



Regional Transportation Planning Agency - Local Transportation Commission
Monterey County Service Authority for Freeways & Expressways - Email: info@tamcmonterey.org

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Measure X eXcellent Transportation Oversight Committee (X-TOC)

Tuesday, July 17, 2018
2:00 PM

MEETING LOCATION:

Agricultural Center Conference Room, 1428 Abbott Street, Salinas, California

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 the Committee. Each member of the public is allotted with three minutes to address any concerns. 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 listed below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

3.1 APPROVE draft minutes of the eXcellent Transportation Oversight Committee meeting of April 17, 2018.

-Wright

3.2 RECEIVE a report on the City of Salinas' Total Road Improvement Program (TRIP) transportation financing package using Measure X funds.

- Zeller

To address the City of Salinas' backlog of transportation maintenance needs, the City issued Certificates of Participation through the California Statewide Communities

Development Authority's Total Road Improvement Program (TRIP), using the City's share of Measure X proceeds as security for the bond proceeds.

END OF CONSENT AGENDA

4. **RECEIVE** legislative update on the proposed ballot measure to repeal the new Senate Bill 1 gas taxes and vehicle fees, and the delays that this repeal would have on the delivery of priority Measure X projects in Monterey County.

- **Watson**

Gus Khouri, TAMC Legislative Advocate, will attend the meeting to present a status report on the proposed repeal of these new gas taxes and vehicle registration fees.

5. **RECEIVE** update on the status of regional Measure X projects, including the current and planned usage of SB 1 gas tax and vehicle fee revenues as matching funds for these projects.

- **Muck**

The Measure X Transportation Safety and Investment Plan was approved by over 2/3rds of the voters in November 2016. The 3/8% increase in sales tax devoted entirely to transportation in Monterey County was levied starting in April 2017. The first payments of funding were distributed in July 2017. This report looks back at the first year of Measure X regional projects, and plans for the coming year.

6. **RECEIVE** Update on the Measure X Safe Routes to School Program.

- **Green**

The Safe Routes to School Program is a Measure X-funded initiative. The Program sets a vision and identifies goals, objectives and types of projects and activities that can be funded. This report reviews the activities accomplished in the first year of the program, and the plans for fiscal year 2018/19.

7. **ANNOUNCEMENTS**

8. **ADJOURN**

Next Committee Meeting:
October 16, 2018 @ 2:00 p.m.,
Location to be determined
Light refreshments will be provided

**If you have any items for the next agenda, please submit them to:
Theresa Wright, eXcellent Transportation Oversight Committee Coordinator**

By Wednesday, October 3, 2018

theresa@tamcmonterey.org

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

The Committee Agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

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.

CORRESPONDENCE, MEDIA CLIPPINGS, AND REPORTS

- C 1. RECEIVE** correspondence attached online.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: eXcellent Transportation Oversight Committee
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: July 17, 2018
Subject: eXcellent Transportation Oversight Committee Minutes

RECOMMENDED ACTION:

APPROVE draft minutes of the eXcellent Transportation Oversight Committee meeting of April 17, 2018.

ATTACHMENTS:

- Draft April 2018 X-TOC Minutes

WEB ATTACHMENTS:

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
eXcellent Transportation Oversight Committee (X-TOC)
Draft Minutes of April 17, 2018

Held at the Marina Branch Library
 139 Seaside Circle, Marina, CA

Voting Members	APR 17 2017	JUL 18 2017	OCT 17 2017	JAN 16 2018	APR 17 2018	JUL 17 2018	OCT 16 2018	JAN 15 2019
Kevin Dayton, Chair Salinas Valley Taxpayers Association <i>(Rick Giffin)</i>	P	P	P	P	P			
Cesar Lara, Vice Chair Transit Users <i>(Monica Gurmilan)</i>	P	P	P	A	P			
Janet Brennan League of Women Voters <i>(Howard Fosler)</i>	P	E	A	P	P			
Tom Rowley Monterey Peninsula Taxpayers Association <i>(Jack Jensen)</i>	P	P	P	P	P			
Kalah Bumba Senior or disabled services agency <i>(Teresa Sullivan)</i>	P	P	P	P	P			
Victoria Beach Bicycling Advocate <i>(Claire Rygg)</i>	P	E	A	A	A			
Rod Smalley Labor Organization <i>(Glen Schaller)</i>	P	P	P	P	P			
Christie Cromeenes Central Coast Builders Association <i>(Cliff Fasnacht)</i>	P	P	P	A	A			
John Haupt Salinas Valley Chamber of Commerce <i>(John Bailey)</i>	P	P	P	P	P			
Dan Limesand Monterey Peninsula Chamber of Commerce <i>(Jody Hansen)</i>	P	P	P	P	E			
Scott Waltz Habitat Preservation <i>(Sarah Hardgrave)</i>	P	P	P	P	P			
Barbara Meister Hospitality <i>(Gary Cursio)</i>	P	P	P	P	E			
Norm Groot Agriculture <i>(Kurt Gollnick)</i>	P	P	E	P	P			
Joshua Jorn Education <i>(Ruben Parra, Patrick Deberdt)</i>	P	P	A	A	A			
	P	A	A	A	A			
	P	A	A	A	A			

