.



Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: May 4, 2016
Subject: **Ballot Initiative: “No Blank Checks”**

RECOMMENDED ACTION

RECEIVE information on ballot initiative and **RECOMMEND** position to Board.

SUMMARY

Staff recommends the Committee consider recommending an “oppose” position on the “No Blank Checks” initiative on the November 2016 ballot.

FINANCIAL IMPACT

The proposed ballot initiative could have significant cost and schedule implications for major infrastructure projects.

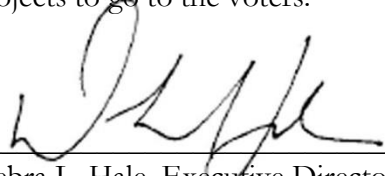
DISCUSSION

The California Association of Councils of Governments (CALCOG) is encouraging their members to review and consider opposing the “No Blank Checks” initiative on the November 2016 ballot. This initiative would amend the California Constitution to prohibit the state from issuing bonds on projects exceeding \$2 billion without a direct vote of the people. **Attachment 1** is the CALCOG report on the initiative, **Attachment 2** is the ballot paperwork, and **Attachment 3** is an editorial from the San Jose Mercury News.

The language in the proposal may affect TAMC because of the inclusion of “joint powers agency or similar body created by the state or in which the state is a member” – TAMC is the state-designated Regional Transportation Planning Agency, and has Caltrans serving as an ex officio member. Although it is not very likely that TAMC would pursue a bond project valued at \$2 billion or more, the initiative also contains language regarding projects that are “proximate” or “connected”, so that the cumulative costs of projects on the Highway 101 corridor, for example, might be construed to qualify, even if pursued by separate regional agencies, as long as state bond funding is involved. Adding to the confusion is the exclusion of “special districts” from the bonding restriction, because it is unclear whether or not a statutorily-created agency would be considered a special district as defined in the measure.

The ballot measure itself is very likely to be tied up in the courts, due to the misleading language causing uncertainty regarding which projects would be affected. The language could be construed to mean that any state-funded project (or any "proximate" group of projects) costing more than \$2 billion would require statewide voter approval. If the ballot measure were to be passed, it would likely be used to tie up major infrastructure projects in costly litigation and/or cause significant delay by forcing such projects to go to the voters.

Approved by:


Debra L. Hale, Executive Director

Date signed: April 26, 2016

Regular Agenda

Counsel Approval: N/A

Finance Approval: N/A

Attachments:

1. COG Directors Meeting Agenda: Agenda Item 3: No Blank Checks Initiative
2. Initiative no. 15-0003: No Blank Checks Initiative
3. Mercury News editorial: Cortopassi measure to scuttle Delta tunnels is a disaster

AGENDA ITEM 3: NO BLANK CHECKS INITIATIVE

A. BACKGROUND

A large, wealthy farmer and food processor opposed to the Delta Tunnels deal has filed an initiative that amend the California Constitution to prohibit the state from issue bonds on projects exceeding \$2 billion without a direct vote of the people. The language in the proposal may affect some CALCOG members because of the inclusion of “*joint powers agency or similar body created by the state*” and because project is defined to include activities that “*connected*” and “*proximate*” to one another.

Thus, a CALCOG member that is authorized specifically by statute to undertake activities and seeks to bond revenues from a local sales tax measure on a connected system of projects may be affected. Staff is aware that a number of members have counsel reviewing the language right now, but is unaware of a comprehensive risk assessment. At least some people interpret the Ballot Measure to mean that a local joint powers agency or similar (regional) body created by the state would have to seek a statewide election even if the funds are raised locally (e.g., sales tax measures) because the measure defines the entity as part of the state.

As a reminder, its likely to be a full ballot of initiatives because it is particularly easy cycle to qualify initiatives . The last statewide general election (that included a foregone conclusion vote for Governor) had very low voter turnout.

A coalition of business, contractor, and labor interests opposed to the measure has emerged under the organization *Citizens to Protect California Infrastructure*.

B. FOR INFORMATION

This is an information and discussion item.

C. ATTACHMENTS

- Initiative Language (key provisions highlighted)
- Myth and Facts from opposition (Citizens to Protect California Infrastructure)
- Coalition Member List: Citizen to Protect California Infrastructure

SELECTED LANGUAGE: NO BLANK CHECKS INITIATIVE LANGUAGE***Section 2. Findings and Declarations.***

- (a) The politicians in Sacramento have mortgaged our future with long-term bond debt obligations that will take taxpayers, our children, and future generations decades to pay off.
- (b) Under current rules, the sale of state bonds only needs to be approved by voters if they will be repaid out of the state's general revenues. But state politicians can sell billions of dollars of additional bond debt without *ever* getting the voters' approval if the bonds will be repaid with specific revenue streams or charges imposed directly on Californians like taxes, fees, rates, tolls, or rents. The politicians should not be allowed to issue blank checks Californians have to pay for. Voters must provide prior approval for all major state bond sale decisions, because voters are the ones who ultimately pay the bill.
- (c) According to a 2014 report from California's independent, nonpartisan Legislative Analyst's Office, the State of California is carrying \$340 billion in public debt. (*Legislative Analyst's Office*, "Addressing California's Key Liabilities," Mar. 7, 2014.) Interest and principal payments on our long-term debt obligations will cripple the state if we keep spending the way we do now—reducing cash available for public safety, schools, and other vital state programs.
- (d) Moreover, voters are rarely told the true costs of bond-funded projects. We were originally told that the bullet train would cost \$9 billion. But now the estimated cost has ballooned to nearly \$7 billion. (*Los Angeles Times*, "The Hazy Future of California's Bullet Train," Jan. 14, 2014.)
- (e) This measure puts the brakes on our state's public debt crisis by giving the voters a say in all major state bond debt proposals that must be repaid through specific revenue streams or charges imposed directly on Californians like taxes, fees, rates, tolls, or rents.

Section 4. Section 1.6 is added to Article XVI of the California Constitution, to read:

Section 1.6. (a) Notwithstanding any other provision of law, all revenue bonds issued or sold by the State in an amount either singly or in the aggregate over two billion dollars (\$2,000,000,000) for any single project financed, owned, operated, or managed by the State must first be approved by the voters at a statewide election. "State" means the State of California, any agency or department thereof, **and any joint powers agency or similar body created by the State** or in which the State is a member. "State" as used herein does not include a city, county, city and county, school district, community college district, or special district. For purposes of this section, "special district" refers only to public entities formed for the performance of local governmental functions within limited boundaries.

(b) A single project for which state revenue bonds are issued or sold in an amount over two billion dollars (\$2,000,000,000) may not be divided into, or deemed to be, multiple separate projects in order to avoid the voter approval requirements contained in this section. For purposes of this section, multiple allegedly separate projects shall be deemed to constitute a single project including, but not limited to, in the following circumstances: (1) where the allegedly separate projects will be physically or geographically proximate to each other; or (2) where the allegedly separate projects will be physically joined or connected to each other; or (3) where one allegedly separate project cannot accomplish its stated purpose without the completion of another allegedly separate project.

(c) The two billion dollar (\$2,000,000,000) threshold contained in this section shall be adjusted annually to reflect any increase or decrease in inflation as measured by the Consumer Price Index for All Urban Consumers (CPI-U) published by the United States Bureau of Labor Statistics. The Treasurer's Office shall calculate and publish the adjustments required by this subdivision.

Section 5. Liberal Construction.

This act shall be liberally construed in order to effectuate its purposes.



DECEPTIVE INITIATIVE UNDERMINES LOCAL CONTROL AND VITAL INFRASTRUCTURE PROJECTS

Delta landowner Dean “Dino” Cortopassi has spent \$4 million to qualify a deceptive initiative for the November statewide ballot. This measure takes away local control by requiring a statewide vote even for some local infrastructure projects. The measure would add new layers of bureaucracy and red tape that will delay or derail needed improvements to critical infrastructure, including after emergencies and natural disasters. Here’s why a broad, bipartisan coalition of business, labor, local governments, and water agencies is opposed to the measure:

- Deceptive abuse of the system.** Multi-millionaire Dean Cortopassi has placed this measure on the ballot in order to try to disrupt a specific project – the plan to repair California’s statewide water distribution system through the Delta. Irrespective of one’s position on that single project, this measure has far broader implications – it would delay or even stop much needed repairs to our roads, bridges, water supply and delivery systems, hospitals and universities all over the state. We cannot allow one wealthy landowner to abuse the initiative process for his own personal agenda.
- Erodes local control.** This measure takes away local control by requiring statewide voter approval even for some local infrastructure projects. Under this measure, cities and towns that want to come together with the state and form a JPA to issue revenue bonds to upgrade local water systems, roads, bridges, ports and universities would have to put their project on a statewide ballot. That means voters in faraway regions would have the authority to deny funding for local projects outside of their community.
- Disrupts vital infrastructure development.** California and its local communities already suffer from a massive backlog of essential infrastructure needs including outdated water systems that cannot withstand earthquakes, crumbling roads and bridges, and over-crowded hospitals and universities. This measure would make our infrastructure problems worse by denying the use of revenue bonds to finance these much needed projects.
- Contains NO exemptions for emergencies or a major disaster.** That means, in cases of an earthquake or flood, local governments may need to wait as long as two years in order to get voter approval to begin rebuilding damaged or destroyed roads, freeways, bridges, hospitals and water delivery systems after an emergency.
- Unnecessary.** Private investors bear the financial risk for revenue bonds, not the state or its general fund. And revenue bonds are repaid by users of a project who directly benefit, not taxpayers. For instance, repairs to a bridge would be paid by tolls on the bridge, or customers in a specific water district would pay to build a water recycling plant, not taxpayers. It makes no sense to have a statewide election on projects not financed by taxpayers for which the state and local governments bear none of the financial risk.

Paid for by Citizens to Protect California Infrastructure sponsored by business and construction trades organizations. Major funding by Members' Voice of the State Building and Construction Trades Council of California (Committee) and California Construction Industry Labor Management Trust. PH: 916-443-0872



We Oppose the Deceptive “Cortopassi Initiative” That Undermines Local Control and Vital Infrastructure Projects

Public Safety

California Professional Firefighters
California State Sheriffs’ Association

Healthcare

California Hospital Association

Agriculture

California Cotton Ginners Association
California Cotton Growers Association
Western Agriculture Processors Association
Western Growers Association

Infrastructure

American Council of Engineering Companies – California
Associated General Contractors of California
California Alliance for Jobs
California Construction Industry Labor Management Cooperation Trust
United Contractors

Water

Association of California Water Agencies
Metropolitan Water District of Southern California
Northern California Water Association
Southern California Water Committee
State Water Contractors

Environment

Natural Heritage Institute

Education

California’s Coalition for Adequate School Housing

Taxpayer

Kern County Taxpayers Association

Business

California Chamber of Commerce
Bay Area Council
Building Owners and Managers Association California
Building Owners and Managers Association, Greater Los Angeles
California Building Industry Association
California Business Properties Association
California Business Roundtable
California Manufacturers & Technology Association
Central City Association, Los Angeles
Cerritos Regional Chamber of Commerce
Chambers of Commerce Alliance of Ventura & Santa Barbara Counties
East Bay Leadership Council
Engineering Contractors Association
Hollywood Chamber of Commerce
Inland Empire Economic Partnership (IEEP)
Los Angeles Area Chamber of Commerce
Los Angeles County Business Federation (LA BizFed)
Orange County Business Council (OCBC)
Oxnard Chamber of Commerce
Pacific Merchant Shipping Association
San Gabriel Valley Economic Partnership
Santa Clarita Valley Chamber of Commerce
Silicon Valley Leadership Group
South Bay Association of Chambers of Commerce
Torrance Area Chamber of Commerce
Valley Industry & Commerce Association (VICA)

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Labor

California State Building and Construction
 Trades Council
 AFSCME California PEOPLE
 California State Association of Electrical Workers
 California State Council of Laborers
 County Building and Construction Trades Councils:
 Contra Costa; Imperial; Los Angeles/Orange; Marin;
 Northeastern; Sacramento Sierra; San Diego; San
 Mateo; Stanislaus, Merced, Mariposa & Tuolumne
 District Council of Iron Workers
 Insulators & Allied Workers Local Union 16
 Ironworkers Local Unions 118, 155, 433, 844
 IBEW Local Unions 6, 11, 40, 47, 100, 180, 234, 302,
 332, 340, 413, 428, 440, 441, 477, 551, 569, 595, 617,
 684, 952, 1245
 Laborers' Local Union 67
 S.M.A.R.T. Sheet Metal Workers Local Union 104
 Southern California Pipe Trades District Council 16
 Teamsters Local Union 431
 UFCW Western States Council
 United Union of Roofers, Waterproofers & Allied Workers
 Local Unions 27, 36, 40, 45, 81, 95, 220
 Western Regional District Council of Roofers &
 Waterproofers

Political

California Democratic Party
 Los Angeles County Democratic Party

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January 7, 2015**RECEIVED**
JAN 07 2015INITIATIVE COORDINATOR
ATTORNEY GENERAL'S OFFICEVIA PERSONAL DELIVERY

The Honorable Kamala D. Harris
Attorney General
1300 I Street, 17th Floor, P.O. Box 944255
Sacramento, CA 95814

Attention: Ashley Johansson, Initiative Coordinator

Re: Request for Title and Summary for Proposed Initiative Constitutional
Amendment

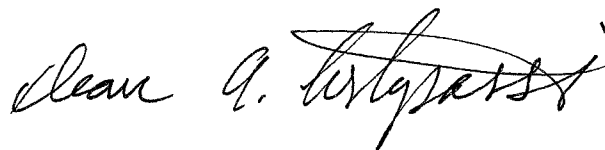
Dear Ms. Harris:

Pursuant to Article II, Section 10(d) of the California Constitution, I hereby submit the attached proposed Initiative Constitutional Amendment, entitled the "No Blank Checks Initiative," to your office and request that you prepare a title and summary of the measure as provided by law. Included with this submission is the required proponent affidavit signed by the proponent of this measure pursuant to Section 9608 of the California Elections Code. My address as a registered voter is attached to this letter, along with a check for \$200.00.

All inquires or correspondence relative to this initiative should be directed to Nielsen, Merksamer, Parrinello, Gross & Leoni, LLP, 1415 L Street, Suite 1200, Sacramento, CA 95814, (916) 446-6752, Attention: Kurt Oneto (telephone: 916/446-6752).

Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, reading "Dean A. Cortopassi". The signature is written in a cursive style with a large, sweeping flourish over the last name.

Dean Cortopassi, Proponent

Enclosure: Proposed Initiative Constitutional Amendment

Section 1. Title.

This Act shall be known and may be cited as the No Blank Checks Initiative.

Section 2. Findings and Declarations.

The People of the State of California find and declare as follows:

(a) The politicians in Sacramento have mortgaged our future with long-term bond debt obligations that will take taxpayers, our children, and future generations decades to pay off.

(b) Under current rules, the sale of state bonds only needs to be approved by voters if they will be repaid out of the state's general revenues. But state politicians can sell billions of dollars of additional bond debt without ever getting the voters' approval if the bonds will be repaid with specific revenue streams or charges imposed directly on Californians like taxes, fees, rates, tolls, or rents. The politicians should not be allowed to issue blank checks Californians have to pay for. Voters must provide prior approval for all major state bond sale decisions, because voters are the ones who ultimately pay the bill.

(c) According to a 2014 report from California's independent, nonpartisan Legislative Analyst's Office, the State of California is carrying \$340 billion in public debt. (*Legislative Analyst's Office*, "Addressing California's Key Liabilities," Mar. 7, 2014.) Interest and principal payments on our long-term debt obligations will cripple the state if we keep spending the way we do now—reducing cash available for public safety, schools, and other vital state programs.

(d) Moreover, voters are rarely told the true costs of bond-funded projects. We were originally told that the bullet train would cost \$9 billion. But now the estimated cost has ballooned to nearly \$70 billion. (*Los Angeles Times*, "The Hazy Future of California's Bullet Train," Jan. 14, 2014.)

(e) This measure puts the brakes on our state's public debt crisis by giving the voters a say in all major state bond debt proposals that must be repaid through specific revenue streams or charges imposed directly on Californians like taxes, fees, rates, tolls, or rents.

Section 3. Statement of Purpose.

The purpose of this measure is to bring the state's public debt crisis under control by giving the voters a say in all major state bond-funded projects that will be paid off through specific revenues streams or higher taxes, fees, rates, tolls, or rents collected from Californians, their children, and future generations.

Section 4. Section 1.6 is added to Article XVI of the California Constitution, to read:

Section 1.6. (a) Notwithstanding any other provision of law, all revenue bonds issued or sold by the State in an amount either singly or in the aggregate over two billion dollars (\$2,000,000,000) for any single project financed, owned, operated, or managed by the State must first be approved by the voters at a statewide election. "State" means the State of California, any agency or department thereof, and any joint powers agency or similar body created by the State or in which the State is a member. "State" as used herein does not include a city, county, city and county, school district, community college district, or special district. For purposes of this section, "special district" refers only to public entities formed for the performance of local governmental functions within limited boundaries.

(b) A single project for which state revenue bonds are issued or sold in an amount over two billion dollars (\$2,000,000,000) may not be divided into, or deemed to be, multiple separate projects in order to avoid the voter approval requirements contained in this section. For purposes of this section, multiple allegedly separate projects shall be deemed to constitute a single project including, but not limited to, in the following circumstances: (1) where the allegedly separate projects will be physically or geographically proximate to each other; or (2) where the allegedly separate projects will be physically joined or connected to each other; or (3) where one allegedly separate project cannot accomplish its stated purpose without the completion of another allegedly separate project.

(c) The two billion dollar (\$2,000,000,000) threshold contained in this section shall be adjusted annually to reflect any increase or decrease in inflation as measured by the Consumer Price Index for All Urban Consumers (CPI-U) published by the United States Bureau of Labor Statistics. The Treasurer's Office shall calculate and publish the adjustments required by this subdivision.

Section 5. Liberal Construction.

This act shall be liberally construed in order to effectuate its purposes.

Section 6. Conflicting Measures.

(a) In the event that this measure and another measure or measures relating to voter approval requirements for state bonds shall appear on the same statewide election ballot, the other measure or measures shall be deemed to be in conflict with this measure. In the event that this measure receives a greater number of affirmative votes, the provisions of this measure shall prevail in their entirety, and the provisions of the other measure or measures shall be null and void.

(b) If this measure is approved by the voters but superseded in whole or in part by any other conflicting initiative approved by the voters at the same election, and such conflicting initiative is later held invalid, this measure shall be self-executing and given full force and effect.

Section 7. Severability.

The provisions of this Act are severable. If any portion, section, subdivision, paragraph, clause, sentence, phrase, word, or application of this Act is for any reason held to be invalid by a decision of any court of competent jurisdiction, that decision shall not affect the validity of the remaining portions of this Act. The People of the State of California hereby declare that they would have adopted this Act and each and every portion, section, subdivision, paragraph, clause, sentence, phrase, word, and application not declared invalid or unconstitutional without regard to whether any portion of this Act or application thereof would be subsequently declared invalid.

Section 8. Legal Defense.

If this Act is approved by the voters of the State of California and thereafter subjected to a legal challenge alleging a violation of federal law, and both the Governor and Attorney General refuse to defend this Act, then the following actions shall be taken:

(a) Notwithstanding anything to the contrary contained in Chapter 6 of Part 2 of Division 3 of Title 2 of the Government Code or any other law, the Attorney General shall appoint

independent counsel to faithfully and vigorously defend this Act on behalf of the State of California.

(b) Before appointing or thereafter substituting independent counsel, the Attorney General shall exercise due diligence in determining the qualifications of independent counsel and shall obtain written affirmation from independent counsel that independent counsel will faithfully and vigorously defend this Act. The written affirmation shall be made publicly available upon request.

(c) A continuous appropriation is hereby made from the General Fund to the Controller, without regard to fiscal years, in an amount necessary to cover the costs of retaining independent counsel to faithfully and vigorously defend this Act on behalf of the State of California.

Mercury News editorial: Cortopassi measure to scuttle Delta tunnels is a disaster

Mercury News Editorial

POSTED: 11/06/2015 10:48:33 AM PST | UPDATED: 6 MONTHS AGO

Wealthy Stockton farmer Dean Cortopassi is right that California voters should be able to vote on Gov. Jerry Brown's misguided, \$17 billion twin-tunnel plan for the Sacramento-San Joaquin River Delta.

But instead of a straightforward ballot measure, he has concocted a nightmare of a law that appears to require statewide voter approval of all state revenue bond projects costing more than \$2 billion. It's a classic badly drafted proposition with the potential for massive unintended consequences, none of them good.

