

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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HIGHLIGHTS

June 22, 2016

PUBLIC RECOGNIZES THE NEED TO INVEST IN TRANSPORTATION

Voters in Monterey County continue to recognize the need for investment in transportation improvements and appear willing to pay themselves to do it according to a survey conducted by EMC Research earlier this month. Four-in-five voters (79%) say there is at least some need for additional funding for Monterey County's transportation network, with 44% saying there is a great need.

Support for a sales tax dedicated to local transportation needs has been consistently around the two-thirds needed for passage. Polling today has support at 66% yes and 26% no; an additional 4% lean yes and 1% lean no, consistent with polls from 2013, 2014, and 2015.

The Transportation Safety & Investment Plan, developed by the Agency with community stakeholders is a balanced plan that is equitable and meets the demand of fixing potholes and improving safety with an unprecedented 60% of the money going back to local jurisdictions and the remaining 40% for regional safety and mobility projects.

If approved by voters in November, the 3/8% transportation sales tax measure would raise approximately \$20 million a year totaling \$600 million over a 30 year period. This funding would make a significant dent in the over \$1 billion in unmet road repair needs and the over \$1 billion in regional road safety and mobility project needs.

BOARD OF SUPERVISORS WILL RECEIVE TAMC BALLOT MEASURE REQUEST

Monterey County's effort to become a "self-help" county took another step forward when the Transportation Agency's Board of Directors adopted an ordinance for the Transportation Safety & Investment Plan and Retail Transaction & Use Tax and authorized the Agency's Executive Director to request that the Monterey County Board of Supervisors place the measure on the November 8, 2016 ballot.

The measure would fund the Transportation Safety and Investment Plan by implementing a 3/8 percent sales tax, raising \$20 million annually, for an estimated total of \$600 million. Of the estimated \$600 million in revenues generated, \$360 million would be distributed to the local jurisdictions for road maintenance and safety projects. The remaining \$240 million would be used for regional safety and mobility projects as described in the Transportation Safety & Investment Plan, and the Policies and Project Descriptions.

As of May 10, 2016, the County and all twelve cities in Monterey County have adopted the Transportation Safety & Investment Plan. This action meets (and exceeds) the state requirement that the County and a majority of cities representing a majority of the population in incorporated areas adopt a transportation expenditure plan that is to be placed on the ballot.

The Board of Supervisors will consider the Agency's request at their meeting on July 26, 2016.

CONCEPTUAL DESIGNS FOR PG HWY 68 CORRIDOR STUDY REVEALED

A report detailing the existing conditions and needs assessment, along with a series of conceptual designs for the Pacific Grove Highway 68 Corridor Study was presented to the Agency's Board of Directors. The Agency in partnership with the City of Pacific Grove and Caltrans is conducting the study of the State Route 68 Corridor in Pacific Grove to identify improvements that will provide safer access for all modes of travel.

The study area includes State Route 68 between the Pacific Grove city limits and Asilomar Boulevard, and is divided into two distinct segments: 1) Forest Avenue between the City limits and Sunset Drive, 2) Sunset Drive from Forest Avenue to Asilomar Boulevard. Each segment has different land uses, features and user needs.

The input and data collected from numerous public meetings, a walking audit with project stakeholders and community workshops culminated in the existing conditions and needs assessment report. Following that, a series of conceptual design alternatives for the corridor were developed based on the needs assessment and with input from the community.

The final phase of the project is to revise the potential improvements and conceptual designs based on comments received, begin developing an implementation strategy, and produce a draft study report. The recommended corridor designs and the proposed implementation strategy will be presented at a future TAMC Board meeting.

COAST DAYLIGHT AMTRAK STUDY

TAMC contracted with Amtrak to study the route, ridership and financial impacts of the proposed Coast Daylight project. The Coast Daylight project is a joint Caltrans/Amtrak effort headed up by the Coast Rail Coordinating Council (CRCC), to extend an existing Pacific Surfliner train that currently runs between San Diego and San Luis Obispo up to San Jose. Currently, the planned stops in Monterey County are in Pajaro/Watsonville, Salinas, Soledad and the City of King. Via a thorough ridership analysis and cost/benefit analysis, the final study estimates extending the train will add over 100,000 new riders to the underserved coast rail corridor.