Paula Getzelman South County (Carol Kenyon)	P E	P A	P P	P P	P P			
Chris Barrera Latino Organization (Vacant)	P -	E -	P -	P -	P -			
Ron Rader North County (Scott Freeman)	P E	P A	P A	P A	P A			
Heidi Zamzow Pedestrian (Vacant)	- -	- -	P -	P -	P -			
Anthony Tomas Rocha Youth/College (Vacant)	- -	A -	P -	P -	E -			
Sean Hebard Construction (Keith Severson)	E E	P A	E P	P E	P A			
TRANSPORTATION AGENCY STAFF								
Debbie Hale, Executive Director	P	P	P	P	P			
Todd Muck, Deputy Executive Director	P	P	P	P	P			
Theresa Wright, Community Outreach Coordinator	P	P	P	P	P			
Mike Zeller, Principal Transportation Planner	E	P	P	P	P			
Kay Reimann, Transportation Agency Council	P							
Rob Shaw, Transportation Agency Counsel								
Susan Blicht, Transportation Agency Counsel								
Virginia Murillo, Transportation Planner			P	P	P			
Rich Deal, Transportation Engineer			P	P				
Ariana Green, Transportation Planner				P				
Rita Goel, Finance Director					P			
Dave Delfino,					P			
OTHERS PRESENT:								

P-PRESENT
E-EXCUSED
A-ABSENT
-VACANT POSITION

1. **WELCOME**

Kevin Dayton, Committee Chair, called the meeting to order at 2:00. Chair Dayton proceed by asking each member to introduce themselves and for Theresa Wright, TAMC's community outreach coordinator, to use their introductions as a roll call, by noting who was present. Chair Dayton also asked TAMC staff to introduce themselves and noted that there were no members of the public attending the meeting.

2. **PUBLIC COMMENT**

Chair Dayton called for public comment. Receiving none, he proceeded to items on the consent agenda.

3. **APPROVE THE MEASURE X CONSENT AGENDA**

Chair Dayton asked if any members wanted any item pulled from the consent agenda for discussion. Hearing no request to do so, he called for a motion to approve the consent agenda. The motion was made by member Groot, seconded by member Smalley and passed unanimously. The Chair proceeded to items on the regular agenda.

4. **RECEIVE UPDATE ON LOCAL AGENCY MEASURE X FUNDED PROJECTS**

Todd Muck, Deputy Director, provided an update on local agency Measure X funded projects. He reported that in the first nine months, Measure X has generated over \$18 million for transportation projects and programs. 60% of these funds were allocated to the cities and county per the provisions of the measure.

Mr. Muck's presentation demonstrated how the cities and county are putting their money to work on local construction projects. The presentation included a table detailing the Measure X revenues collected and distributed to local jurisdictions over the past three quarters and identified projects that are completed or scheduled this summer and fall.

A robust discussion followed the presentation with questions about projects that leveraged Measure X funds to get additional funds from the gas tax (SB1) to get their projects expedited or fully funded, the pavement management program and the maintenance of effort requirements by each of the jurisdictions.

5. **RECIVE REPORT ON AUDIT PROCESS & ACCEPT MEASURE X AUDIT REPORT**

Prior to a presentation of the audit process, Dave Delfino, Finance Officer/Analyst, referenced item 3.2 on the agenda. He noted that the Measure X revenue generated in the nine months was \$25 million. He pointed out that the \$25 million exceeded the Agency's conservative estimate of \$20 million annually.

Rita Goel, Director of Finance and Administration, then proceeded to report on the Measure X audit process, the committee's role in the audit process and how Measure X funds are allocated. Several questions regarding the ordinance, administration costs, and the checks & balances process followed her report.