California Secretary of State Alex Padilla announced Monday that a random sampling of petition signatures submitted by Cortopassi had met the threshold to qualify "No Blank Checks" for the November 2016 ballot. Cortopassi spent more than \$4 million to collect those signatures.

The proposition wouldn't affect projects financed with general obligation bonds, which already require voter approval. Revenue bond projects are funded by users and ratepayers, such as motorists crossing a toll bridge -- or water customers for the Delta tunnels.

Lack of clarity makes this measure a prime example of why laws are best vetted in the Legislature, where pitfalls can be identified and remedied.

The nonpartisan Legislative Analyst's Office's review of Cortopassi's measure concludes:

"The fiscal effects of this measure on state and local governments are subject to substantial uncertainty. In particular, it is unclear how certain provisions of the measure would be interpreted by government agencies and the courts, which could affect the number of projects subject to the measure's voter requirements."

Advertisement

It's not even clear what qualifies as a project.

For example, the LAO couldn't tell if an individual medical building or a series of buildings at a UC medical center or both would trigger a statewide vote.

Others fear a \$2 billion city or county project using revenue bonds might need statewide voter approval, even if only local money would pay for it. Local transportation or desalination projects easily could exceed \$2 billion.

Some think emergency projects after floods or an earthquake might be delayed unconscionably by the need for a vote.

Supporters dismiss these fears, declaring local governments and the UC system are not affected. But the LAO analysis finds the measure broadly subject to interpretation -- which is all you need to tie up urgently needed projects in costly litigation.

Voters shouldn't lock into law any proposition leaving this much uncertainty, especially since it would require two-thirds approval to change or overturn it, even though it can pass initially with a simple majority.

The governor is dead wrong about his \$15 billion-and-counting Delta plan. But when he calls Cortopassi's ballot measure "a really bad idea" -- that's an understatement.

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Executive Committee
From: Rita Goel, Director of Finance & Administration
Todd Muck, Deputy Executive Director
Meeting Date: May 4, 2016
Subject: **Three-Year Budget (FY16/17-FY18/19) and FY 16/17 Overall Work Program**

RECOMMENDED ACTION

RECOMMEND that the Board **APPROVE** Resolution 2016-09 adopting the fiscal year 16/17 budget and overall work program and estimated budgets for fiscal years 17/18 and 18/19.

SUMMARY

The resolution approves the final budget and overall work program for fiscal year 16/17, including federal, state and local grant authorizations and certifications, and out year budgets for fiscal years 17/18 and 18/19. At its February adoption of the draft budget, the Board did not have any suggested changes for the final budget. This version makes changes to reflect the latest information on revenues and expenditures.

FINANCIAL IMPACT

The Agency budget separates expenditures into two types: operating and direct program. Operating expenditures include staff salaries and benefits, materials and supplies, and equipment purchases. Direct program expenditures include outside consultants, contracts, expenditures that apply to specific overall work program tasks such as rail program, highway projects, bicycle and pedestrian program etc.

The proposed fiscal year operating expenditure budget is \$2,616,738, a net increase over fiscal year 2015/16 of \$194,439.

The proposed fiscal year direct program expenditure budget is \$14,825,795, a net decrease over fiscal year 2015/16 of \$1,983,440.

DISCUSSION

Three Year Budget: Changes since the Board reviewed the draft budget on February 24, 2016 are:

Operating Budget	February Draft	May Final	Difference
Revenue & Expenditures	\$2,616,738	\$2,616,738	\$0

Revenues changed due to:

1. Planning, Programming & Monitoring funds increased by \$45,600.
2. Reserve usage decreased by \$45,600

Expenditures changed due to:

No change.

Direct Program	February Draft	May Final	Difference
Revenue & Expenditures	\$14,410,795	\$14,825,795	\$415,000

Revenues changed due to:

1. SAFE funds increased by \$60,000.
2. Reserve usage increase by \$10,000.
3. Regional Surface Transportation Program funds increased by \$345,000.

Expenditures changed due to:

1. \$40,000 added for 511 deployment.
2. \$20,000 added for Rideshare printing and marketing materials.
3. \$10,000 added for contribution to AMBAG for Ortho imagery.
4. \$345,000 increased for Complete Streets Implementation for Engineering on-call services.

As a result of good fiscal management, the agency has added to its reserve in the past years. As designated in its GASB 54 fund balance policy, the agency will continue to maintain a minimum of a six-month operating budget balance in its undesignated reserve. Also, as requested by the Executive Committee, any excess over the six-month level is designated as a “contingency” fund to cover short-term revenue shortfalls or unanticipated expenses. A portion of the undesignated contingency fund is forecast to be used in FY 16/17, 17/18 & 18/19 for Operating and Direct Program activities.

Potential risks to the agency continue to include a reduction in federal, state or planning funds and minimal new development and therefore reduced funds for the Regional Development Impact Fee Agency. No state funding other than Planning, Programming and Monitoring has been cut or proposed for cuts due to transportation funding safeguards, but staff will keep the Board advised. Should major revenue reductions occur, the agency will need to reevaluate its revenues, costs and mission to determine essential vs. discretionary activities. Billing specific projects for staff time, when possible will continue to be priority.

Benefit and salary changes are set forth in the resolution. Also, the authority for out-of state travel trips is outlined in the resolution.

Annual Work Program:

The attached final overall work program contains minor changes made in response to comments by Caltrans. These edits effectively have very little change to the 2016/17 work program the Executive Committee and Board reviewed in February.

Highlights of the 2016/17 Overall Work Program include the following activities:

- Provide public outreach services during the construction of the Highway 68 roundabout.
- Conduct a comprehensive planning process to identify operational and safety improvements for the Monterey – Salinas Scenic Highway 68 corridor.
- Complete the Pacific Grove Hwy 68 Corridor Study.
- Oversee completion of the Level 2 Traffic & Revenue study evaluating funding and diversion impacts of tolling the Hwy 156 Corridor Improvement Project.
- Support construction of the Via Salinas Valley safety projects.
- Develop a plan for operational improvements in the Monterey to Salinas Highway 68 Corridor.
- Implement a 511 traveler information system and the Monterey County Rideshare Program.
- Evaluate usage and need for current and alternative callbox locations.
- Prepare the 2018 Regional Transportation Plan project lists and funding estimates.
- Support local utilization of the Complete Street guidelines and implementing other components of the region's Sustainable Communities Strategies.
- Fund bicycle racks and related hardware as part of the Bicycle Secure Program.
- Install signs for initial routes identified in the Regional Bicycle Wayfinding Plan.
- Continue the right-of-way acquisition and final design of the Rail Extension to Salinas.
- Work with MST and Caltrans to evaluate the feasibility of operating buses on the shoulder of Highway 1 or construct a busway within the Monterey Peninsula Branch Line right-of-way.

NEXT STEPS:

On May 25, 2016, the Board will be asked to approve the budget and overall work program, in accord with Agency Bylaws requiring the annual budget be approved no later than the Board May meeting.

Approved by: 
Debra L. Hale, Executive Director

Date Signed: April 28, 2016

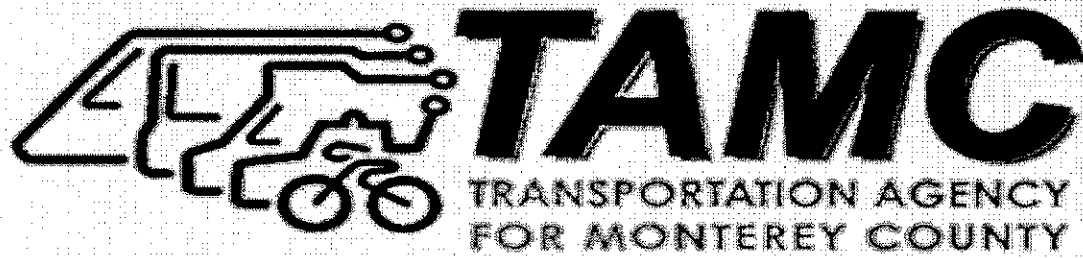
Regular Agenda

Counsel Approval: N/A
Finance Approval: Yes

Attachments:

1. TAMC 3- year Budget Fiscal Years 2016/2019
2. Resolution 2016-09
3. Overall Work Program Summary for fiscal year 2016/17

Web Attachment: Overall Work Program for fiscal year 2016/17



3 YEAR BUDGET

FISCAL YEARS

2016 - 2017

to

2018 - 2019

TAMC-3 YEAR BUDGET JULY 1, 2016 - JUNE 30, 2019

TOTAL REVENUE & EXPENDITURES - SUMMARY

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE FY 16/17 BUDGET vs FY 15-16 APPROVED
	FY 15/16 Approved	FY 16/17 Estimated	FY 17/18 Estimated	FY 18/19 Estimated	
Operating Revenue	\$2,422,299	\$2,616,738	\$2,666,392	\$2,673,648	8.0%
Direct Program Revenue	\$16,809,235	\$14,825,795	\$11,627,733	\$9,670,436	-11.8%
TOTAL REVENUE	\$19,231,534	\$17,442,533	\$14,294,125	\$12,344,084	-9.3%
Operating Expenditures	\$2,422,299	\$2,616,738	\$2,666,392	\$2,673,648	8.0%
Direct Program Expenditures	\$16,809,235	\$14,825,795	\$11,627,733	\$9,670,436	-11.8%
TOTAL EXPENDITURES	\$19,231,534	\$17,442,533	\$14,294,125	\$12,344,084	-9.3%
REVENUE MINUS EXPENDITURES	\$0	\$0	\$0	\$0	

TAMC-3 YEAR BUDGET JULY 1, 2016 - JUNE 30, 2019

TOTAL REVENUE BY SOURCE

SOURCE OF REVENUE	FY PLAN	FUTURE 3 YR BUDGET			4 Years Cumulative Impact	% CHANGE FY 16/17 BUDGET vs FY 15-16 APPROVED
	FY 15/16 Approved	FY 16/17 Estimated	FY 17/18 Estimated	FY 18/19 Estimated		
Federal Grants-Operating	\$296,810	\$250,000	\$49,000	\$0		-15.8%
Federal Grants-Direct	\$554,323	\$275,000	\$14,000	\$14,000		-50.4%
State Grants-Operating	\$1,635,685	\$1,628,685	\$1,623,685	\$1,653,685		-0.4%
State Grants-Direct	\$15,361,207	\$13,293,127	\$10,872,178	\$9,568,607		-13.5%
Local Funds-Operating	\$340,536	\$310,210	\$436,076	\$478,076		-8.9%
Local Funds-Direct	\$448,725	\$368,172	\$643,000	\$243,000		-18.0%
RSTP- Direct-Cfwd & New Approval	\$465,000	\$640,000	\$338,726	\$185,000		37.6%
Total Revenue from Outside Sources	\$19,102,286	\$16,765,194	\$13,976,665	\$12,142,368		-12.2%
FSP Reserve Surplus/(Usage)	\$68,759	\$68,759	\$68,759	\$68,759	\$275,036	0.0%
SAFE Reserve Surplus/(Usage)	\$447	(\$74,069)	\$25,598	\$25,598	(\$22,426)	-16670.2%
Rail-Leases ROW-Reserve Surplus/(Usage)	\$118,000	\$53,000	\$118,000	\$118,000	\$407,000	-55.1%
Undesig. Contingency Surplus/(Usage)-Oper.	\$110,732	(\$102,843)	(\$232,631)	(\$216,887)	(\$441,630)	-192.9%
Undesig. Contingency Surplus/(Usage)-Direct	(\$427,186)	(\$622,186)	(\$297,186)	(\$197,186)	(\$1,543,744)	45.6%
Total Contingency Fund Surplus/ (Usage)	(\$129,248)	(\$677,339)	(\$317,460)	(\$201,716)	(\$1,325,764)	424.1%
TOTAL REVENUE	\$19,231,534	\$17,442,533	\$14,294,125	\$12,344,084		-9.3%

TAMC-3 YEAR BUDGET JULY 1, 2016 - JUNE 30, 2019

OPERATING REVENUES

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE	\$ CHANGE
	FY 15/16 Approved	FY 16/17 Estimated	FY 17/18 Estimated	FY 18/19 Estimated	FY 16/17 BUDGET vs FY 15-16 APPROVED	FY 16/17 BUDGET vs FY 15-16 APPROVED
OPERATING REVENUE						
FEDERAL PLANNING GRANTS						
Federal Planning (AMBAG-FHWA PL)	\$0	\$0	\$0	\$0		\$0
INVEST Grant	\$20,000	\$0	\$0	\$0	-100.0%	-\$20,000
SR156 West Proj. Mgmt. -EARMARK	\$225,000	\$225,000	\$42,000	\$0	0.0%	\$0
HWY 68 Corridor Study-Monterey to Salinas	\$25,000	\$25,000	\$7,000	\$0	0.0%	\$0
Highway 68 -Pacific Grove Grant	\$26,810	\$0	\$0	\$0	-100.0%	-\$26,810
SUB TOTAL FEDERAL GRANTS	\$296,810	\$250,000	\$49,000	\$0	-15.8%	-\$46,810
STATE PLANNING GRANTS						
SR156 West Proj. Mgmt. -STIP	\$0	\$0	\$0	\$0		\$0
Local Transportation Fund (Current)- LTF	\$908,485	\$908,485	\$908,485	\$908,485	0.0%	\$0
Planning & Programming -PPM	\$213,000	\$231,000	\$231,000	\$231,000	8.5%	\$18,000
Rural Planning Assistance-RPA	\$422,000	\$397,000	\$392,000	\$422,000	-5.9%	-\$25,000
Complete Street Project Implementation-RSTP	\$92,200	\$92,200	\$92,200	\$92,200	0.0%	\$0
SUB TOTAL STATE GRANTS	\$1,635,685	\$1,628,685	\$1,623,685	\$1,653,685	-0.4%	-\$7,000
LOCAL PLANNING CONTRIBUTIONS						
Congestion Management Program-CMP	\$243,076	\$243,076	\$243,076	\$243,076	0.0%	\$0
Impact Fee Administration Program	\$10,000	\$10,000	\$10,000	\$10,000	0.0%	\$0
SR156 West Proj. Mgmt. -RDIF	\$0	\$0	\$183,000	\$225,000		\$0
Roundabout Outreach Construction (AB 2766)	\$57,460	\$0	\$0	\$0	-100.0%	-\$57,460
Roundabout Outreach Construction (City MRY-RSTP)	\$0	\$42,134	\$0	\$0		\$42,134
FORA Fee Update	\$30,000	\$15,000	\$0	\$0	-50.0%	-\$15,000
SUB TOTAL LOCAL GRANTS	\$340,536	\$310,210	\$436,076	\$478,076	-8.9%	-\$30,326
OTHER CONTRIBUTIONS						
FSP- Staff Support	\$25,000	\$25,000	\$25,000	\$25,000	0.0%	\$0
SAFE- Staff Support	\$25,000	\$25,000	\$25,000	\$25,000	0.0%	\$0
SAFE- 511 Deployment Staff Support	\$25,000	\$25,000	\$25,000	\$25,000	0.0%	\$0
SAFE- Ride Share Staff Support	\$10,000	\$75,000	\$75,000	\$75,000	650.0%	\$65,000
Rail-Rail Extension to Salinas-Staff Support	\$125,000	\$125,000	\$125,000	\$125,000	0.0%	\$0
Rail-Monterey Branch Line /Leases Staff Support	\$50,000	\$50,000	\$50,000	\$50,000	0.0%	\$0
SUB TOTAL STAFF SUPPORT	\$260,000	\$325,000	\$325,000	\$325,000	25.0%	\$65,000
Sub Total Operating Revenue	\$2,533,031	\$2,513,895	\$2,433,761	\$2,456,761	-0.8%	-\$19,136
Undesig. Contingency Res. Surplus/ (Usage)-Oper.	\$110,732	(\$102,843)	(\$232,631)	(\$216,887)	-192.9%	(\$213,575)
TOTAL OPERATING REVENUE	\$2,422,299	\$2,616,738	\$2,666,392	\$2,673,648	8.0%	\$194,439

**TAMC- OPERATING REVENUE CHANGES FY 2016-2017
FROM FY 2015-2016 APPROVED BUDGET**

<u>Operating Revenue</u>		FY 15-16 APPROVED BUDGET	FY 16-17 PROPOSED BUDGET	FY 16/17 BUDGET vs FY 15-16	
				\$ CHANGE	% CHNG
1	<u>FEDERAL PLANNING GRANTS</u>	\$296,810	\$250,000	-\$46,810	-15.8%
	INVEST Grant	\$20,000	\$0	-\$20,000	-100.0%
	Highway 68-Pacific Grove Grant	\$26,810	\$0	-\$26,810	-100.0%
2	<u>STATE PLANNING GRANTS</u>	\$1,635,685	\$1,628,685	-\$7,000	-0.4%
	Planning & Programming - PPM	\$213,000	\$231,000	\$18,000	8.5%
	Rural Planning Assistance-RPA	\$422,000	\$397,000	-\$25,000	-5.9%
3	<u>LOCAL PLANNING CONTRIBUTIONS</u>	\$340,536	\$310,210	-\$30,326	-8.9%
	Roundabout Outreach Construction (AB 2766)	\$57,460	\$0	-\$57,460	-100.0%
	Roundabout Outreach Construction (City of MRY)	\$0	\$42,134	\$42,134	
	FORA Fee Update	\$30,000	\$15,000	-\$15,000	-50.0%
4	<u>OTHER CONTRIBUTIONS</u>	\$260,000	\$325,000	\$65,000	25.0%
	SAFE- Ride Share Staff Support	\$10,000	\$75,000	\$65,000	650.0%
5	<u>UNDESIGNATED CONTINGENCY SURPLUS/ (USAGE)</u>	\$110,732	(\$102,843)	(\$213,575)	-192.9%
OPERATING REVENUE TOTAL		\$2,422,299	\$2,616,738	\$194,439	8.0%

TAMC-3 YEAR BUDGET JULY 1, 2016 - JUNE 30, 2019

OPERATING EXPENSES

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE	\$ CHANGE
	FY 15/16 Approved	FY 16/17 Estimated	FY 17/18 Estimated	FY 18/19 Estimated	FY 16/17 BUDGET vs FY 15-16 APPROVED	FY 16/17 BUDGET vs FY 15-16 APPROVED
OPERATING EXPENSES						
Salaries	\$1,380,560	\$1,478,644	\$1,502,842	\$1,517,352	7.1%	\$98,084
Fringe Benefits	\$547,640	\$633,052	\$645,581	\$648,327	15.6%	\$85,412
Material and Services	\$484,099	\$495,042	\$507,969	\$497,969	2.3%	\$10,943
Depreciation/ Amortization	\$10,000	\$10,000	\$10,000	\$10,000	0.0%	\$0
TOTAL OPERATING EXPENSES	\$2,422,299	\$2,616,738	\$2,666,392	\$2,673,648	8.0%	\$194,439

**TAMC- OPERATING EXPENSE CHANGES
FY 16-17 BUDGET vs FY 15-16 APPROVED**

<u>Operating Expenses</u>	FY 15-16 APPROVED BUDGET	FY 16-17 PROPOSED BUDGET	FY 16/17 BUDGET vs FY 15-16	
			\$ CHANGE	% CHNG
1 Salaries Changes	\$1,380,560	\$1,478,644	\$98,084	7.1%
Cost of Living Adjustments @ 0.00%			\$0	
Merit step increases for employees			\$33,084	
New hire			\$65,000	
2 Fringe Benefit Changes	\$547,640	\$633,052	\$85,412	15.6%
PERS retirement contribution			\$13,365	
Health ins benefits			\$39,404	
GASB 45 (OPEB) contributions			\$1,600	
Others			\$4,733	
New hire			\$26,310	
3 Materials and Services Changes	\$484,099	\$495,042	\$10,943	2.3%
Accounting Service OPEB & Others			-\$4,000	
Computer Services			\$2,000	
Dues			\$4,600	
Rent			\$2,843	
Agenda Pal Software			\$5,000	
Title VI Services			\$500	
4 Depreciation/Amortization Changes	\$ 10,000	\$10,000	\$0	0.0%
OPERATING EXPENSE TOTAL	\$ 2,422,299	\$ 2,616,738	\$ 194,439	8.0%

TAMC-3 YEAR BUDGET JULY 1, 2016 - JUNE 30, 2019

CAPITAL OUTLAY

CAPITAL OUTLAY		FY PLAN	FUTURE 3 YR BUDGET			% CHANGE	\$ CHANGE
		FY 15/16 Approved	FY 16/17 Estimated	FY 17/18 Estimated	FY 18/19 Estimated	FY 16/17 BUDGET vs FY 15-16 APPROVED	FY 16/17 BUDGET vs FY 15-16 APPROVED
Equipment Replacements		\$10,000	\$10,000	\$10,000	\$10,000	0.0%	\$0
Vehicle Replacement		\$0	\$13,750	\$30,000	\$0		\$13,750
TOTAL CAPITAL OUTLAY		\$10,000	\$23,750	\$40,000	\$10,000	137.5%	\$13,750

CURRENT CAPITAL EQUIPMENT \$ 114,586
RESERVE BALANCE 6/30/2015

TAMC-3 YEAR BUDGET JULY 1, 2016 - JUNE 30, 2019

Direct Program Revenue- Summary

WE	Direct Program Description	Revenue Source	FY PLAN		FUTURE 3 YR BUDGET				FY 16/17 BUDGET	
			FY 15/16	FY 16/17	FY 17/18	FY 18/19	vs FY 15-16			
			Approved	Estimated	Estimated	Estimated	\$ CHANGE	% CHNG		
0000	Caltrans audit repayment (fy 15-16 thru fy 24-25)	Local	Oper Resv	\$82,186	\$82,186	\$82,186	\$82,186	\$0	0%	
1020	Triennial Audit	Local	Oper Resv	\$0	\$35,000	\$0	\$0	\$35,000		
1122	Legislative Advocates	Local	Oper Resv	\$35,000	\$35,000	\$35,000	\$35,000	\$0	0%	
1130	Public Outreach Program	Local	Oper Resv	\$70,000	\$450,000	\$70,000	\$70,000	\$380,000	543%	
1770	Freeway Service Patrol	State	FSP	\$228,607	\$228,607	\$228,607	\$228,607	\$0	0%	
1770	FSP-SAFE Match (25% FSP Grant)	State	FSP	\$57,152	\$57,152	\$57,152	\$57,152	\$0	0%	
1770	FSP- Staff Support	State	FSP	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	\$0	0%	
1770	FSP-Reserve Surplus/(Usage)	State	FSP	\$68,759	\$68,759	\$68,759	\$68,759	\$0	0%	
1780	SAFE - FSP Match	State	SAFE	(\$57,152)	(\$57,152)	(\$57,152)	(\$57,152)	\$0	0%	
1780	SAFE	State	SAFE	\$340,000	\$340,000	\$340,000	\$340,000	\$0	0%	
1780	SAFE- Staff Support	State	SAFE	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	\$0	0%	
1750	SAFE- 511 Deployment Staff Support	State	SAFE	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	\$0	0%	
1790	SAFE- Ride Share Staff Support	State	SAFE	(\$10,000)	(\$75,000)	(\$75,000)	(\$75,000)	-\$65,000	650%	
1780	SAFE- Reserve Surplus/(Usage)	reserve	SAFE	\$447	(\$74,069)	\$25,598	\$25,598	-\$74,516	-16670%	
2310	Traffic Counts	RSTP	RSTP	\$25,000	\$25,000	\$25,000	\$25,000	\$0	0%	
6148	Tri County Bike Week Campaign	Local	TDA	\$27,500	\$27,500	\$27,500	\$27,500	\$0	0%	
6149	Bike Facility Map	RSTP	RSTP	\$10,000	\$0	\$0	\$0	-\$10,000	-100%	
6220	RTP/EIR update shared	State	RPA	\$0	\$25,000	\$30,000	\$0	\$25,000		
6220	RTP (Transportation measure)	Local	Oper Resv	\$230,000	\$0	\$0	\$0	-\$230,000	-100%	
6262	RDIF Study (Reg.Imp.Fees)	Local	Oper Resv	\$10,000	\$10,000	\$110,000	\$10,000	\$0	0%	
6264	FORA Fees Study	Local	FORA	\$75,000	\$0	\$0	\$0	-\$75,000	-100%	
6500	Project Development Ortho Imagery-AMBAG	Local	Oper Resv	\$0	\$10,000	\$0	\$0	\$10,000		
6501	Roundabout Outreach Construction (City of MRY)	Local	City-MRY	\$11,225	\$1,500	\$0	\$0	-\$9,725	-87%	
6501	Roundabout Outreach Construction (AB2766)	Local	AB2766	\$0	\$4,672	\$0	\$0	\$4,672		
6502	SR156 West Proj. Mgmt. -EARMARK	Federal	Federal	\$400,000	\$175,000	\$0	\$0	-\$225,000	-56%	
6502	SR156 West Proj. Mgmt. -STIP	State	State	\$0	\$0	\$0	\$0	\$0		
6502	SR156 West Proj. Mgmt. -RDIF	Local	RDIF	\$125,000	\$119,000	\$400,000	\$0	-\$6,000	-5%	
6550	Complete Street Project Implementation	RSTP	RSTP	\$360,000	\$505,000	\$160,000	\$160,000	\$145,000	40%	
6724	HWY 68 Corridor Study-PG	Federal	Federal	\$54,323	\$0	\$0	\$0	-\$54,323	-100%	
6724	HWY 68 Corridor Study-PG	State	State	\$12,600	\$0	\$0	\$0	-\$12,600	-100%	
6724	HWY 68 Corridor Study-PG	Local	City-PG	\$0	\$0	\$0	\$0	\$0		
6725	HWY 68 Corridor Study-Monterey to Salinas	Federal	Federal	\$100,000	\$100,000	\$14,000	\$14,000	\$0	0%	
6725	HWY 68 Corridor Study-Monterey to Salinas	Local	Oper Resv	\$0	\$0	\$0	\$0	\$0		
6803	Rail-Rail Extension to Salinas- (STIP)	State	State	\$0	\$0	\$0	\$9,000,000	\$0		
6803	Rail-Rail Extension to Salinas- (TCRP 14)	State	State	\$5,000,000	\$5,000,000	\$4,171,736	\$0	\$0	0%	
6803	Rail-Rail Ext. to Salinas- (Prop. 116 Rail Bonds)	State	State	\$1,780,000	\$1,660,000	\$2,048,835	\$0	-\$120,000	-7%	
6803	Rail-Rail Extension to Salinas- (RSTP)	State	RSTP	\$70,000	\$0	\$0	\$0	-\$70,000	-100%	
6803	Rail-Rail Extension to Salinas-TCRP 7.3	State	State	\$8,000,000	\$6,000,000	\$4,053,000	\$0	-\$2,000,000	-25%	
6803	Rail-Rail Extension to Salinas-Staff Support	State	State	(\$125,000)	(\$125,000)	(\$125,000)	(\$125,000)	\$0	0%	
6804	Rail-Leases ROW	Local	Leases	\$210,000	\$210,000	\$210,000	\$210,000	\$0	0%	
6804	Rail-Leases ROW-Staff Support	Local	Leases	(\$50,000)	(\$50,000)	(\$50,000)	(\$50,000)	\$0	0%	
6804	Rail-Leases ROW-Reserve Surplus/(Usage)	Local	Leases	\$118,000	\$118,000	\$118,000	\$118,000	\$0	0%	
6806	Rail-Monterey Branch Line (MBL Reserves)(Usage)	Reserves	Reserves	\$0	-\$65,000	\$0	\$0	-\$65,000		
6806	Rail-Monterey Branch Line-Staff Support	State	State	\$0	\$0	\$0	\$0	\$0		
6807	Rail Leases-Salinas	Local	Leases	\$0	\$5,500	\$5,500	\$5,500	\$5,500		
6808	Coast Daylight (STIP)	State	State	\$0	\$39,520	\$0	\$0	\$39,520		
6808	Coast Daylight (RSTP)	RSTP	RSTP	\$0	\$110,000	\$153,726	\$0	\$110,000		
	Total Direct Program Revenue			\$16,809,235	\$14,825,795	\$11,627,733	\$9,670,436	-\$1,983,440	-12%	

TAMC-3 YEAR BUDGET JULY 1, 2016 - JUNE 30, 2019

Direct Program Expenses-Summary

WE	Direct Program Description	FY PLAN	FUTURE 3 YR BUDGET			FY 16/17 BUDGET	
		FY 15/16	FY 16/17	FY 17/18	FY 18/19	vs FY 15-16	
		Approved	Estimated	Estimated	Estimated	\$ CHANGE	% CHNG
0000	Caltrans audit repayment (fy 15-16 thru fy 24-25)	\$82,186	\$82,186	\$82,186	\$82,186	\$0	0%
1020	Triennial Audit	\$0	\$35,000	\$0	\$0	\$35,000	
1122	Legislative Advocates	\$35,000	\$35,000	\$35,000	\$35,000	\$0	0%
1130	Public Outreach Program	\$70,000	\$450,000	\$70,000	\$70,000	\$380,000	543%
1750	SAFE - 511 Deployment	\$80,000	\$60,000	\$0	\$0	-\$20,000	-25%
1770	Freeway Service Patrol- Towing Contracts	\$192,000	\$192,000	\$192,000	\$192,000	\$0	0%
1780	SAFE - Call Box contract costs	\$100,194	\$102,710	\$105,250	\$105,250	\$2,516	3%
1780	SAFE - ADA Compliance	\$42,207	\$42,207	\$0	\$0	\$0	0%
1790	SAFE-Ride Share-Mrktg & Printing Material	\$0	\$20,000	\$20,000	\$20,000	\$20,000	
1790	SAFE- Ride Share -Emergency Ride Home	\$0	\$2,000	\$2,000	\$2,000	\$2,000	
1790	SAFE- Life in Fast Lane (Radio Show)	\$0	\$5,000	\$5,000	\$5,000	\$5,000	
2310	Traffic Counts	\$25,000	\$25,000	\$25,000	\$25,000	\$0	0%
6148	Tri County Bike Week Campaign	\$27,500	\$27,500	\$27,500	\$27,500	\$0	0%
6149	Bike Facility Map	\$10,000	\$0	\$0	\$0	-\$10,000	-100%
6220	RTP/EIR update shared	\$0	\$25,000	\$30,000	\$0	\$25,000	
6220	RTP (Transportation measure)	\$230,000	\$0	\$0	\$0	-\$230,000	-100%
6262	RDIF Validation & Nexus Study	\$10,000	\$10,000	\$110,000	\$10,000	\$0	0%
6264	FORA Fees Study	\$75,000	\$0	\$0	\$0	-\$75,000	-100%
6500	Project Development Ortho Imagery-AMBAG	\$0	\$10,000	\$0	\$0	\$10,000	
6501	Roundabout Outreach Construction	\$11,225	\$6,172	\$0	\$0	-\$5,053	-45%
6502	SR156 West Proj. Mgmt.	\$525,000	\$294,000	\$400,000	\$0	-\$231,000	-44%
6550	Complete Street Project Implementation	\$360,000	\$505,000	\$160,000	\$160,000	\$145,000	40%
6724	HWY 68 Corridor Study-PG	\$66,923	\$0	\$0	\$0	-\$66,923	-100%
6725	HWY 68 Corridor Study-Monterey to Salinas	\$100,000	\$100,000	\$14,000	\$14,000	\$0	0%
6803	Rail-Rail Extension to Salinas	\$14,725,000	\$12,535,000	\$10,148,571	\$8,875,000	-\$2,190,000	-15%
6804	Rail-Leases ROW-MBL Property Maint.	\$5,000	\$5,000	\$5,000	\$5,000	\$0	0%
6804	Rail-Leases ROW-MBL Rail Consultant	\$20,000	\$20,000	\$20,000	\$20,000	\$0	0%
6805	Rail-Leases ROW- FORA Annual Dues	\$7,000	\$7,000	\$7,000	\$7,000	\$0	0%
6805	Rail-Leases ROW- FORA Property Maint.	\$10,000	\$10,000	\$10,000	\$10,000	\$0	0%
6806	Rail-Mtry Branch line (Bus Way)	\$0	\$65,000	\$0	\$0	\$65,000	
6807	Rail Leases-Salinas	\$0	\$5,500	\$5,500	\$5,500	\$5,500	
6808	Coast Daylight	\$0	\$149,520	\$153,726	\$0	\$149,520	
	TOTAL Direct Program Expenses	\$16,809,235	\$14,825,795	\$11,627,733	\$9,670,436	-\$1,983,440	-12%

**TAMC- DIRECT PROGRAM EXPENSE CHANGES
FY 16-17 BUDGET vs FY 15-16 APPROVED**

<u>Direct Program Expense Changes</u>				FY 16/17 BUDGET vs FY 15-16	
WE		Project	Reason for Change	\$ CHANGE	% CHNG
1020	Other	Triennial Audit	Every three year audit	\$35,000	
1130	Other	Public Outreach Program	Transportation Measure Activity	\$380,000	543%
1750	SAFE	SAFE - 511 Deployment	Reduction in expansion cost	-\$20,000	-25%
1780	SAFE	SAFE - Call Box contract costs	Ongoing Program activity -small variations	\$2,516	3%
1790	SAFE	SAFE-Ride Share-Mrktg & Printing Material	New Activity	\$20,000	
1790	SAFE	SAFE- Ride Share -Emergency Ride Home	New Activity	\$2,000	
1790	SAFE	SAFE- Life in Fast Lane (Radio Show)	New Activity	\$5,000	
6149	Other	Bike Facility Map	Activity completed	-\$10,000	-100%
6220	Other	RTP/EIR update shared	Cost sharing with AMBAG	\$25,000	
6220	Other	RTP (Transportation measure)	Reclassified to WE 1130	-\$230,000	-65%
6264	Other	FORA Fees Study	Activity completed	-\$75,000	-100%
6500	Other	Project Development Ortho Imagery-AMBAG	New Activity	\$10,000	
6501	Other	Roundabout Outreach Construction	Activity decreasing	-\$5,053	-45%
6502	Other	SR156 West Proj. Mgmt.	Activity spread into future years	-\$231,000	-44%
6550	Other	Complete Street Project Implementation	On Call Engineering activity	\$145,000	40%
6724	Other	HWY 68 Corridor Study-PG	Activity completed	-\$66,923	-100%
6803	Rail	Rail-Rail Extension to Salinas	Revised project schedule	-\$2,190,000	-15%
6806	Rail	Rail-Mtry Branch line (Bus Way)	New Activity	\$65,000	
6807	Rail	Rail Leases-Salinas	Taxes, insurance & City of Salinas parcel assesment	\$5,500	
6808	Rail	Coast Daylight	Activity not in prior budgets	\$149,520	
TOTAL DIRECT PROGRAM EXPENSE CHANGES				-\$1,983,440	-12%

**TAMC- STAFF POSITION LIST
FISCAL YEAR 2016-2017**

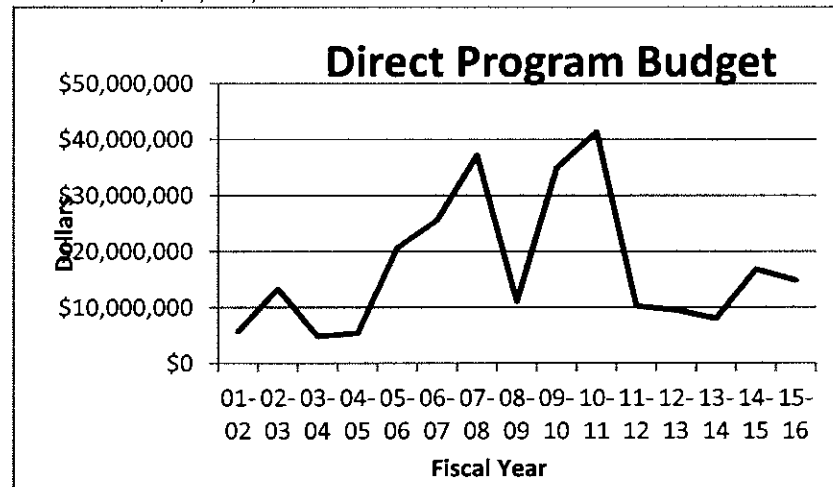
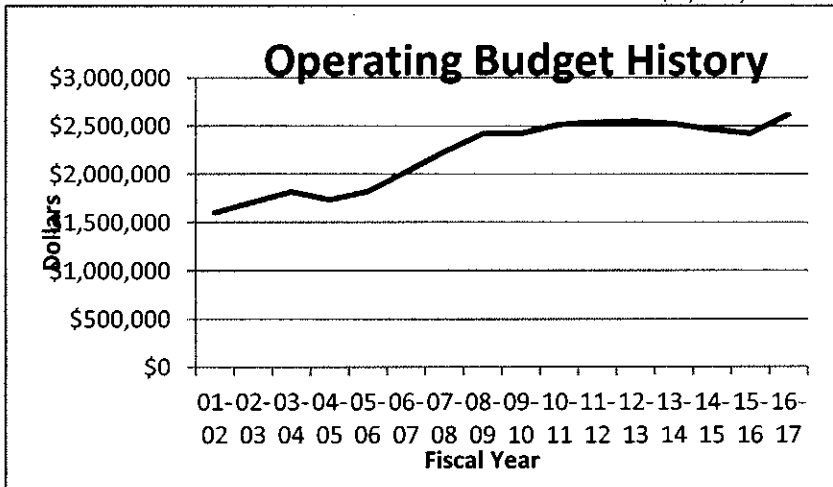
	FY 2015-2016 AUTHORIZED	FY 2016-2017 PROPOSED	CHANGE
<u>Management</u>			
Executive Director	1	1	0.0
Deputy Executive Director	1	1	0.0
Director of Finance & Administration	1	1	0.0
<u>Planners</u>			
Transportation Planners	7	8	1.0
<u>Support</u>			
Finance Officer/Analyst	1	1	0.0
Sr. Administrative Assistant	1	1	0.0
Administrative Assistant	1.5	1.5	0.0
Sub-total Regular Full-Time	13.5	14.5	1.0
<u>Support</u>			
Student Intern (Full Time Equivalent)	0.5	0.5	0.0
Sub-total Part-Time	0.5	0.5	0.0
TAMC TOTAL	14	15	1

Note:

TAMC Budget History

FY	Operating	% change	Direct Program	% change	
00-01	\$1,128,661		\$1,552,615		
01-02	\$1,604,976	42.2%	\$2,167,242	39.6%	
02-03	\$1,711,912	6.7%	\$5,730,731	164.4%	
03-04	\$1,818,560	6.2%	\$13,340,753	132.8%	
04-05	\$1,735,588	-4.6%	\$4,807,402	-64.0%	
05-06	\$1,821,875	5.0%	\$5,411,430	12.6%	
06-07	\$2,029,593	11.4%	\$20,651,110	281.6%	
07-08	\$2,230,559	9.9%	\$25,556,663	23.8%	
08-09	\$2,424,193	8.7%	\$37,201,017	45.6%	
09-10	\$2,423,291	0.0%	\$11,035,241	-70.3%	
10-11	\$2,516,892	3.9%	\$34,908,425	216.3%	
11-12	\$2,537,818	0.8%	\$41,367,625	18.5%	
12-13	\$2,548,682	0.4%	\$10,249,213	-75.2%	
13-14	\$2,520,707	-1.1%	\$9,463,524	-7.7%	
14-15	\$2,463,284	-2.3%	\$7,997,300	-15.5%	
15-16	\$2,422,299	-1.7%	\$16,809,235	110.2%	
Estimate FY 16-17	16-17	\$2,616,738	8.0%	\$14,825,795	-11.8%

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**RESOLUTION NO. 2016-09 OF THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
FISCAL YEAR BUDGET AND OVERALL WORK PROGRAM**

TO APPROVE THE 2016-2017 FISCAL YEAR BUDGET AND OVERALL WORK PROGRAM;
TO APPROVE THE ESTIMATED 2017-2018 AND 2018-2019 FISCAL YEAR FUTURE BUDGETS SUBJECT TO FINAL APPROVAL IN SUBSEQUENT YEARS;
TO APPROVE ADJUSTMENTS TO JOB CLASSIFICATIONS, SALARIES AND BENEFITS; TO APPROVE OUT-OF-STATE TRAVEL; AND TO DIRECT AND AUTHORIZE THE EXECUTIVE DIRECTOR OR HIS/HER DESIGNEE TO TAKE ACTION WITH RESPECT TO FEDERAL, STATE AND LOCAL FUNDING, GRANTS AND CERTIFICATIONS

WHEREAS, Chapter 3, Title 21, Section 6646 of the California Code of Regulations permits the Regional Transportation Planning Agency to allocate funds for implementation of the annual work program of the transportation planning process; and

WHEREAS, Transportation Agency for Monterey County Bylaws state that the Agency has direct control over the budget for congestion management planning, the work program, the Service Authority for Freeways and Expressways program, the Freeway Service Patrol program, and administration; and

WHEREAS, the annual California State Budget Act, which appropriates State Highway funds under local assistance for the State Transportation Improvement Program Planning, Programming and Monitoring Program, estimates \$231,000 available for the Transportation Agency for Monterey County in fiscal year 2016-2017; and

WHEREAS, the Agency adopted the 2014 Regional Transportation Plan in June, 2014; and

WHEREAS, the Agency's 2016-2017 fiscal year work program and budget describes the work tasks to be completed; and

WHEREAS, the Agency has initiated the Freeway Service Patrol in Monterey County to alleviate congestion on major state routes during peak travel time, and the Agency has signed an administration agreement with the California Department of Transportation (Caltrans) and the California Highway Patrol to administer the program and the Agency must identify an official authorized to execute the Annual Freeway Service Patrol Fund transfer agreement; and

WHEREAS, the Agency Bylaws require the adoption of an annual budget by May; and

WHEREAS, the Board of Directors reviewed and commented on fiscal year 2016-17 budget on

February 24, 2016 and

WHEREAS, the Agency is in compliance with:

- The Clean Air Act as amended, with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- Section 1101(b) of Moving Ahead for Progress in the 21st Century regarding the involvement of disadvantaged business enterprises for federally funded projects; and
- The Americans with Disabilities Act of 1990; and

WHEREAS, the Agency is eligible to exchange federal Regional Surface Transportation Program funds for State Highway Account funds.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Transportation Agency for Monterey County hereby:

- (a) Approves the overall work program and budget for fiscal year 2016-17 of **\$2,616,738** for operating and **\$14,825,795** for direct program costs;
- (b) Approves the estimated budget for fiscal year 2017-18 of **\$2,666,392** for operating and **\$11,627,733** for direct program costs, pending final approval no later than May 2017;
- (c) Approves the estimated budget for fiscal year 2018-19 of **\$2,673,648** for operating and **\$9,670,436** for direct program costs, pending final approval no later than May 2018;
- (d) Authorizes the Agency's Regional Transportation Planning Agency Fund 683 to contain undesignated funds to provide cash flow of six months of operating expenditures while awaiting the receipt of late arriving federal, state, and local revenue grants;
- (e) Adjusts the Agency's job classification system to:
 1. Authorizes staffing level of 15.0 full time equivalent staff positions;
- (f) Approves the following salary and benefit adjustments:
 1. A cost of living adjustment of 0.0 % for all regular employees effective July 1, 2016;
 2. An increase in the monthly mandatory CalPERS employer health contribution per employee and retiree/annuitant from \$125.00 to \$128.00 (amount set annually by the PERS board to reflect any change to the medical care component of the Consumer Price Index, in compliance with Section 22892 of the Public Employees' Medical and

- Hospital Care Act) effective January 1, 2017;
3. Agency's cafeteria plan health insurance contribution for active employees is changed to \$863.41 for general employees and \$1726.82 for management employees effective July 1, 2016. Maximum cash-out will be \$863.41. The total cafeteria health insurance allowance contribution for active employees includes the CalPERS mandatory contribution required under the Public Employees' Medical and Hospital Care Act Public.
 4. Classic employees will continue to pay 3.5% of their salary towards the member contribution to the CalPERS retirement plan. (Effective July 1, 2015).
- (g) Approves the following out-of-state trips in fiscal year 2016-17:
1. Up to three separate trips to Washington, D.C., by selected Board members and staff for the purpose of increasing legislator awareness of Agency priority rail and highway projects, programs and funding needs and to attend the Annual Transportation Research Board conference;
 2. Up to three out-of-state trips associated with staff's participation in American Public Works Association, American Planning Association or American Public Transit Association Rail committees and conferences; and,
- (h) Instructs the Executive Director or his/her designee to claim:
1. Local Transportation Funds, for transportation planning agency purposes according to state law, Public Utilities Code 99233.1, as needed, not to exceed \$908,485 to support the Local Transportation Fund Administration and Regional Transportation Planning Process, and to provide funds to cash flow agency expenditures until approved federal, state, and local grant funds are received;
 2. Congestion Management Agency funds as needed, not to exceed \$243,076 to support the Congestion Management Program and related activities, including data collection and level of service monitoring, regional transportation modeling, review of environmental documents, and regional impact fees development; and,
 3. Regional Surface Transportation Program/ State Highway Account exchange project funds and interest to fund projects approved by the Board of Directors and as needed to maintain an unreserved fund balance equal to three-months of expenditures;
 4. Regional Development Impact Fee Agency funds, not to exceed \$10,000 to support the administration of the Regional Development Impact Fee Agency;

- (i) Designates and authorizes the Executive Director or his/her designee to:
1. Sign agreements with the State of California to receive state planning funds for the State Transportation Improvement Program Planning, Programming & Monitoring Program;
 2. Submit to the State all required planning and reporting documents and claims and invoices to requisition funds;
 3. Execute the Fund Transfer Agreement with Caltrans for the Freeway Service Patrol;
 4. Execute documents as needed to implement the receipt of state grants for the Service Authority for Freeways and Expressways program and related state documents for implementing the program;
 5. Sign the Regional Transportation Planning Process Certification;
 6. Execute agreements and documents as needed to implement the receipt of federal, state and local funding and grants related to the implementation of any and all approved Agency programs and projects including the Master Fund Transfer Agreement;
 7. Sign Regional Surface Transportation Program/State Highway Account exchange fund agreements with the State of California; and
 8. Sign the Continuing Co-operative Agreement with AMBAG if consistent with the adopted Overall Work Program & Budget.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this 25th day of May 2016, by the following vote:

AYES:

NOES:

ABSENT:

**FERNANDO ARMENTA, CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

ATTEST:

DEBRA L. HALE, EXECUTIVE DIRECTOR

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

**Transportation Agency for Monterey County
FY 2016-2017 Overall Work Program Summary - Funding & Activities**

CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
1010	Budget, Work Program	\$ 65,255	\$ -	\$ 65,255	Prepare billing and quarterly reports, develop and monitor Work Program and budget, oversee agency funding and activities
1020	Local Transportation Fund (LTF) Administration	\$ 70,969	\$ 35,000	\$ 105,969	Conduct unmet needs process, allocate and manage Local Transportation Funds, conduct tri-annual audit
1120	Plans Coordination & Interagency Liaison	\$ 204,065	\$ -	\$ 204,065	Coordinate with partner and member agencies on short- and long-range transportation plans; conduct legislative monitoring
1122	Legislative Advocacy	\$ 57,589	\$ 35,000	\$ 92,589	Prepare legislative program; propose law changes as appropriate; support or oppose legislation or policies
1130	Public Involvement/ Education	\$ 189,030	\$ 450,000	\$ 639,030	Issue news releases, conduct public meetings, update website, annual report and awards program. Conduct public outreach for a potential 2016 transportation sales tax.
1750	511 Traveler Info System Implementation Plan	\$ 94,241	\$ 60,000	\$ 154,241	Develop and deploy 511 traveler information program
1770	Freeway Service Patrol (FSP)	\$ 31,680	\$ 192,000	\$ 223,680	Emergency tow truck services
1780	Service Authority for Freeway Emergencies (SAFE) Monterey County	\$ 27,883	\$ 144,917	\$ 172,800	Call-box and motorist aid program
1790	Rideshare	\$ 142,560	\$ 27,000	\$ 169,560	Monterey County ridesharing services
2310	Data Collect, Uniformity	\$ 30,046	\$ 25,000	\$ 55,046	Collect traffic data for regional model and planning uses
2510	Regional Transportation Model	\$ 13,319	\$ -	\$ 13,319	Participate in regional model task force, coordinate information retrieval with member agencies, review and provide input on model usage and updates
4110	Environmental Document Review	\$ 25,858	\$ -	\$ 25,858	Review development proposals for transportation impacts, propose mitigation measures such as Complete Street features
6140	Bicycle/Pedestrian Planning	\$ 87,682	\$ -	\$ 87,682	Hold bike committee meetings, review projects for consistency with the Regional Transportation Plan
6145	Active Transportation Plan	\$ 60,999	\$ -	\$ 60,999	Update the 2011 Bicycle & Pedestrian Plan to incorporate new bike lane design options, identify high-priority projects, and meet state Active Transportation grant funding requirements
6148	Bike Week Campaign	\$ 34,048	\$ 27,500	\$ 61,548	Conduct public outreach and education for Bike Week

**Transportation Agency for Monterey County
FY 2016-2017 Overall Work Program Summary - Funding & Activities**

CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
6220	Regional Transportation Plan	\$ 108,526	\$ 25,000	\$ 133,526	Develop goals and objectives, funding, project lists, and project estimates for the 2018 Regional Transportation Plan (long-range transportation plan). Engage with cities and the County when they are developing circulation elements and other transportation related planning efforts.
6262	Regional Impact Fee - project programming, admin	\$ 34,502	\$ 10,000	\$ 44,502	Collect fees and allocate funds to fee program projects
6264	FORA Transportation Network Update	\$ 48,135	\$ -	\$ 48,135	Complete the FORA Fee Reallocation Study update. This update will review, analyze, and adjust as appropriate the fiscal and physical transportation network obligations defined in the Fort Ord Base Reuse Plan
6410	Regional Transportation Improvement Program (RTIP) - Programming	\$ 62,324	\$ -	\$ 62,324	Amend the 2016 Regional Transportation Improvement Program (short-range transportation program) as needed to respond to reductions in state and federal funding. Coordinate with Caltrans and other regional agencies on project programming.
6500	Project Development and Grant Implementation	\$ 182,101	\$ 10,000	\$ 192,101	Participate in environmental review, right-of-way acquisition, engineering; apply for fund allocations, amendments or extensions, apply for grant funds, monitor fund sources and assist implementing agencies in utilizing funds
6501	Roundabout Outreach	\$ 113,185	\$ 6,172	\$ 119,357	Provide public information and outreach for the SR 68/SR 1 Roundabout project
6502	SR 156 Corridor Project Development	\$ 226,988	\$ 294,000	\$ 520,988	Work with state and local agencies to continue project development and secure full funding for the SR 156 Corridor
6550	Complete Streets Implementation	\$ 114,307	\$ 505,000	\$ 619,307	Conduct activities related to implementing "Complete Streets" projects. Activities include: purchasing bicycle racks and other security devices as part of the Bicycle Secure Program; design, manufacture and installation of bicycling wayfinding signs, assist local agencies in incorporating Complete Street features in local road projects, and assist with delivery of the Via Salinas Valley Active Transportation Program bicycle and pedestrian improvements.
6710	Corridor Studies & Regional Roadway planning	\$ 29,646	\$ -	\$ 29,646	Participate in pre-environmental review corridor planning, such as: Caltrans Route Concept Reports, MST transit studies, and FORA design guidelines
6724	Pacific Grove SR 68 Corridor Study	\$ 45,276	\$ -	\$ 45,276	Finalize the study of potential projects to improve safety along the SR 68 corridor between Pacific Grove city limits and Asilomar Avenue

**Transportation Agency for Monterey County
FY 2016-2017 Overall Work Program Summary - Funding & Activities**

CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
6725	Monterey to Salinas SR 68 Corridor Study	\$ 118,663	\$ 100,000	\$ 218,663	Identify financially feasible operational improvements in the SR 68 corridor between Monterey and Salinas; evaluate opportunities to improve wildlife connectivity along the corridor.
6800	Rail Planning/Corridor Studies	\$ 67,238	\$ -	\$ 67,238	Staff TAMC Rail Policy Committee, Participate in Coast Rail Coordinating Council meetings, freight facility planning
6803	Passenger Rail Extension to Monterey County	\$ 248,772	\$ 12,535,000	\$ 12,783,772	Prepare engineering for stations, layover facility, track improve.; acquire rights-of-way for stations, platforms and layover facility
6804	Monterey Branch Line Railroad Leases	\$ 50,744	\$ 25,000	\$ 75,744	Conduct maintenance and operational activities related to real property owned by TAMC; including negotiating new leases or easements for compatible uses
6805	Railroad Fort Ord property planning	\$ 7,515	\$ 17,000	\$ 24,515	Plan for mixed use facility on TAMC land on former Fort Ord base
6806	Monterey Branch Line	\$ 2,990	\$ 65,000	\$ 67,990	Participate in MST's evaluation of busway alternatives in MBL right of way or on the shoulder of Highway 1
6807	Salinas Rail Leases	\$ 5,653	\$ 5,500	\$ 11,153	Conduct activities related to real property owned by TAMC at the Salinas station and future train layover facility.
6808	Coast Daylight	\$ 14,950	\$ 149,520	\$ 164,470	Participate in the development of the Coast Daylight rail service in association with WE 6800; separate Work Element to isolate charges to restricted funds.
0000	Audit Repayment	\$ -	\$ 82,186	\$ 82,186	Caltrans audit repayment (fy 15-16 thru fy 24-25)
Totals:		\$ 2,616,738	\$ 14,825,795	\$ 17,442,533	



**Transportation Agency
for
Monterey County**

Draft FINAL

**OVERALL WORK PROGRAM
July 1, 2016 – June 30, 2017**

May 25, 2016

INTRODUCTION

The mission of the Transportation Agency for Monterey County is to plan and proactively fund a transportation system that enhances mobility, safety, access, environmental quality and economic activities by investing in regional transportation projects serving the needs of Monterey County residents, businesses, and visitors. The Transportation Agency for Monterey County aims for a variety of environmental, economic, and social objectives in the transportation planning process. The policy objectives of TAMC include reducing greenhouse gas emissions to meet regional targets, conserving farmland resources, prioritizing enhancement and maintenance of regionally important streets and roads, improving regional accessibility for freight, ensuring transportation-disadvantaged communities experience equitable advantages from improvements to the transportation system.

Monterey County is home to over 420,000 people and is predicted to rise to 450,000 by 2020. Agriculture, residential, tourism, educational, and commercial needs make up the diverse population in Monterey County. The population covers 3,324 square miles of coastal mountains and valleys. Land uses in Monterey County are diverse. Agricultural production encompassing irrigated cropland, dry farming, grazing, and animal husbandry contributes significantly to the area's economy, which takes up over 1.2 million acres for cultivation.

Internationally popular visitor attractions on the Monterey Peninsula add to the economic diversity like the Monterey Bay Aquarium, Pebble Beach Concours D'Elegance, AT&T Golf Pro-am, Laguna Seca raceway, and the stunning Pacific coastline and state and regional parks. Monterey Bay National Marine Sanctuary and the marine related educational institutions contribute to the area's economic mix. Educational institutions include California State University at Monterey Bay, the Naval Postgraduate School, the Defense Language Institute, and the Monterey Institute for International Studies.

Public participation in the regional planning process is necessary and essential for developing plans, programs, and projects that meet the needs of the county's citizens. The Agency employs strategies such as posting up-to-date-information on our website tamcmonterey.org, hosting public meetings, creating outreach materials and conducting diverse media outreach, transportation forums, ad-hoc committees, amongst others.

The annual Transportation Agency for Monterey County Overall Work Program describes the activities to be accomplished during the fiscal year beginning July 1, 2016 and ending June 30, 2017. The plan is the basis for the corresponding annual budget. The Overall Work Program and Budget are normally submitted to the Executive Committee and Agency Board of Directors in February each year for comment and direction, and adopted by the Board in May.

Each activity listed in the Overall Work Program has a number and a name that identifies the activity, sometimes referred to as "work elements". Many of the Agency's activities are partially funded through federal and state transportation planning funds. Caltrans must review and approve the work elements proposed for federal and state funds respectively.

Highlights of the 2016/17 Overall Work Program include the following activities:

- Provide public outreach services during the construction of the Highway 68 roundabout.
- Conduct a comprehensive planning process to identify operational and safety improvements for the Monterey – Salinas Scenic Highway 68 corridor.
- Complete the Pacific Grove Hwy 68 Corridor Study.
- Oversee completion of the Level 2 Traffic & Revenue study evaluating funding and diversion impacts of tolling the Hwy 156 Corridor Improvement Project.
- Support construction of the Via Salinas Valley safety projects.
- Develop a plan for operational improvements in the Monterey to Salinas Highway 68 Corridor.
- Implement a 511 traveler information system and the Monterey County Rideshare Program.
- Evaluate usage and need for current and alternative callbox locations.
- Prepare the 2018 Regional Transportation Plan project lists and funding estimates.
- Support local utilization of the Complete Street guidelines and implementing other components of the region's Sustainable Communities Strategies.
- Fund bicycle racks and related hardware as part of the Bicycle Secure Program.
- Install signs for initial routes identified in the Regional Bicycle Wayfinding Plan.
- Continue the right-of-way acquisition and final design of the Rail Extension to Salinas.
- Work with MST and Caltrans to evaluate the feasibility of operating buses on the shoulder of Highway 1 or construct a busway within the Monterey Peninsula Branch Line right-of-way.

**Transportation Agency for Monterey County
FY 2016-2017 Overall Work Program Summary - Funding & Activities**

CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
1010	Budget, Work Program	\$ 65,255	\$ -	\$ 65,255	Prepare billing and quarterly reports, develop and monitor Work Program and budget, oversee agency funding and activities
1020	Local Transportation Fund (LTF) Administration	\$ 70,969	\$ 35,000	\$ 105,969	Conduct unmet needs process, allocate and manage Local Transportation Funds, conduct tri-annual audit
1120	Plans Coordination & Interagency Liaison	\$ 204,065	\$ -	\$ 204,065	Coordinate with partner and member agencies on short- and long-range transportation plans; conduct legislative monitoring
1122	Legislative Advocacy	\$ 57,589	\$ 35,000	\$ 92,589	Prepare legislative program; propose law changes as appropriate; support or oppose legislation or policies
1130	Public Involvement/ Education	\$ 189,030	\$ 450,000	\$ 639,030	Issue news releases, conduct public meetings, update website, annual report and awards program. Conduct public outreach for a potential 2016 transportation sales tax.
1750	511 Traveler Info System Implementation Plan	\$ 94,241	\$ 60,000	\$ 154,241	Develop and deploy 511 traveler information program
1770	Freeway Service Patrol (FSP)	\$ 31,680	\$ 192,000	\$ 223,680	Emergency tow truck services
1780	Service Authority for Freeway Emergencies (SAFE) Monterey County	\$ 27,883	\$ 144,917	\$ 172,800	Call-box and motorist aid program
1790	Rideshare	\$ 142,560	\$ 27,000	\$ 169,560	Monterey County ridesharing services
2310	Data Collect, Uniformity	\$ 30,046	\$ 25,000	\$ 55,046	Collect traffic data for regional model and planning uses
2510	Regional Transportation Model	\$ 13,319	\$ -	\$ 13,319	Participate in regional model task force, coordinate information retrieval with member agencies, review and provide input on model usage and updates
4110	Environmental Document Review	\$ 25,858	\$ -	\$ 25,858	Review development proposals for transportation impacts, propose mitigation measures such as Complete Street features
6140	Bicycle/Pedestrian Planning	\$ 87,682	\$ -	\$ 87,682	Hold bike committee meetings, review projects for consistency with the Regional Transportation Plan
6145	Active Transportation Plan	\$ 60,999	\$ -	\$ 60,999	Update the 2011 Bicycle & Pedestrian Plan to incorporate new bike lane design options, identify high-priority projects, and meet state Active Transportation grant funding requirements
6148	Bike Week Campaign	\$ 34,048	\$ 27,500	\$ 61,548	Conduct public outreach and education for Bike Week

**Transportation Agency for Monterey County
FY 2016-2017 Overall Work Program Summary - Funding & Activities**

CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
6220	Regional Transportation Plan	\$ 108,526	\$ 25,000	\$ 133,526	Develop goals and objectives, funding, project lists, and project estimates for the 2018 Regional Transportation Plan (long-range transportation plan). Engage with cities and the County when they are developing circulation elements and other transportation related planning efforts.
6262	Regional Impact Fee - project programming, admin	\$ 34,502	\$ 10,000	\$ 44,502	Collect fees and allocate funds to fee program projects
6264	FORA Transportation Network Update	\$ 48,135	\$ -	\$ 48,135	Complete the FORA Fee Reallocation Study update. This update will review, analyze, and adjust as appropriate the fiscal and physical transportation network obligations defined in the Fort Ord Base Reuse Plan
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Totals:		\$ 2,616,738	\$ 14,825,795	\$ 17,442,533	

Sources of Funds by Work Element: FY 2016-2017 (OWPA funded WEs only)

Work Element	Description	FTA Section 5304	FHWA SP&R	RPA	Other Local/State	Total
1010	Budget, Overall Work Program	\$0	\$0	\$55,000	\$10,255	\$65,255
1120	Plans Coord -Leg Mon.-Interagency Liaison	\$0	\$0	\$140,000	\$64,065	\$204,065
4110	Environmental Document Review	\$0	\$0	\$25,000	\$858	\$25,858
6140	Bicycle/Pedestrian Planning	\$0	\$0	\$45,000	\$42,682	\$87,682
6220	Regional Transportation Plan - Planning	\$0	\$0	\$57,000	\$76,526	\$133,526
6410	TIP/ Programming-Planning	\$0	\$0	\$55,000	\$7,324	\$62,324
6710	Corridor Studies-Coordination	\$0	\$0	\$25,000	\$4,646	\$29,646
6724	PG-State Route 68 Corridor Study (1)	\$0	\$0	\$0	\$45,276	\$45,276
6725	Monterey to Salinas Hwy 68 Corridor Study (2)	\$125,000	\$0	\$20,000	\$73,663	\$218,663
TOTAL		\$125,000	\$0	\$422,000	\$325,295	\$872,295

Footnotes

- (1) WE 6724 has a total encumbered FHWA SP&R amount of \$120,000 that is anticipated to be expended in FY 15/16. Other funds are programed to complete the study.
- (2) WE 6725 has a total encumbered FTA Section 5304 amount of \$270,970. This is split between two fiscal years, \$145,970 in 2015/16 and \$125,000 2016/17. See WE 6725 for details.

WORK ELEMENT NUMBER 1010

Overall Work Program, Budget and Administration

Project Manager: Todd Muck

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	65,255	0	State RPA	55,000	0
Contractual	0	0	LTF	10,255	0
TOTAL	65,255	0	TOTAL	65,255	0
			% Federal	0%	

Project Description

The purpose of this work element is to prepare and provide oversight to an annual work program and corresponding budget in accordance with state and federal requirements. The Overall Work Program describes the transportation planning activities that the Agency will perform during the ensuing fiscal year as integral elements of regional transportation planning and programs. The budget is an estimate of the expenditures necessary to support the work program, and the funding sources assigned to each element. The work program is a requirement of state and federal statutes and regulations in order for the work elements to be eligible for state and federal transportation planning funds. The document is assembled in coordination with Caltrans, AMBAG, SCCRTC, and San Benito COG, in accordance with the advice and direction of FHWA and Caltrans.

Previous and Ongoing Work

A Caltrans audit of AMBAG processes in 2011 required more detailed content for work program activities to better distinguish federal and state eligible funded activities and non-eligible activities. The process of passing-through federal planning funds from AMBAG to the Regional Transportation Planning Agencies was also revised. A Continuing Cooperative Agreement was developed and approved by both agencies in case federal PL funding is granted to TAMC.

Steps and Products

Task	Description	Deliverable	Completion Date
1	Administration		
1.1	Provide quarterly FY 2016-17 invoice with narrative progress report to Caltrans	Quarterly invoice with narrative progress reports	Quarterly
2	Planning		
2.1	Propose planning studies/activities with regional emphasis for PL funding for FY 2017-18 and FY 2019-20 in conjunction with Federal and State Planning Emphasis Areas/Planning Factors	Funding applications for projects/activities for FY2017-18 & FY 2019-20	11/28/2016
2.2	Prepare draft and final FY 2017-18 Budget and Overall Work Program	FY 2017-18 Budget & Overall Work Program	5/25/2017
2.3	Development of the CCA for FY 2017-18 if Metropolitan Transportation Planning projects/activities are proposed for FHWA PL funding.	FY 2017-18 OWP work elements and CCA for FHWA PL funds and State RPA funds	6/30/2017
4	Coordination		
4.1	Quarterly OWP coordination meeting for project tracking. Assess project performance and make adjustments to assure completion of tasks are on schedule.	Meeting agenda, handouts, notes and action items	Quarterly

- | | | | |
|-----|--|---|------------|
| 4.2 | Participate in early consultation with Partner Agencies to set the regional priority for FY 2017-18 OWP / CCA. | List of regional project priorities to be used for development of FY 17-18 OWP/CCAs | 11/28/2016 |
|-----|--|---|------------|

WORK ELEMENT NUMBER 1020

Transportation Development Act Administration

Project Manager: Virginia Murillo

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017					
EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	70,969	0	LTF	70,969	0
Contractual	35,000	0	Agency Reserves	35,000	0
TOTAL	105,969	0	TOTAL	105,969	0
			% Federal	0%	

Project Description

The Transportation Agency, as the Local Transportation Commission for Monterey County, distributes Local Transportation Fund (LTF) and State Transit Assistance (STA) funds for planning, bicycle and pedestrian projects and public transit pursuant to the Transportation Development Act. In its role as the TDA fund administrator, the Transportation Agency annually solicits public input to identify unmet transit needs, particularly the identification of unmet transit needs of traditionally underserved groups (elderly, persons with disabilities, persons of color and low-income) and the assessment of the adequacy of service available to meet those needs. Although TAMC no longer allocates TDA funds to local streets and roads, the Agency still continues to solicit public input on unmet transit needs.

Under the new Cap and Trade program, the Transportation Agency is charged with distributing funding from the Low Carbon Transit Operations Programs to transit agencies pursuant to the Transit, Affordable Housing, and Sustainable Communities Program, which was established by the California Legislature in 2014 by Senate Bill 862 (SB 862). These funds are distributed according to the same population formula as the STA funds. These funds have their own statutory requirements under SB 862, but are also required to meet the statutory requirements of the Transportation Development Act.

Project Product(s)

- Transportation Development Act and State Transit Assistance Funds Allocations and Claims
- Low Carbon Transit Operations Allocations
- Unmet Transit Needs Comment List

Previous and Ongoing Work

Every three years, TAMC contracts for an independent performance audits of itself and transit operators to evaluate compliance with Transportation Development Act requirements. Annually, the Agency oversees fiscal audits of itself and any agencies or jurisdictions claiming Transportation Development Act funds, and monitors progress towards achieving recommendations made in the performance audits.

TAMC also oversees the annual unmet transit needs process required by the Transportation Development Act. Periodically, an unmet transit need is found and addressed in collaboration with the transit operator, Monterey Salinas Transit (MST). The Agency coordinates unmet needs activities with the MST Mobility Advisory Committee, which TAMC has designated as the designated Social Services Transportation Advisory Council for Monterey County.

After completing the unmet needs process, the Agency allocates TDA funding and processes claims for both STA and LTF funds consistent with the Agency's allocations. The Agency allocates all LTF apportioned to Monterey County cities to Monterey-Salinas Transit (MST). MST is able to claim all remaining LTF funding to support public transit operations as an unmet transit needs pursuant to a finding adopted by TAMC in 2010. TAMC allocates all STA funding in Monterey County to MST, which is the sole public transit operator in Monterey County and the only eligible claimant for these funds.

TAMC also administers and monitors the delivery of projects funded by the TDA Article 3 (TDA 2%) bicycle and pedestrian project grant program. The Agency adopts a program of projects for a three year funding cycle.

As a sub recipient of federal transit funds, TAMC must prepare a Title VI Program and Limited English Proficiency Plan in order to comply with the requirements of the Federal Transit Administration Circular 4702.1B. These documents are updated every three years; the last update was completed in FY 2014-15.

Steps to Achieve Task			
Task	Description	Deliverable	Completion Date
1	Coordinate annual unmet transit needs process and adopt finding on unmet		6/30/2017
2	Maintain records and pay claims for LTF, STA and other trust fund accounts.		Ongoing
3	Conduct annual fiscal audit and implement suggested changes		6/30/2017
4	Assist transit operators with annual financial audits		12/31/2016
5	Conduct triennial performance audit		6/30/2017
6	Review claims for payment requests		Ongoing
7	Monitor delivery of projects funded by Article 3 funds		Ongoing
8	Monitor delivery of projects funded by Low Carbon Transit funds		Ongoing

Task Products

Product No	Product Description	Project to be Completed
1	Annual TDA Funds fiscal audits and internal financial statements for TAMC and MST	annually
2	Annual unmet transit needs comment list	annually
3	Annual LTF and STA allocations and claims from local jurisdictions and agencies	annually
5	Triennial Performance Audit, and implementation of recommendations as appropriate	triennially (6/30/17)
6	Article 3 - bicycle and pedestrian TDA 2% - fund expenditure plan	triennially

WORK ELEMENT NUMBER 1120

Transportation Plans Coordination and Interagency Liaison

Project Manager: Todd Muck

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2015-2016

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	204,065	0	State RPA	140,000	0
Contractual	0	0	Local	64,065	0
TOTAL	204,065	0	TOTAL	204,065	0
			% Federal	0%	

Project Description

The purpose of this work element is to conduct activity that promotes coordination in regional transportation planning activities and respond to state and federal requirements without duplication of efforts. This is accomplished by interaction with various agencies' representatives and stakeholders to understand and share legislation and regulatory information that affect transportation planning. Also, the Agency participates with other agencies in technical studies and decisions regarding funding, transportation plans, programs, and projects to obtain consistency in local and regional plans. The work element seeks to identify diversified funding sources for transportation projects to ensure that appropriate State and Federal funds may be applied. The tasks relate to federal and state transportation planning principles and is primarily funded by state planning funds (RPA). This work element does not include lobbying efforts.

Scope of Work

TAMC coordinates with partner agencies and stakeholders in the region and statewide on review and analysis of pertinent state and federal legislation, rules, and transportation planning activities. TAMC presents periodic comprehensive reports to the Board and committees on legislative and planning matters. Specific activities include monitoring the implementation of new state and federal performance measurements, monitoring the state implementation of the planning features of the FAST Act, and monitoring proposed state and federal funding rule making and legislation-- all of which are critical inputs to the Regional Transportation Plan.

Task	Description	Deliverable	Completion Date
1	Legislative Monitoring		
1.1	Follow transportation legislation activities and provide updates and analysis in the form of presentations to affected agencies.	Presentations/reports to TAMC Board and committees	6/30/2017
1.2	Monitor implementation of state and federal legislative requirements such as developing and implementing performance measures into the regional planning process.	Presentations/reports to TAMC Board and committees	6/30/2017
2	Interagency Liaison		
2.1	Attend local, state and regional agency meetings (including AMBAG, California Association of Councils of Government; California Transportation Commission, Regional Transportation Planning Agency group, Rural Counties Task Force, Central Coast Coalition, FORA, Air District, and local jurisdictions) to exchange information on transportation planning activities in order to enhance coordination among transportation plans, programs, and regulations. Responsible party is TAMC staff.	Reports on transportation related planning activities, including recommendations on affecting consistency in local and regional plans, in monthly Board and advisory committee meeting agendas, and shared with affected stakeholders.	Monthly

WORK ELEMENT NUMBER 1122

Legislative Advocacy

Project Manager: Christina Watson

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	57,589	0	Local	92,589	0
Contractual	35,000	0			
TOTAL	92,589	0	TOTAL	92,589	0
			% Federal	0%	

Project Description

The purpose of this work element is to develop Agency policies that promote transportation improvements for Monterey County and the region. Work includes advocacy for state and federal legislation and budgets that support Monterey County's transportation undertakings that contribute to the economic and environmental well being and quality of life in the region, and ensures that the county receives its fair share of state and federal funds.

Work that promotes transportation policy is funded with local funds. No Federal PL or State RPA funds are budgeted for this work element.

Previous and Ongoing Work

TAMC annually adopts a state and federal legislative program to seek funding and guide staff and analysts in responding to issues of concern. Emphasis of the program is to secure transportation capital money to complete partially funded projects and transit operating funds.

Steps to Achieve Task

<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Staff preparation of draft and final annual legislative program; Board approval of annual legislative program.		1/27/2017
2	Send letters and meet as needed with State and Federal elected representatives.		6/30/2017

WORK ELEMENT NUMBER 1130

Public Involvement Program

Project Manager: Theresa Wright

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	189,030	0	PPM	30,000	0
Contractual	450,000	0	LTF	86,177	0
			CMP	72,853	0
			Local	450,000	0
TOTAL	639,030	0	TOTAL	639,030	0
			% Federal	0%	

Project Description

The Public Involvement Program is the implementation of the Monterey Bay Area Public Participation Plan. The Plan was created through the coordinated efforts of AMBAG, TAMC, SCCRTC, and the San Benito Council of Governments, with review by FHWA, FTA, and Caltrans. The Plan purpose is to support and encourage early and continuous public education and participation regarding the transportation planning process and "C-3" metropolitan decision making process through the three county region.

This Work Element covers the activities of the Transportation Agency for Monterey County in the education of the public and transportation stakeholders, and provision of opportunities for participation in the planning processes. It is designed to provide continuous, comprehensive outreach and information in order to generate a foundation for understanding the transportation issues, potential solutions, and inform the public about the regional transportation agencies and their roles and responsibilities. The process begins at the local level, culminating in public participation on regional transportation planning, specifically addressing the Metropolitan Transportation Plan and Metropolitan Transportation Improvement Plan. This building-block approach addresses the rural character of the region and assures that the ultimate regional decision making is based on meaningful public participation by an informed public. Safety is a key criteria in TAMC's planning goals and project selection. Emphasis is placed on educating the public about safety issues and opportunities to increase safety for the traveling public. Program-specific public participation work for the RTP/MTP and RTIP/MTIP are included in the work elements for those work elements.

The Transportation Agency is investigating a transportation sales tax for the November 2016 ballot. Public education to develop the expenditure plan began in 2015 and public engagement will continue in 2016.

Social media is increasingly becoming the platform of choice for the public to receive information about local issues, to express opinions and ask questions. The Agency is expanding its social media platform in order to engage a broader range of the public. Program-specific social media for plans and studies such as the Hwy 68 corridor studies will be coordinated as part of the Transportation Agencies overall public involvement effort in this Work Element.

Project Product(s)

Informed public with opportunity for participation in transportation planning matters.

Previous Accomplishments

The Transportation Agency participated in the update of the AMBAG Public Participation Plan which was adopted on April 8, 2015. It was developed to conform to the Moving Ahead for Progress in the 21st Century Act legislation, and pursuant to changes in the California Government Code 65080 that occurred with the passage of Senate Bill (SB) 375 in 2008.

Since 2002, the Agency has conducted an annual awards program to highlight transportation accomplishments as a tool to generate public awareness of transportation matters and the various agencies' roles. The Agency also conducts a public involvement program emphasizing outreach to the general public on individual projects and programs. As part of this effort, the Agency publishes an Annual Report, mailed to all households. In 2007, the Agency initiated the taping and televising of Board meetings on public access television and on the Agency website. In 2009, the Agency assumed the hosting of a monthly talk program on public television featuring multiple guests and covering a wide variety of current topics related to transportation in Monterey County. The "Your Town" television program was discontinued in 2014 due to Access Monterey Peninsula relocating studios to Monterey. TAMC will resume "Your Town" when the program's coordinator reinstates the program in 2016 and continue through 2017.

Steps and Products			
Task	Description	Deliverable	Completion Date
1	Circulate Transportation Agency monthly Board minutes and agendas and post on the Transportation Agency website, and invite public attendance and comment:	Publicized Board and Committee agendas, reports, and minutes	Monthly
2	Issue and post Transportation Agency monthly Executive Committee, Technical Advisory Committee, Rail Policy Committee, and Pedestrian and Bicycle Advisory Committee minutes and agendas on the Transportation Agency website.		Monthly
3	Post Transportation Agency news releases, activities, and programs on the Transportation Agency website. Regularly update website content and appearance.	On-going planning & outreach to inform the media about transportation projects	Weekly
4	Publicize Transportation Agency Board activities with the monthly Transportation Agency "highlights" document distributed to interested individuals, groups and the media.		Monthly
5	Televis Agency Board meetings and provide full-time video access on the Agency website, updated with each Agency Board meeting.	Televised Board meeting broadcasts, accessible on website	Monthly
6	Prepare 2016 annual report that summarizes activities related to state, federal, and local transportation planning, and send to all Monterey County households; including Spanish translation for targeted distribution.	2016 Annual Report	4/30/2017
7	Hold annual awards program to increase the awareness of and generate interest in transportation matters.	Transportation Excellence awards program	1/27/2017
8	Conduct public outreach publicizing the number of fatalities and severe injuries in Monterey County	Press releases and on-line media postings focused on safety	6/30/2017
9	Use social media platforms to educate the public on transportation issues and encourage public discussion about transportation.		6/30/2017

WORK ELEMENT NUMBER 1750**Monterey Bay Area Traveler Information System**

Project Manager: Ariana Green

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	94,241	0	LTF	69,241	0
Contractual	60,000	0	SAFE	85,000	0
TOTAL	154,241	0	TOTAL	154,241	0
			% Federal	0%	

Project Description

The Transportation Agency for Monterey County is implementing a 511 Traveler Information System based on the Monterey Bay Area 511 Traveler Information System Feasibility and Implementation Plan jointly developed with Santa Cruz County Regional Transportation Commission. Implementing a 511 system in the Monterey Bay Area will close the gap in traveler information systems that currently exists in California's Central Coast region.

Project Product(s)

Monterey Bay Area 511 Traveler Information System

Previous and Ongoing Work

The Transportation Agency for Monterey County and the Santa Cruz Regional Transportation Commission prepared and adopted a 511 Traveler Information System Feasibility and Implementation Plan in 2013-14. FY 2015-16 efforts includes implementing the recommendations from the Plan to develop and deploy a Monterey County 511 Traveler Information System.

Steps to Achieve Task

Task	Description	Deliverable	Completion Date
1	Develop a marketing strategy to inform travelers about 511 service	Monterey Bay Area 511 Traveler Information System Marketing Plan	9/30/2016

2	Develop a website that includes multimodal information such as a transit trip planner, rideshare information, bicycling and pedestrian resources	6/30/2017
3	Deploy a Monterey County 511 Traveler Information System	6/30/2017
4	Maintain 511 System	Ongoing

WORK ELEMENT NUMBER 1770

Freeway Service Patrol

Project Manager: Grant Leonard

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	31,680	0	FSP	159,848	0
Contractual	192,000	0	SAFE	57,152	
			Local	6,680	
TOTAL	223,680	0	TOTAL	223,680	0
			% Federal	0%	

Project Description

The Freeway Service Patrol operates in Monterey County to assist stranded or stalled motorists, and to remove freeway obstructions that cause episodic traffic congestion. The Agency works closely with Caltrans and California Highway Patrol to implement the program.

Project Product(s)

Freeway Service Patrol on-road motorist assistance services.

Previous and Ongoing Work

The Freeway Service Patrol program operates on two "beats" during commute hours and during special event weekends. Beat 1 operates on Highway 101 between the San Benito County line and Sanborn Road weekdays, and between the San Benito County line and Highway 156 on Sundays during the summer and for some special events. Beat 2 operates on Highway 1 from Marina to Carmel weekdays, on Saturdays during summer, and during special event weekends. The program is funded by a dedicated state program, matched by local SAFE vehicle registration fees. In December 2011, the Agency entered into an agreement with Caltrans to provide additional tow service during the construction phase of the Prunedale Improvement Project. In 2013, the Agency contracted with tow operators for Freeway Service Patrol services for four years beginning July 1, 2013. In 2014, the Agency, with CHP, decided to extend Beat 1 from Highway 156 to the San Benito County line during weekdays. In January 2015, the program improved its data collection method by upgrading from a PDA based system to an iPad based application. In fiscal year 2016/17, the Agency will conduct a competitive RFP process to secure a new four year contract starting on July 1, 2017.

Steps to Achieve Task

<u>Step No</u>	<u>Step Description</u>	<u>Step to be Completed</u>
1	Administration: Provide supplies as needed, monitor use, evaluate future program needs, and process vouchers for payment of service from contractors	Ongoing

2	Conduct quarterly training and informational meetings with Caltrans, CHP and tow operators	Ongoing
3	Represent agency at statewide oversight committee meetings to demonstrate effectiveness and to maintain and increase state funding for the program	Ongoing
4	Improve data collection techniques and enhance Personal Digital Assistants to improve truck tracking and vehicle dispatching capabilities	Ongoing
5	Continue to monitor the usage and effectiveness of tow truck service in cooperation with neighboring counties and work to enhance the program's cost-effectiveness	Ongoing
6	Prepare Annual Report	8/30/2016
7	Continue to promote the program and increase awareness	Ongoing
8	Maintain data collection system and feed the data into the statewide Freeway Service Patrol benefit/cost model to better reflect the effectiveness of smaller programs	Ongoing
9	Complete competitive RFP process to secure a new four year contract starting on July 1, 2017.	6/30/2017

Task Products

<u>Product No</u>	<u>Product Description</u>	<u>Project Completed</u>
1	Freeway Service Patrol Annual Report	Annual
2	Tow truck operations	Ongoing
3	Improved data to be included in statewide benefit/cost model	Bi-Annual

WORK ELEMENT NUMBER 1780**Service Authority for Freeway Emergencies****Project Manager:** Grant Leonard**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	27,883	0	LTF	2,883	0
Contractual	144,917	0	SAFE	169,917	0
TOTAL	172,800	0	TOTAL	172,800	0
			% Federal	0%	

Project Description

SAFE is a Monterey County-level highway call box system that the Agency established. Under this program, TAMC works together with California Highway Patrol and Caltrans to aid motorists and maintain highway safety programs.

Project Product(s)

Service Authority for Freeway Emergencies call box system

Previous and Ongoing Work

The Transportation Agency operates the Monterey County's SAFE program, which was implemented in four phases:

- o Phase I: US 101 (completed in 2000)
- o Phase II: most of SR 1, SR 68, and SR 156 (completed in 2002); and,
- o Phase III: SR 1 along Big Sur Coast (completed in 2007).
- o Phase IV: County Rural Roads (completed in 2010).

In 2010, fourteen new call boxes were installed along the G14 and G18 corridors on Jolon Road, and the G16 corridor on Carmel Valley Road and Arroyo Seco Road. In 2010, in partnership with the Metropolitan Transportation Commission, Santa Cruz Regional Transportation Commission, and the San Luis Obispo Council of Governments, the Transportation Agency selected a new call box answering service contractor to answer all calls coming from the Monterey Bay Area. In 2013, the Agency reviewed the call box locations for accessibility by disabled persons. The study recommended improvements to the sites to assure continued accessibility. In 2014, the Agency contracted with CASE Systems to provide improvements for disabled persons and maintenance for the Call Boxes for three years beginning March 1, 2014, with the option to extend the contract three additional years. In fiscal year 2016/17, the Agency will conduct an evaluation of usage for each call box to determine the need for site improvements, as well as the possibility of reducing the call box system.

Steps to Achieve Task

<u>Step No</u>	<u>Step Description</u>	<u>Step to be Completed</u>
1	Initiate work on other capital needs for motorists aid, including mobile call box and traffic data collection devices	6/30/2017
2	Continue tracking DMV collection of SAFE funds to assure accuracy	Ongoing
3	Attend CalSAFE meetings	Ongoing
4	Continue to operate call box system in Monterey County	Ongoing
5	Site accessibility improvements.	Ongoing
6	Prepare Annual Report	8/30/2016
7	Conduct call box system usage evaluation	12/30/2016

Task Products

<u>Product No</u>	<u>Product Description</u>	<u>Project to be Completed</u>
1	Call box services	Ongoing
2	Site accessibility improvements	Ongoing
3	Call box annual performance report	8/30/2016

WORK ELEMENT NUMBER 1790

Rideshare

Project Manager: Theresa Wright

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	142,560	0	LTF	67,560	0
Contractual	27,000	0	SAFE	102,000	0
TOTAL	169,560	0	TOTAL	169,560	0
			% Federal	0%	

Project Description

The TAMC Rideshare Services project will promote sustainable transportation modes and travel choices region-wide through informational programs, events, and ride-matching assistance. The program will specifically target the Top 10 employers in Monterey County. The focus in FY 2016/17 will be to develop the 511 system with integrated rideshare components. Rideshare services will be coordinated with other counties in the Monterey Bay region and adjacent commute destinations.

Project Product(s)

Ride-matching website, informational brochures and flyers.

Previous and Ongoing Work

Rideshare Services have previously been provided by AMBAG.

Steps to Achieve Task

<u>Step No</u>	<u>Step Description</u>	<u>Step to be Completed</u>
1	Identify Top 10 employers in Monterey County and assess their ridesharing needs.	9/30/2016

2	Research ride-matching programs and services and determine recommended improvements.	9/30/2016
3	Initiate steps to develop new Rideshare Services integrated with 511 and bicycle outreach efforts and coordinated with adjacent commute programs.	6/30/2017
4	Coordinate with other counties consistent with regional commute patterns	Ongoing
5	Provide annual updates on Ridesharing Services program to TAMC board	Ongoing

Task Products

	<u>Product Description</u>	<u>Project to be Completed</u>
1	Develop updated employer and employee outreach material	1/15/2017
2	Updated Ridesharing Services program	6/30/2017

WORK ELEMENT NUMBER 2310**Data Collection, Uniformity and Access**

Project Manager: Mike Zeller

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE	
Agency	Amount (\$) Change		Source	Amount (\$) Change
TAMC			TAMC	
Personnel	30,046	0	RSTP	26,218 0
Contractual	25,000	0	Local	28,828 0
TOTAL	55,046	0	TOTAL	55,046 0
			% Federal	0%

Project Description

To collect regional employment, transportation, economic, population, housing, water quality, land use, traffic counts, and other data for use in preparation of the Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program along with other related regional planning efforts. The Regional Transportation Planning Agencies conduct traffic counts and monitoring also under this work element.

Project Product(s)

Data for the Metropolitan Transportation Plan, Regional Travel Demand Model, and Highway Performance Monitoring Program
Traffic monitoring and count data

Previous and Ongoing Work

The Transportation Agency conducts regular level of service monitoring and traffic counts, needed to support the AMBAG model and long range planning efforts. Provision of this information on the Transportation Agency's website and in a user-friendly guide to the public was completed in 2008. In 2009, the Agency selected a new consulting firm to collect traffic counts after a competitive bid process, and is continuing to work with this firm through the 2016 count cycle. The Agency released a Request for Proposals to update the existing consultant contract for 2014 through 2016. A new RFP will be released in 2016 to receive bids for the traffic counts program and select a consultant to continue the program once the current contract expires. The Agency will continue to work with the local jurisdictions to standardize the count collection process. The agency will also continue to collect traffic data on regional facilities for use in the Regional Transportation Plan and Regional Travel Demand Model.

Steps to Achieve Task			
<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Data Gathering and Analysis		
1.1	Coordinate the collection of traffic volume and vehicle occupancy data at various locations throughout the county.	Traffic count and vehicle occupancy data, and monitoring report	6/30/2017
1.2	Coordinate with AMBAG and local agencies on traffic count program and consolidation of the database to provide accurate and timely data for HPMS and other local, federal and state needs.	Data for HPMS database	6/30/2017
1.3	Continue working with AMBAG and the other regional transportation agencies on coordinated and/or joint traffic counting services and/or reporting.	Plans for format, content and methodology for development future of regional traffic data.	Ongoing
2	Public Participation		
2.1	Updated count and historic traffic count data on RTPA website for easy access and reference by government agencies and members of the public.	Web page with traffic count map and data	6/30/2017
2.2	Provide traffic count data to local, state and federal agencies, land use development proponents and members of the public as needed.	Emails to interested parties upon request	6/30/2017

WORK ELEMENT NUMBER 2510**Regional Travel Demand Model**

Project Manager: Mike Zeller

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	13,319	0	LTF	13,319	0
Contractual	0	0			
TOTAL	13,319	0	TOTAL	13,319	0
			% Federal	0%	

Project Description

Regional travel demand modeling is performed in coordination with AMBAG, which is the lead agency. The model supports metropolitan transportation and air quality planning and programming activities within the tri-county region. The Transportation Agency for Monterey County assists in the model upgrades and review.

Project Product(s)

Updated regional travel demand model.

Previous and Ongoing Work

TAMC is involved in AMBAG's travel demand model updates through participation in the Regional Model Coordination Working Group. As needed, TAMC also subcontracted with AMBAG to utilize the regional model to prepare regional fee nexus studies, to conduct rail/bus rapid transit passenger analysis forecasts and to assess performance measurements for the regional transportation plan. TAMC participates, in addition to the Model Coordination Working Group, on committees tasked with developing a transit and bicycle/pedestrian components to the travel demand forecasting model.

Steps to Achieve Task

Task	Description	Deliverable	Completion Date
1	Planning		
1.1	Work with AMBAG to establish model-based, performance measure assessments for the regional transportation plan and if needed, the regional transportation improvement program.	Performance measurement assessments as required for the regional transportation plan update and regional transportation improvement program adoption.	6/30/2017

2	Data Gathering and Analysis		
2.1	Support/assist AMBAG in traffic simulation accompaniment tools to the regional model, including performance measures, working group meetings, and traffic simulation.	Model results as needed to support regional projects	6/30/2017
2.2	Assist with the development of transit and bicycle/pedestrian components to the travel demand forecasting model.	Transit and Bicycle/Pedestrian components for the travel demand forecasting model	6/30/2017

WORK ELEMENT NUMBER 4110

Environmental Document Review

Project Manager: Grant Leonard

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	25,858	0	State RPA	25,000	0
Contractual	0	0	Local	858	0
TOTAL	25,858	0	TOTAL	25,858	0
			% Federal	0%	

Project Description

The purpose of this work element is to review land use and transportation elements of environmental documents produced by local agencies and development projects for consistency with regional transportation plans and policies. This work element is directly related to the performance of the regional MTP/ RTP.

Project Product(s)

Comment letters to project sponsors regarding environmental assessments for the purpose of promoting consistency with federal, state, and regional transportation plans and policies, and Federal Planning Factors.

Previous and Ongoing Work

The Agency Board adopted *Guidelines for Environmental Document Review* including land use development principles, and *Complete Streets Guidebook*, to encourage cities and Monterey County to make a more cost-effective use of the transportation system through compact growth patterns, bicycle and pedestrian-friendly design and transit-oriented developments. TAMC coordinates with Caltrans to review and analyze traffic impacts of proposed development on the state highway system. TAMC also meets and coordinates with local jurisdictions on land use / General Plan updates to ensure consistency with regional plans and policies.

Steps to Achieve Task

Task	Description	Deliverable	Completion Date
1	Coordination		
1.1	Work with appropriate agencies and developers by commenting on land use, transportation, and greenhouse gas emissions sections of general plan updates, bicycle plans, major development plans, transit plans and environmental review documents prepared by local agencies and other entities.	In-house environmental document review log	Ongoing

- | | | |
|-----|---|---------|
| 1.2 | Share information with planning staffs of jurisdictions, public transit operators, universities and colleges, on the coordination of land use and transportation issues and projects. | Ongoing |
| 1.3 | Provide support to jurisdictions to integrate Complete Street Guidebook principals into local policies and project mitigations. | Ongoing |
| 1.4 | Participate with regional, local and state agencies, the general public and the private sector in planning efforts to identify and plan policies, strategies, programs and actions that maximize regional transportation connections and implement the regional transportation infrastructure by incorporating transit and intermodal facilities, bicycle transportation facilities and pedestrian walkways in plans and programs where appropriate (Complete Streets). | Ongoing |

2 Development Review

- | | | | |
|-----|--|---|---------|
| 2.1 | Evaluate the impact of proposed developments on the regional transportation system and encourage support for alternatives to the single occupant vehicles and better coordination between land uses and transportation needs by participating with regional, local and state agencies, the general public and the private sector in planning efforts to identify and plan policies, strategies, programs and actions that maximize and implement the regional transportation infrastructure. | In-house environmental document review log | Ongoing |
| 2.2 | Utilize TAMC's land use development principles in the evaluation of proposed developments to assist in community-based development of innovative transportation and land use alternatives to improve community livability, long-term economic stability and sustainable development. | Library of environmental documents | Ongoing |
| 2.3 | Update and revise, as needed, the Guidelines for Environmental Document Review to provide local agencies responsible for land use decisions with current information on the coordination of transportation planning with land use, open space, job-housing balance, environmental constraints, and growth management. | Guidelines for Environmental Document Review | Ongoing |
| 2.4 | Participate and provide comments at public hearings, scoping meetings, project review meeting, City Council meetings and LAFCO hearings pertaining to new developments' impacts on the regional transportation system. | Annual Board Report on Environmental Document Reviews | Ongoing |
| 2.5 | Review environmental documents to identify and analyze issues relating to integration of transportation and community goals and objectives in land use, housing, economic development, social welfare and environmental preservation. | Comment letters on draft plans and environmental documents a major impact on the regional transportation system | Ongoing |

WORK ELEMENT NUMBER 6140

Bicycle and Pedestrian Planning, Education, and Improvements

Project Manager: Ariana Green

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	87,682	0	State RPA	45,000	0
Contractual	0	0	STIP PP&M	1,000	0
			LTF	1,682	0
			CMP	40,000	0
TOTAL	87,682	0	TOTAL	87,682	0
			% Federal	0%	

Project Description

This work element promotes coordination among agencies in the county regarding state and local plans for bicycle and pedestrian travel, and integrates plans for bicycle and pedestrian improvements with roadway and transit studies consistent with the adopted Regional Transportation Plan and Bicycle and Pedestrian Facilities Master Plan for Monterey County. Complete Streets policies developed for the Monterey Bay Region are coordinated with other efforts undertaken in work element 6140 and will be used to assist cities and the County to incorporate Complete Streets policies into their general plan circulation element updates as required by AB 1358. Public outreach is conducted to identify system deficiencies and potential projects for inclusion in future plans. Project implementation tasks ineligible for RPA funding are not included in this work element. Work Elements 6500 and 6550 focus on project implementation utilizing non-planning funds.

Previous and Ongoing Work

The Transportation Agency administers several programs to promote bicycle and pedestrian travel. The Agency’s Bicycle and Pedestrian Facilities Advisory Committee provides input on capital projects and funding programs in the county. The Agency also coordinates with member jurisdictions to fund and develop projects included in the Bicycle and Pedestrian Facilities Master Plan, which was most recently adopted in 2011. The Agency will work on the 2016 Active Transportation Plan, an update of 2011 Bicycle and Pedestrian Facilities Master Plan. Work Element 6145 focuses on the 2016 Active Transportation Plan. The Agency also reviews and comments on local land use and transportation projects to ensure that needs for safe bicycle and pedestrian travel are considered, and help ensure that local projects reflect and support implementation of the Bicycle and Pedestrian Facilities Master Plan.

In 2008, TAMC finalized the Monterey Bay Sanctuary Scenic Trail Master Plan and continues to assist the County of Monterey and other local jurisdictions to plan and fund individual trail segments.

Steps to Achieve Task			
<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Provide input and assistance to local, regional and state agencies on how to integrate bicycle and pedestrian features into roadway and land development projects promoting efficient regional system management.	Integration of Bicycle and Pedestrian elements into corridor studies and project planning	6/30/2017
2	Assist local jurisdictions in the development or update of Bicycle Transportation Plans, and certify conformance with Street and Highways Code and consistent with TAMC's Master plan and the Regional Transportation Plan.	Certification of local agency Bike and Pedestrian plans	6/30/2017
3	Participate with Caltrans in the development of Statewide Bicycle and Pedestrian Plan	Coordination with Caltrans on Statewide Bicycle and Pedestrian Plan	6/30/2017

WORK ELEMENT NUMBER 6145

Active Transportation Plan (Bicycle and Pedestrian Master Plan Update)

Project Manager: Virginia Murillo

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	60,999	0	LTF	60,999	0
Contractual	0	0			
TOTAL	60,999	0	TOTAL	60,999	0
			% Federal	0%	

Project Description

The 2016 Active Transportation Plan will focus on identifying high priority bicycle and pedestrian projects, as identified by TAMC's Bicycle and Pedestrian Committee, the Technical Advisory Committee and staff from each of the jurisdictions. The 2016 Plan will also focus on analyzing key gaps from the existing and proposed bicycle and pedestrian networks, identifying opportunity sites for innovative bicycle facility designs, and will identify areas for enhanced regional and local connectivity. The 2016 Plan will be prepared according to the State's guidelines for Active Transportation Plans to enhance local jurisdiction's applications for grant funding. The 2016 Plan will contain maps for each of the jurisdictions of existing and proposed bicycle and pedestrian facilities, along with policies and programs to increase the proportion of trips accomplished by bicycling and walking. Other elements in the 2016 Plan will include a needs analysis of bicyclists and pedestrians, public health and economic benefits of bicycling and walking, costs to implement projects and a list of various potential funding sources.

Previous and Ongoing Work

The 2016 Active Transportation Plan is an update to the Transportation Agency's most recent 2011 Bicycle and Pedestrian Master Plan. Work on the 2016 update will be initiated in FY 2015/16 and completed in FY 2016/17.

Steps to Achieve Task			
<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Inventory existing facilities, programs and existing conditions	Existing conditions report	4/30/2016
2	Review and update goals, objectives and policies	Updated goals, objectives and policies	6/30/2016
3	Project outreach and stakeholder input	Draft list of projects	6/30/2016
4	Develop project ranking and prioritization criteria	Prioritized list of projects	9/30/2016

Project Manager: Ariana Green

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	34,048	0	LTF	61,548	0
Contractual	27,500	0			
TOTAL	61,548	0	TOTAL	61,548	0
			% Federal	0%	

Project Description

The goal of Bike Month is to promote bicycling as a healthy transportation alternative that reduces traffic and air pollution. Through a schedule of activities such as Bike Rodeos, Community Rides, Bike to Work Day and Bike to School Day, and community events such as Ciclovía Salinas, the general public is introduced to bicycling resource available in the community and encouraged to try cycling.

Previous and Ongoing Work

2017 will be the 23rd annual iteration of Bike Week.

Steps to Achieve Task

Task	Description	Deliverable	Completion Date
1	Bike Month Campaign	Bike Month 2017	5/30/2017

WORK ELEMENT NUMBER 6220

Regional Transportation Plan

Project Manager: Grant Leonard

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	108,526	0	State RPA	57,000	0
Contractual	25,000	0	Local	76,526	0
TOTAL	133,526	0	TOTAL	133,526	0
			% Federal	0%	

Project Description

The Regional Transportation Plan (RTP) for Monterey County is a long range (20 year) plan, updated every four years, that forms the basis for the Metropolitan Transportation Plan (MTP) prepared by AMBAG for the Monterey Bay Area pursuant to Federal Highway Administration and Caltrans transportation planning requirements. As the Metropolitan Planning Organization for the Monterey Bay Area, which includes Monterey, San Benito and Santa Cruz counties, AMBAG incorporates the financial assumptions and project lists included in the Regional Transportation Plans prepared for Monterey, Santa Cruz and San Benito Counties in the Metropolitan Transportation Plan. The Agency coordinates its update with AMBAG, the other Monterey Bay regional transportation planning agencies, and partner agencies including Caltrans, Monterey-Salinas Transit, the Monterey Bay Unified Air Pollution Control District and the Monterey Regional Airport District to ensure consistency between plans. Pursuant to state and federal guidelines, the Regional Transportation Plan includes a countywide multi-modal needs assessment, transportation policy element, long-range funding forecast, funding-constrained countywide transportation project list, and a program-level environmental review document assessing the probable environmental impacts associated with implementation of the plan. The Agency seeks public participation to develop the Regional Transportation Plan for each of the project steps identified in the Overall Work Program, and undertakes public outreach for the project according to adopted Monterey Bay Area Public Participation Plan.

Project Product(s)

- Regional Transportation Plan Updates/amendments
- Expenditure Plan
- Develop Performance Measures and strategic priorities for the 2018 RTP
- 2018 Metropolitan Transportation Plan/Regional Transportation Plan Environmental Impact Report

Previous and Ongoing Work

Regional (countywide) Transportation Plans have been prepared by the Agency since 1975. These plans and plan elements are to be in place at the time the biennial State Transportation Improvement Program candidate projects are transmitted to the California Transportation Commission via each area's Regional Transportation Improvement Program. AMBAG has prepared a Metropolitan Transportation Plan for the Santa Cruz, San Benito and Monterey County region since 1991. Since 2002, the regional agencies and AMBAG have coordinated to prepare a single environmental document and financial estimates for the region's transportation plans.

In 2013-14, accomplishments included continued coordination with AMBAG and the AMBAG region transportation agencies to prepare the updates to the Regional Transportation Plans and Metropolitan Transportation Plans for adoption in June, 2014, including coordinated work plans and timelines. The Agency completed and adopted a Regional Transportation Plan and coordinated environmental document in 2013-14.

This work supports the AMBAG priorities for planning and forecasts and sustainable development strategies for the Metropolitan Transportation Plan, as well as collaborative planning and implementation with regional agencies.

Steps to Achieve Task

<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Develop future Performance Measures consistent with MAP-21 guidelines in coordination with regional and state partner agencies	Draft project evaluation Performance Measures	9/30/2016
2	Draft funding strategies necessary to meet RTP project list goals and TAMC Board strategic priorities	Staff reports and public participation materials; Expenditure Plan	12/31/2016
3	Continue coordination of the Regional Transportation Plan development with the Metropolitan Transportation Plan and RTPs for Santa Cruz and San Benito Counties consistent with California Transportation Plan 2040.	Staff reports and memos	6/30/2017
4	Undertake public outreach plan based on adopted Monterey Bay Public Participation Plan and participation plan for the Regional Transportation Plan and Sustainable Communities Strategy.	Updated TAMC Board strategic priorities	6/30/2017
5	Coordinate with local jurisdictions on master plan and general plan updates to ensure consistency with the Regional Transportation Plan	Comment letters on draft plans	6/30/2017
6	<i>Continue coordination of the MTP/RTP Environmental Impact Report developed jointly with AMBAG, SBtCOG, and SCCRTC</i>	<i>EIR covering the 2018 Regional Transportation Plan</i>	<i>6/30/2017</i>

WORK ELEMENT NUMBER 6262

Congestion Analysis, CMP & Regional Development Impact Fee

Project Manager: Mike Zeller

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$) Change		Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	34,502	0	Local	34,502	0
Contractual	10,000	0	Impact Fees	10,000	
TOTAL	44,502	0	TOTAL	44,502	0
			% Federal	0%	

Project Description

To identify and monitor existing traffic congestion problems and assist local jurisdictions to minimize traffic impacts from proposed development; to coordinate land use and transportation planning to mitigate or prevent traffic congestion; and to administer the regional development impact fee program.

Project Product(s)

Provide support to local jurisdictions considering use of Regional Development Impact Fee modeling data to develop a local Transportation Utility Fee concept for roads preservation and operations.

Previous and Ongoing Work

California law requires the preparation of regional Congestion Management Programs (CMPs) to help mitigate the traffic impacts of new development. Regions can elect not to participate in the statutory CMP. The Agency focuses on implementation of a Regional Development Impact Fee as a replacement for prior CMP activities. In 2008, the Transportation Agency completed a Nexus Study and developed a schedule of development impact fees to be collected by the land use agencies in the county. The County and each city in the county entered into a Joint Powers Agreement creating the Regional Development Impact Fee Joint Powers Agency, with the Transportation Agency responsible for administering the fee program. The fee became effective in August 2008. In order to guide the use of the fee revenues, under the Joint Powers Agreement, the Agency adopted a Strategic Expenditure Plan in August 2009.

In 2010, agency staff held a workshop for the local jurisdictions to review the fee program and discuss recent updates to the program. In 2011, agency staff worked with the City of Salinas and the other jurisdictions to identify areas of infill development that would be eligible for reduced trip rates. In 2013, Agency staff completed a major update to the Regional Development Impact Fee Program Nexus Study and worked with the local jurisdictions to revise their ordinances to incorporate the updated fee schedule. In 2014 and 2015, agency staff completed an annual update to the Strategic Expenditure Plan, which programmed funding to improvements on Highway 156 and Highway 68. Agency staff continues to meet and coordinate with local jurisdictions and developers to ensure consistency and accuracy in the application of the regional fees.

Steps to Achieve Task			
<u>Step No</u>	<u>Step Description</u>	<u>Deliverable</u>	<u>Step to be Completed</u>
1	Administer the Regional Development Impact Fee Joint Powers Agency		Ongoing
2	Maintain the necessary accounts and accounting procedures to implement the Regional Impact Fee	RDIF Audit	Ongoing
3	Maintain an annual fee schedule and a fee implementation manual for local planning departments	RDIF Fee Schedule and Procedures Manual	6/30/2017
4	Update the Strategic Expenditure Plan in consultation with Caltrans and member jurisdictions	Strategic Expenditure Plan	6/30/2017

WORK ELEMENT NUMBER 6264

FORA Transportation Network Update

Project Manager: Mike Zeller

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$) Change		Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	48,135	0	FORA	15,000	0
Contractual	0	0	LTF	33,135	0
TOTAL	48,135	0	TOTAL	48,135	0
			% Federal	0%	

Project Description

The 2014 FORA Capital Improvement Program (CIP) Review – Phase III report acknowledges the need to revisit the 2005 FORA Fee Reallocation Study to assess the validity of FORA-listed transportation obligations required by the Fort Ord Base Reuse Plan (BRP). This has prompted FORA to request a coordinated work effort with TAMC for the purposes of reviewing, analyzing, and adjusting the fiscal and physical transportation network obligations defined in the BRP as appropriate.

Project Product(s)

2016 FORA Fee Reallocation Study Update

Previous and Ongoing Work

In 2005, TAMC completed the FORA Fee Study Reassessment, which involved project management and coordination with AMBAG for the modeling work. This proposed effort is to conduct a review and update of the FORA Fee Study with TAMC acting as the project lead in coordination with FORA and other stakeholder groups.

Steps to Achieve Task

Step No	Step Description	Deliverable	Step to be Completed
1	Project Management		6/30/2017
2	Travel Forecast and Fee Reallocation		6/30/2017
3	Project Funding Analysis		6/30/2017
4	Report Preparation	2016 FORA Fee Reallocation Study Update	6/30/2017

WORK ELEMENT NUMBER 6410**Transportation Improvement Programs (TIPs)**

Project Manager: Mike Zeller

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	62,324	0	State RPA	55,000	0
Contractual	0	0	LTF	7,324	0
TOTAL	62,324	0	TOTAL	62,324	0
			% Federal	0%	

Project Description

Develop, adopt, and maintain programming documents required to receive federal and state transportation funds. Documents include the Regional Transportation Improvement Program for Monterey County, and content for the Metropolitan Transportation Improvement Program.

Project Product(s)

2016-17 to 2019-20 Metropolitan Transportation Improvement Plan and Amendments

2016 Regional Transportation Improvement Plan and Amendments

Previous and Ongoing Work

The Transportation Agency must prepare, adopt, and submit a countywide Regional Transportation Improvement Program to the California Transportation Commission by December 15 of every odd-numbered year. The California Transportation Commission selects projects from this regional program and from the Caltrans-proposed Interregional Transportation Improvement Program and adopts this program of projects generally in April of every even year as the State Transportation Improvement Program. The Agency adopted its current Regional Transportation Improvement Program in December 2015. Recent Regional Transportation Improvement Programming has focused on funding high priority major projects, including the Highway 156 Improvement project, and receiving programming allocations from the California Transportation Commission. Future efforts will seek to maintain funding and to program any new monies to other high priority highway and transit projects. Regular contact is maintained with local jurisdictions to incorporate projects into programming documents.

Steps to Achieve Task			
Task	Description	Deliverable	Completion Date
1	Planning		
1.1	Develop amended 2016 RTIP, as necessary to comply with adopted STIP guidelines and fund estimate	2016 RTIP for Monterey County	6/30/2017
1.2	Create or revise Project Programming Request (PPR) forms for potential new State Transportation Improvement Program funding	PPR forms for STIP projects	6/30/2017
1.3	Track projects in the State Transportation Improvement Program and assist project sponsors in processing amendments.	Project Tracking Log	6/30/2017
1.4	Provide AMBAG programming information for new and updated projects for inclusion in the Metropolitan Transportation Improvement Program	Up to date programming information	On going
2	Coordination		
2.1	Consultation and coordination between Caltrans, other Regional Transportation Planning Agencies, and local agencies for project programming	Information to AMBAG, state and federal agencies.	Quarterly
2.2	Participation in Regional Transportation Planning Agencies Group, California-Federal Programming Group, California Transportation Commission, and California Council of Governments and other programming related meetings	Accurate and up-to-date information on State and federal programming requirements.	Monthly
2.3	Coordinate Transportation Improvement Program amendments with AMBAG for the Federal Transportation Improvement Program and with Caltrans and the California Transportation Commission for the State Transportation Improvement Program	MTIP/STIP Amendments	Quarterly

WORK ELEMENT NUMBER 6500

Project Development and Grant Implementation

Project Manager: Hank Myers

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	182,101	0	STIP PP&M	104,400	0
Contractual	10,000	0	LTF	32,616	0
			CMP	45,085	0
			Local	10,000	0
TOTAL	192,101	0	TOTAL	192,101	0
			% Federal	0%	0

Project Description

Work with state and local agencies to coordinate on-time and on-budget delivery of transportation projects in Monterey County. Administer federal aid funding programs whose projects are included in the regional plan, including the Regional Surface Transportation Program, and the Transportation Enhancement program. Assist local jurisdictions in meeting federal and state funding program requirements to secure funds for needed transportation projects from other funding programs. Diversify funding sources for transportation projects to ensure that Monterey County receives its fair share of State and Federal funds. Secure competitive state or federal funding from a sources.

Previous and Ongoing Work

Prunedale Improvement Project, Airport Boulevard, Salinas Road Interchange, and the US 101-San Juan Road Interchange project have resulted from active involvement in project implementation and development assistance. The Agency adopted the last Regional Transportation Improvement Program in December 2015. Regional Transportation Improvement Programming has focused on fully funding high priority major projects and received programming allocations from the California Transportation Commission. The Agency has also worked diligently to secure state bond funds for the projects. Future efforts will investigate potential new funding sources, seek to maintain funding and to program any new monies to other high priority highway and transit projects. The Agency has worked with local agencies on the RSTP grant program implmentation. Regular contact is maintained with local jurisdictions to support the development and implementation of local and regional projects. The Transportation Agency announces the Caltrans Call for Projects for the Federal Transit Administration Section 5310 program, receives project applications, scores applications and forwards a regional Section 5310 priority list to Caltrans. The Transportation Agency also coordinates with AMBAG to review and score Federal Transit Administration Section 5316, and 5317 applications and certify that the projects seeking funding are consistent with the Coordinated Public Transit-Human Services Transportation Plan for the Monterey Bay region adopted by AMBAG.

Steps and Products

Task	Description	Completion Date
1	Project Implementation Support	
1.1	Caltrans - quarterly progress meetings.	Quarterly
1.2	County of Monterey- quarterly status meetings.	Quarterly
1.3	Local agencies - biannual project status and progress meetings.	6/30/2017
1.4	Utilize consultant support for project delivery.	Ongoing
1.5	Assist implementing agencies utilize existing Regional Surface Transportation Program and TDA 2% funds.	Monthly

1.6	Assist local jurisdictions for applying and programming potential federal discretionary fund sources including HBR, HSIP, SRTS, HR3, etc.	Monthly
1.7	Coordinate review and scoring FTA grant applications.	4/30/2017
1.8	Provide assistance to local jurisdiction to meet state and federal Disadvantage Business Enterprise requirements.	As needed
1.9	Participate in AMBAG orthoimagry project	8/31/2016
2	TAMC-discretionary funds	
2.1	Administer allocations of Regional Surface Transportation Program and TDA 2% funds.	Monthly

WORK ELEMENT NUMBER 6501**Roundabout Outreach****Project Manager:** Ariana Green**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	113,185	0	Local	48,306	0
Contractual	6,172	0	LTF	71,051	0
TOTAL	119,357	0	TOTAL	119,357	0
			% Federal	0%	

Project Description

Develop and conduct a Public Outreach program for the Holman Highway-SR 1 Roundabout Project construction phase

Project Product(s)

A Public Outreach Program that provides ongoing information to residents and travelers about construction delay and alternative routes along with the benefits and impacts of constructing a roundabout at the intersection of Holman Highway and SR 1.

Previous and Ongoing Work

In 2011, the City of Monterey received a grant from the Monterey Bay Unified Air Pollution Control District to study the feasibility of constructing a roundabout at the Holman Highway 68/Highway One intersection to replace the existing constrained traffic signal. This study has produced a concept design that will improve existing conditions and accommodate upcoming project capacity needs. The City of Monterey secured additional AB 2766 grant funding to proceed with final design and construction of the project. TAMC was a sub-recipient to provide pre-construction public outreach for the project. Pre-construction outreach consisted of the development of a project website, stakeholder and community meetings, presentations to public agencies, responding to inquiries from the community, press releases, formation of an interagency task force and working groups.

Steps to Achieve Task

Task	Description	Deliverable	Completion Date
1	Development of construction outreach materials	Visual simulation, PowerPoint presentation, press releases, website, mailings, and project flyers	4/30/2016
2	Conduct stakeholder and community meetings	Multimedia presentations	4/30/2017
3	Conduct presentations to public agencies	Multimedia presentations	4/30/2017
4	Receive and address questions and concerns	Correspondence, website updates	4/30/2017
5	Coordinate with Caltrans Public Information Office		4/30/2017

WORK ELEMENT NUMBER 6502 SR 156 Project Development and Public Outreach**Project Manager:** Todd Muck**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	226,988	0	Federal Demo	400,000	0
Contractual	294,000	0	RDIF	119,000	0
			LTF	1,988	
TOTAL	520,988	0	TOTAL	520,988	0
			% Federal	77%	

Project Description

Work with state and local agencies to continue project development and secure full funding for the SR 156 Corridor project.

Previous and Ongoing Work

Following a ten-year community process to determine a preferred alternative, a final EIR for the SR 156 Corridor project was approved in 2013. Also in 2013 the Transportation Agency and Caltrans conducted a Traffic and Revenue Study that provided a sketch level analysis indicating toll financing is a feasible way to fund the SR 156 Corridor project. Acknowledging the SR 156 Corridor project is the Agency's #1 unfunded priority, the Agency has been working with Caltrans to explore tolling and a public-private partnership to deliver the project. Pending approval from the Transportation Agency Board of Directors and the California Transportation Commission to move forward, upcoming work includes completing a supplemental EIR, evaluating tolling alternative to eliminate the \$224+ million funding gap and developing required contractual agreements.

Steps and Products

Task	Description	Completion Date
1	Public Outreach	
1.1	Conduct TAMC Board Ad Hoc committee meetings	As Needed
1.2	Present on the SR 156 Corridor project to community and business groups	Ongoing

2 Funding & supplemental environmental review for the Hwy 156 Corridor

- | | | |
|-----|--|------------|
| 2.1 | Report on Public Private Partnership funding alternative for the Hwy 156 Corridor with an assessment of tolling as a funding alternative in the Monterey Bay region. | Ongoing |
| 2.2 | Develop materials required to propose and evaluate various procurement options and financial scenarios. | 12/31/2016 |
| 2.3 | Review and comment on supplemental environmental documents updated for the tolling alternative. | 8/30/2017 |
| 2.4 | Obtain state approval to prepare bid documents required to design, finance, construct, operate and maintain the SR 156 Corridor project if determined by the Transportation Agency Board of Directors to be financially feasible and in the best interests of Monterey County residents. | 2/15/2018 |

WORK ELEMENT NUMBER 6550 Complete Street Project Implementation

Project Manager: Ariana Green

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	114,307	0	RSTP Exchange	597,200	0
Contractual	505,000	0	LTF	22,107	0
TOTAL	619,307	0	TOTAL	619,307	0
			% Federal	0%	

Project Description

The Complete Street Project Implementation work element is a compilation of projects and activities related to implementing Complete Street type projects. Example of activities include purchasing bicycle racks and other security devices as part of a Bicycle Secure Program, and design assistance to support Complete Street project implementation; design, manufacture and installation of bicycling wayfinding signs; and Intersection Control Evaluations to consider the appropriateness of roundabouts at modified or new intersections. Included in FY 16/17 is construction oversight for the Via Salinas Valley projects which includes safe routes to school bike and sidewalk projects in each of the Salinas Valley cities. Transportation Agency has agreed to be the implementing agency for this Active Transportation Program grant in partnership with the County of Monterey Health Department and the cities of Gonzales, Greenfield, King, Salinas and Soledad. Other related activities within this work element are to be determined based on TAMC Board direction.

Previous and Ongoing Work

TAMC's Bicycle Secure Program started in 2005 with Air District grant funds. In 2014/15 the TAMC Board approved updated program guidelines to reinstate the program. Bicycle Secure Program implementation continues in FY 2015/16. In FY 2014/15 the TAMC Board approved funding for Intersection Control Evaluations to support RSTP competitive grant application requirements and to encourage considering roundabout when intersections are upgraded. Planning activities for the bicycle wayfinding signs was included in the FY 2014/15 Work Program in work element 6140.

Steps to Achieve Task			
<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Bicycle Protection Program	Countywide installation of public use bicycle storage	
1.2	Announce Funding Cycle	Program announcement, press release, program brochures, handouts	12/30/2016
1.3	Award Racks	Scoring sheets and award letters	3/30/2017
1.4	Purchase Racks and other security devices	Contract Agreement(s)	4/30/2017
1.5	Program Reporting	Report and pictures of installed racks	6/30/2017
2	Bicycle wayfinding signs		
2.1	Complete design of wayfinding signs (Initiated in FY 2014/15)	Sign design	2/28/2016
2.2	Manufacture and install signs for initial routes	Sign manufacture and installation	8/30/2016
2.3	Evaluate program and identify routes for future installation	Report	12/31/2016
2.4	Coordinate with Caltrans on wayfinding signs that are on State Highway System		8/30/2016
3	Via Salinas Valley		
4	Design Assistance		
4.1	On-call/Task Order design, engineering & environmental to support Complete Street implementation	On-call project support	6/30/2017

WORK ELEMENT NUMBER 6710

Corridor Studies

Project Manager: Hank Myers

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)		Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	29,646	0	State RPA	25,000	0
Contractual	0	0	LTF	4,646	0
TOTAL	29,646	0	TOTAL	29,646	0
			% Federal	0%	

Project Description

This Work Element addresses the Transportation Agency for Monterey County's participation in studies that define and evaluate projects that enhance the integration and connectivity of the regional transportation system across and between modes, people, and freight. The Agency's focus includes studying projects and programs that increase capacity, safety, efficiency and mobility, preserving existing system infrastructure and support goods movement. Work is intended to result in proposed improvements to transportation corridors that are fundable and deliverable, and consistent with regional transportation plans.

Project Product(s)

- Participate with City of Salinas, Monterey County, and Caltrans in corridor study to evaluate and determine preferred approach to US 101 through City of Salinas.
- Engage in conceptual study of transportation needs along the US 101 corridor, including collaborative work with the South County cities, Caltrans, the Central Coast Coalition and AMBA
- Engage with Monterey-Salinas Transit, Caltrans, and other interested agencies in a busway feasibility study in the State Route 1 corridor.
- Participate with AMBAG on the US 101 Freight Plan, next steps and implementation, including Central Coast Working Group meetings as needed.
- Participate with Caltrans on the update of Transportation Corridor Reports for SR 1, SR 156, SR 218
- Provide input in Caltrans lead planning efforts including: California Transportation Plan, Transportation Concept Reports, Interregional Transportation Strategic Plan, Inventory Statewide Bicycle and Pedestrian Plan and the California State Highway System Roundabout
- Ramp Metering Development Plan, District System Management Plan, and State Rail Plan.
- Participate with Caltrans on early project development phases for the Castroville Multimodal project

RPA Eligible Tasks

Coordination, development and monitoring of corridor studies and planning for state highway and multimodal connectivity in Monterey County consistent with regional transportation plans.

Previous and Ongoing Work

The Transportation Agency closely participates in the study and planning for roadway improvement projects, as well as funding, in order to assist in facilitating the initiation of projects by Caltrans and the Transportation Agency member agencies. Significant successes has been made on corridor studies resulting in major Caltrans administered highway projects reaching the construction stage, including the US 101 Prunedale Improvement Project; US 101 San Juan Road Interchange Project; US 101 – Airport Blvd. Interchange East improvements. Also developing the nomination for the Castroville Multimodal Project for the Caltrans Asset Management Program.

Agency staff will continue to monitor and assist in facilitating project planning progress on the roadway priorities listed in the Transportation Agency Regional Development Impact Fee Strategic Investment plan adopted in 2009.

Agency will initiate planning for additional transportation projects ranked highly by the Agency Board.

Steps and Products

<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Develop corridor studies (listed above) in consultation partner agencies	Project objectives, schedule and deliverables	Ongoing
2	Review and comment on documents produced by partner agencies	Comments, memos	Ongoing
3	Prepare reports on impacts and alternatives for corridor studies.	draft and final report; comments on reports	6/30/2017
4	Participate in freight planning and coordination monthly or as needed meetings with TAC, TAMC, AMBAG, Caltrans, others	Comments, memos	Ongoing
5	Conduct and coordinate outreach for public input on listed project products	Meeting agendas, handouts, notes and action items	Ongoing
6	Prepare and deliver presentations for Board of Directors, member agencies	Staff reports	Monthly
7	Post reports and summaries on TAMC Internet site with notices on Facebook for public access and opportunities to comment.	Internet posting	Monthly

WORK ELEMENT NUMBER 6724

Pacific Grove State Route 68 Corridor Study

Project Manager: Ariana Green

EXPENDITURE AND REVENUE: FY 2015-2016

EXPENDITURES		REVENUE	
Agency	Amount (\$)	Source	Amount (\$)
TAMC		TAMC	
Personnel	29,589	Partnership Planning for Sustainable Trans	120,000
Consultant	114,652	State RPA	21,000
		LTF	3,241
TOTAL	144,241	TOTAL	144,241
		% Federal	83%

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES		REVENUE			
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	45,276	0	Partnership Planning for Sustainable Trans	0	0
Consultant	0	0	LTF	45,276	0
			State RPA	0	0
TOTAL	45,276	0	TOTAL	45,276	0
			% Federal	0%	

Project Description

The "Pacific Grove State Route 68 Corridor Study" will identify projects to improve pedestrian and bicycle safety along the corridor, developed to a level of detail sufficient for the City to pursue funding opportunities to further develop and construct improvements. As a link in the State Highway system, this study also presents an opportunity to partner with the state to implement "complete streets" projects and advance regional sustainable transportation initiatives. TAMC has hired a consultant to study existing conditions and plans governing development of the corridor, identify pedestrian safety needs and infrastructure gaps, and identify a list of improvements needed to address the gaps identified. Caltrans' conceptual approval of proposed improvements will be sought prior to presenting suggestions to the public or finalizing the study. The study will be used to update the City of Pacific Grove General Plan, an update for which is planned by the City.

RPA Eligible Tasks

Coordination, development and monitoring of corridor studies and planning for state highways in Monterey County consistent with regional transportation plans. All tasks and products promote the Federal Planning Factors.

Steps and Products

<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Project Initiation and Contracting		
1.1	Project Initiation/Kick-off Meeting	Meeting Summary Notes	2/27/2015
1.2	Staff Coordination	Monthly Meeting Notes	6/30/2016
1.3	Prepare RFP, select Consultant Services	Procurement procedures and executed consultant contract	5/22/2015
2	Corridor Study		
2.1	Consultant Kick-off Meeting*	Meeting Notes	6/1/2015
2.2	Identify Existing Conditions*	Existing Conditions Report	7/26/2015
2.3	Develop Conceptual Design Alternatives*	Conceptual Design Alternatives Report	12/1/2015
2.4	Draft Corridor Study*	Draft Corridor Study	2/29/2016
2.5	Prepare Final Corridor Study*	Final Corridor Study	5/31/2016
3	Public Outreach		
3.1	Stakeholder List and Ongoing Outreach	Preliminary Stakeholder List; Project Webpage	6/31/2016
3.2	Pacific Grove City Council Meeting #1*	Meeting Announcement; PowerPoint Presentation/Visual Aids; Meeting Summary	6/20/2015
3.3	Board and Committee Meetings #1*	Meeting Announcement; PowerPoint Presentation/Visual Aids; Meeting Summary	7/30/2015
3.4	Community Workshop #1*	Meeting Announcement; PowerPoint Presentation/Visual Aids; Meeting Summary	7/30/2015
3.5	Community Workshop #2*	Meeting Announcement; PowerPoint Presentation/Visual Aids; Meeting Summary	10/31/2015
3.6	Pacific Grove City Council Meeting #2*	Meeting Announcement; PowerPoint Presentation/Visual Aids; Meeting Summary	6/30/2016
3.7	Board and Committee Meetings #2*	Meeting Announcement; PowerPoint Presentation/Visual Aids; Meeting Summary	6/30/2016
3.8	Pacific Grove City Council Approval and TAMC Acceptance*	Meeting Announcement; Meeting Minutes (PowerPoint Presentation; Meeting Summary)	8/30/2016
4	Fiscal Management		
4.1	Invoicing	Invoice packages	Quarterly
4.2	Quarterly Reports	Quarterly Reports	Quarterly

* *Consultant responsible or partially responsible for completion of task*

WORK ELEMENT NUMBER 6725 Monterey-Salinas State Route 68 Corridor Plan

Project Manager: Grant Leonard

EXPENDITURE AND REVENUE: FY 2015-2016

EXPENDITURES		REVENUE	
Agency	Amount (\$)	Source	Amount (\$)
TAMC		TAMC	
Personnel	26,064	Caltrans Sustainable Trans Grant	146,000
Consultant	202,929	State RPA	73,802
		Local	9,191
TOTAL	228,993	TOTAL	228,993
		% Federal	64%

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	118,663	0	Caltrans Sustainable Trans Grant	125,000	0
Consultant	100,000	0	State RPA	20,000	0
			STIP PP&M	24,112	0
			Local	49,551	0
TOTAL	218,663	0	TOTAL	218,663	0
			% Federal	57%	

Project Description

The State Route 68 corridor is a key travel route between Salinas and the Monterey Peninsula and is subject to periods of heavy congestion. SR 68 is designated a scenic highway and is bordered by significant wildlife habitat including the 14,650 acre Fort Ord National Monument and rural low density development in the Sierra de Salinas mountain range connecting to the Ventana Wilderness of the Los Padres National Forest. The SR 68 Corridor Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of SR 68 improvements including a comparison of existing alignment or bypass alignment, and the potential for wildlife connectivity enhancements. The Transportation Agency will actively engage the public in the plan with a program of public meetings and online outreach efforts. The Transportation Agency for Monterey County will use the plan to determine operational and capacity improvements affordable over the next five to twenty years that contribute to the long-range sustainability of SR 68.

RPA Eligible Tasks

Coordination, development and monitoring of corridor studies and planning for state highways in Monterey County consistent with regional transportation plans. All tasks and products promote the Federal Planning Factors.

Previous and Ongoing Work

In spring of 2015, the Agency received a Caltrans Sustainable Planning Grant to complete the SR 68 Corridor Study. In August of 2015, the Agency released two RFP for consultant services, one for wildlife connectivity analysis, and one for travel analysis and transportation improvement concepts. On December 2, 2015, the Agency finalized both contracts and began executing the respective scopes of work.

Scope of Work and Timeline

<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Timeline</i>
1	Project Initiation and Contracting		
1.1	Project Initiation/Kick-off Meeting	Meeting Summary Notes	7/31/2015
1.2	RFP for Consultant Services	Copies of Procurement Procedures, RFP, and Executed Consultant Contract.	12/2/2015
1.3	Staff Coordination	Monthly Meeting Notes	9/30/2017
2	Public Outreach		
2.1	Stakeholder Analysis	Stakeholder Matrix	2/28/2016
2.2	Online Community Engagement	Agency website, social media pages, interactive online project forum.	8/30/2017
2.3	Meetings with Stakeholders	Presentation Materials, meeting notes, and public feedback.	7/29/2017
2.4	Community Workshop #1	Workshop, post-workshop summary, and public feedback	3/31/2016
2.5	Community Workshop #2	Workshop, post-workshop summary, and public feedback	3/31/2017
2.6	Conclusion Presentations to Stakeholders	Presentation Materials and meeting notes.	8/31/2017
3	Corridor Travel Analysis		
3.1	Existing Conditions and Traffic Volumes, Modeling*	Regional and sub-regional travel analysis with graphic representations of congestion, draft existing Conditions chapter. Travel time impact analysis, air quality impact analysis, draft development Impact chapter.	1/31/2016
3.2	Short-Term and Mid-Term Project Concepts and Layouts*	Intersection control evaluations, impact/benefit analysis of regional improvements, draft short-term and mid-term solutions chapter.	6/30/2016
3.3	Corridor Travel Simulation*	Corridor traffic simulation evaluating alternative project concepts.	6/30/2016
3.4	Short-Term and Mid-Term Project Cost Estimates*	Project cost estimates.	10/31/2016
4	SR 68 Bypass Analysis		
4.1	Update Cost, Timeline, and Location*	Map of bypass alignment and right of way, updated cost and timeframe estimates, analysis of potential impacts from a bypass.	10/31/2016
4.2	Evaluate Short and Mid-Term Improvements Relative to a Bypass*	Analysis of short and mid-term projects on the bypass, draft Route 68 Bypass chapter.	12/31/2016
5	Wildlife Connectivity Analysis		
5.1	Existing Connectivity Analysis*	Map of existing connectors, maps of wildlife collisions.	4/30/2016
5.2	Potential Connectivity Enhancements*	Recommendations for wildlife mobility features incorporated into near-term and mid-term corridor improvements. Draft wildlife connectivity chapter with	10/31/2016
6	Final Plan		
6.1	Draft Plan*	Draft Plan Document	5/31/2017
6.2	Final Plan*	Final Plan Document	8/31/2017
7	Fiscal Management		
7.1	Invoicing	Invoice packages	Quarterly
7.2	Quarterly Reports	Quarterly Reports	Quarterly

* *Consultant responsible or partially responsible for completion of task*

WORK ELEMENT NUMBER 6800

Rail Planning/Corridor Studies

Project Manager: Christina Watson

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	67,238	0	LTF	67,238	0
Contractual	0	0			
TOTAL	67,238	0	TOTAL	67,238	0
			% Federal	0%	

Project Description

Conduct feasibility studies, prepare plans and manage implementation of passenger rail service focusing on safety, efficiency, and reliability in the Monterey Bay region as well as corridor studies for the region. To support the initiation of the "Coast Daylight Service", a new round trip intercity rail service along the Coast Rail Corridor between San Francisco and Los Angeles, with stops in Monterey County (Pajaro/ Watsonville, Salinas, Soledad and City of King).

Project Product(s)

Studies and plans that provide the best return on investment on rail infrastructure in the Monterey Bay region. Applications for state and/or federal rail funding. Operating Agreements with train operator for Coast Daylight. Track Use Agreements with Union Pacific Railroad.

Previous and Ongoing Work

The Agency's Rail Policy Committee provides policy direction and input on rail service planning activities. Agency staff and the Rail Policy Committee chair also participate in the Coast Rail Coordinating Council, which is proposing a new Coast Daylight Service along the Union Pacific mainline between San Francisco and Los Angeles. In 2015, the Agency worked with Amtrak on a feasibility study for the service and worked with SLOCOG to finalize the environmental review of the line between Salinas and San Luis Obispo. The Agency is the lead on the environmental review of the line between Salinas and San Jose and executed a contract for that work in 2015. Charges for that activity are made to Work Element 6808 to separate restricted funding.

Steps to Achieve Task

<u>Step No</u>	<u>Step Description</u>	<u>Step to be Completed</u>
1	Prepare agendas, staff reports, presentations and provide staff support for monthly Rail Policy Committee meetings.	Ongoing
2	Attend Coast Rail Coordinating Council Meetings and assist in requesting improved service and state funding	Ongoing
3	Coordinate and incorporate these analyses, studies and coordination efforts into the Blueprint planning efforts and Metropolitan Transportation Plan	Ongoing
4	Review and provide input to the California State Rail Plan	12/31/2016

Task Products

<u>Product No</u>	<u>Product Description</u>	<u>Project to be Completed</u>
1	Meeting agendas, staff reports and minutes	Ongoing
2	State and federal funding applications	Ongoing
7	Consultant agreement for engineering/design and right-of-way management	12/30/2010
4	Coordination assistance on Coast Daylight meetings, studies, plans	Ongoing

WORK ELEMENT NUMBER 6803

Salinas Rail Extension Project

Project Manager: Christina Watson

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	248,772	0	LTF	97,884	0
Contractual	12,535,000	0	Prop 116	1,660,000	0
			TCRP	11,000,000	0
			PPM	25,888	0
TOTAL	12,783,772	0	TOTAL	12,783,772	0
			% Federal	0%	

Project Description

To initiate a new passenger rail service to Monterey County as an extension of the existing passenger rail service system from its current terminus in Santa Clara County.

Project Product(s)

Plans that provide the best return on investment on rail infrastructure in the Monterey Bay region. Applications for state and other funding. Operating Agreements with train operator for rail service to Salinas. Track Use Agreements with Union Pacific Railroad. Property acquisition agreements. Final design plans.

Previous and Ongoing Work

The Transportation Agency is responsible for all activities related to the initiation of rail service in the Gilroy–Salinas corridor as an extension of existing passenger rail service, in coordination with partner agencies. The Agency’s Rail Policy Committee provides policy direction and input on these activities. In 2015, the Transportation Agency completed the appraisals for 9 parcels of land in Salinas, for the Salinas train station, and kicked off work with the final design team. The project will continue with final design and additional property acquisition in 2016. Staff will continue to seek funding for the Pajaro station and train sets to support the service.

Steps to Achieve Task

<u>Step No</u>	<u>Step Description</u>	<u>Step to be Completed</u>
1	Prepare agendas, staff reports, presentations and provide staff support for monthly Rail Policy Committee meetings	Ongoing
2	Manage project capital cost, operating costs, and funding plan	Ongoing
3	Administer consultant contract to provide Final Design services	6/30/2017

4	Negotiate with Capitol Corridor to finalize an operating agreement	12/31/2016
5	Work with Union Pacific and others to secure track access rights for passenger rail service to and through Monterey County	12/31/2016
6	Administer consultant contract to acquire right-of-way	6/30/2017
7	Continue to seek funding for Pajaro station and train sets	6/30/2017

Task Products

<u>Product No</u>	<u>Product Description</u>	<u>Project to be Completed</u>
1	Meeting agendas, staff reports and minutes	Ongoing
2	Operating agreement	12/31/2016
3	Funding applications	12/31/2016
4	Track access agreements	12/31/2016
5	Final Design Plans	6/30/2017
6	Property acquisition agreements	6/30/2017
7	Construction	12/31/2018

WORK ELEMENT NUMBERS 6804 & 6805

Railroad Leases - Monterey Branch Line

Project Managers: Hank Myers/ David Delfino

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	58,259	0	Rail Leases	92,000	0
Contractual	42,000	0	LTF	8,259	0
TOTAL	100,259	0	TOTAL	100,259	0
			% Federal	0%	

Project Description

Conduct real property management of the Monterey Branch Line Right-of-Way and Transportation Agency property on former Fort Ord. Use lease revenues to maintain these fixed assets in preparation for future transportation related uses. Develop the land owned by the Transportation Agency on the former Fort Ord into a transit-oriented development in conjunction with the planned train station. Evaluate appropriate timing to release an RFP to develop the former Fort Ord property.

Project Product(s)

The best return on investment on rail right-of-way and Agency property on the former Fort Ord.

Previous and Ongoing Work

The Transportation Agency purchased the Monterey Branch Line in September 2003. The Agency received the conveyance of property on former Fort Ord, south of Eighth Street and adjacent to Highway 1 in 2004 and conveyance of the balloon spur west of the highway in late 2006. The Agency maintains an agreement with County Public Works Department for maintenance of the Branch Line and Fort Ord properties. The Agency has been working with the Fort Ord Reuse Authority, Monterey-Salinas Transit, and the City of Marina on coordinating activities of the agencies on the Monterey-Salinas Transit, and City of Marina and Transportation Agency properties on former Fort Ord to develop a transit-oriented development adjacent to the planned rail station. Due to the economic slowdown, and in particular the stagnant housing market, efforts to secure a developer for the Transportation Agency's Fort Ord property were put on hold in 2008. In early 2011, the Agency resumed discussion with the City of Marina on the planning process for an eventual development of the Agency owned property. The Agency is updating its right of way policies regarding leases, easements, and encroachments. The Agency has been working with the County of Monterey on coordination of maintenance responsibilities for at-grade road crossings. Negotiate easements as appropriate for utilities and transportation uses. In 2012 the Agency collaborated with the City of Sand City on designs that allow the branch line right-of-way to accommodate an extension of California Avenue in a manner that complements the light rail project.

Steps to Achieve Task

Step No	Step Description	Step to be Completed
1	Negotiate new leases, renew expired leases and collect rents from lessees	Ongoing
2	Maintain upkeep of properties	Ongoing

- | | | |
|---|--|------------|
| 3 | Maintain upkeep of Fort Ord property by implementing a maintenance agreement with the City of Monterey. | Ongoing |
| 4 | Continue discussions with the City of Marina and key agencies to begin plans for development of property | 6/30/2017 |
| 5 | Negotiate easements for California Avenue, Cal Am &/or other water purveyors. | 12/31/2016 |

WORK ELEMENT NUMBER 6806**Monterey Branch Line Planning****Project Manager:** Virginia Murillo**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	2,990	0	LTF	2,990	0
Contractual	65,000	0	Rail Leases	65,000	0
TOTAL	67,990	0	TOTAL	67,990	0
			% Federal	0%	

Project Description

Initiate new transit service along the Monterey Branch Line with intercity connections to the San Francisco Bay Area.

Project Product(s)

New transit service that provides the best return on investment on rail infrastructure in the Monterey Bay Peninsula region.

Previous & Ongoing Work

The Transportation Agency is responsible for the implementation of all activities related to the initiation of transit service along the Monterey Branch Line, in coordination with state, regional, and local agencies. The Agency's Rail Policy Committee provides policy direction and input on these activities. In 2003, the Agency completed the purchase of the railroad right-of-way between Castroville and Monterey. In 2009, the Agency completed an alternatives analysis that evaluated transportation uses for the Monterey Branch Line, with the selection of Light Rail as the preferred alternative. Subsequently the Transportation Agency selected a consultant and initiated environmental review. In 2010 in coordination with the environmental review process substantial public outreach efforts were completed to keep the public informed of the project. Also, resubmission of the Alternatives Analysis report to the Federal Transit Administration reflecting their comments was done through 2011.

As of January 2013, the project was placed on hold in order to focus efforts on the Rail to Salinas project. Over the next year, the Agency will research alternative funding sources and continue to manage and maintain the railroad right-of-way. In 2014, Monterey-Salinas Transit approached the Transportation Agency to evaluate constructing a busway in portions of the Monterey Branch Line right-of-way. Conceptually the Transportation Agency supports this use as long as a rail option is preserved. Additional funding is needed before MST can pursue evaluating constructing a busway. Discussions will continue with Monterey Branch Line cities on ways that cities and communities can develop policies and practices that will optimize the land use and improve the environment around the planned transit stations, in keeping with complete streets and sustainable communities strategies goals.

<i>Task</i>	<i>Description</i>	<i>Completion Date</i>
1	Provide support and prepare products for monthly TAMC Rail Policy Committee meetings	Ongoing
2	Conduct outreach activities to obtain input and present information on the project and environmental reviews	Ongoing
3	Manage project capital cost, operating costs, and funding plan	Ongoing
4	Research sources of funding (grants for infrastructure improvements, private-public partnership, countywide sales tax, etc....)	6/30/2017
5	Support MST's effort to develop a busway in the corridor.	6/30/2017
6	Support Transit Oriented Development along the corridor at planned stations.	6/30/2017
7	Make application to Federal Transit Administration for authorization to enter into project development phase	TBD
8	Select consultant and conduct final design and Federal Transit Administration New Starts funding application for the project	TBD

WORK ELEMENT 6807**Railroad Leases- Salinas**

Project Managers: David Delfino

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	5,653	0	LTF	5,653	0
Contractual	5,500	0	Rail Leases	5,500	0
TOTAL	11,153	0	TOTAL	11,153	0
			% Federal	0%	

Project Description

Conduct real property management of the property acquired for the Rail Extension to Salinas project.
 Use lease revenues to maintain these fixed assets in preparation for future transportation related uses.
 Develop the land owned by the Transportation Agency in conjunction with planned train service.

Project Product(s)

The best return on investment on rail right-of-way and Agency property supporting rail to Salinas services.

Previous and Ongoing Work

The Agency purchased initial property for the Rail Extension to Salinas project in 2008 and is currently in the process of acquiring additional properties required for the project. The Agency is updating its right of policies regarding leases, easements, and encroachments.

Steps to Achieve Task

Step No	Step Description	Step to be Completed
1	Negotiate new leases, renew expired leases and collect rents from lessees	Ongoing
2	Maintain upkeep of properties	Ongoing

WORK ELEMENT NUMBER 6808

Coast Daylight Environmental Review

Project Manager: Christina Watson

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
TAMC			TAMC		
Personnel	14,950	0	STIP	39,520	0
Contractual	149,520	0	RSTP	110,000	0
			LTF	14,950	0
TOTAL	164,470	0	TOTAL	164,470	0
			% Federal	0%	

Project Description

Conduct environmental review of passenger rail service in the Salinas-San Jose rail corridor, to support the initiation of the "Coast Daylight Service", a new round trip intercity rail service along the Coast Rail Corridor between San Francisco and Los Angeles, with stops in Monterey County (Pajaro/ Watsonville, Salinas, Soledad and City of King), as well as the extension of Capitol Corridor service from San Jose to Salinas.

Project Product(s)

Environmental review of proposed improvements to rail infrastructure in the Salinas-San Jose rail corridor.

Previous and Ongoing Work

The Agency completed the CEQA review of the corridor in 2013 and worked with SLOCOG to finalize the CEQA and NEPA environmental review of the line between Salinas and San Luis Obispo in 2015. The Agency is the lead on the NEPA environmental review of the line between Salinas and San Jose and executed a contract for that work in 2015.

Steps to Achieve Task

<i>Task</i>	<i>Description</i>	<i>Deliverable</i>	<i>Completion Date</i>
1	Administrative Draft Environmental Assessment (EA)	ADEA	6/1/2016
2	Public Review Draft EA	Draft EA	11/1/2016
3	Responses to Comments & Finding of No Significant Impact (FONSI)	Final EA; FONSI	2/1/2017