Members also discussed their role as watch dogs to ensure that checks and balances were in place and the need to make sure that the cities and county were complying with their maintenance of efforts requirements. Recognizing that local jurisdictions are in the process of budget planning, members discussed the need to send a letter reminding each of them of the provisions of the ordinance, their maintenance of effort and document reporting requirements. Chair Dayton called for a motion. The motion was made and passed unanimously.

6. **RECEIVE PRESENTATION ON THE MEASURE X SENIOR & DISABLED PROGRAM COMPETITIVE GRANTS PROCESS**

Virginia Murillo, Transportation Planner, presented an overview of the Measure X Senior and Disabled Program Competitive Grant awards process, application review, awards and the next steps for program implementation.

The presentation was presented in response to public comment received at the February 28, 2018 Transportation Agency Board of Directors that questioned the geographic equity of the first round of Measure X Senior & Disabled Transportation grant awards and subsequent inquiries by members of the oversight committee.

After an engaged and thoughtful discussion, committee members agreed to work with staff to look for opportunities and community capacity building in South County that could address unmet needs prior to the call for projects for the next round of Measure X Senior & Disabled Transportation grant awards.

7. **ANNOUNCEMENTS AND/OR COMMENTS**

Chair Dayton called for announcements and/or comments.

Theresa Wright, Community Outreach Coordinator, stated that she had reserved a meeting location in Salinas as requested by the committee in January. She announced that the Agricultural Center Conference Room was available for the two remaining meetings in July and October. Chair Dayton asked if there were any objection to holding the next meeting in Salinas. Receiving no objections, it was decided that the July 17, 2018 would be held in the Agricultural Center Conference Room in Salinas.

Ms. Wright also announced that the TAMC Annual Report was in the process of being mailed out and encouraged members to look for it. She said the report includes an update on Measure X projects, programs and the Measure X Citizens Oversight Committee.

8. **ADJOURNMENT**

Chair Dayton adjourned the meeting at 3:44 p.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: eXcellent Transportation Oversight Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: July 17, 2018
Subject: **City of Salinas' Total Road Improvement Program Financing for Measure X Projects**

RECOMMENDED ACTION:

RECEIVE a report on the City of Salinas' Total Road Improvement Program (TRIP) transportation financing package using Measure X funds.

SUMMARY:

To address the City of Salinas' backlog of transportation maintenance needs, the City issued Certificates of Participation through the California Statewide Communities Development Authority's Total Road Improvement Program (TRIP), using the City's share of Measure X proceeds as security for the bond proceeds.

FINANCIAL IMPACT:

Measure X was estimated to raise \$20 million annually: 40% for regional projects and programs and 60% million for local projects. The City of Salinas' share of the local road funds is estimated at \$3.5 million annually.

DISCUSSION:

Deferred street maintenance over the past ten-years has caused the City of Salinas' Pavement Condition Index to drop to 54% (this is equivalent to a "D" grade). In response to this need, and consistent with the requirements of Measure X, Salinas is completing its Pavement Management System data analysis. The Pavement Management System effort describes a need for the City to spend \$10 million per year for the next three years to address the backlog of deferred street maintenance. Some of this cost will be shared with the State's Senate Bill 1 gas tax revenues that were enacted last year. Focusing on the worst streets in the City will help prevent Salinas' Pavement Condition Index from getting worse.

As part of this proposal, the City identified new construction improvement projects that include: Boronda Road widening, Bardin Road safe routes to school, E. Laurel Drive extension, ADA sidewalk and ramps throughout the City, Main Street street-scape, traffic signal upgrades, new traffic signals, and traffic calming. All of these improvements are eligible costs payable from Measure X revenues, including engineering, inspection, contract administration and other incidental costs. The designation of the particular streets and roadways to be improved are part of the City's Capital Improvement Program and budget approved by City Council.

In order to provide expedited funding for street improvement projects to address this backlog, the City of Salinas issued Transportation Revenue Certificates of Participation through the California Statewide Communities Development Authority Total Road Improvement Program pool for the improvement of local roads and infrastructure. The certificates will be secured by Measure X Revenues the City receives from the Transportation Agency for Monterey County's Measure X, of which 60% of annual revenues are allocated to local cities' projects, which are projected to amount to approximately \$3,500,000 annually for the City of Salinas.

The Total Road Improvement Program financing program helps local agencies to "catch up" with their street repairs/transit projects by funding more projects upfront through debt financing. Through TRIP, local agencies borrow against their future local transportation sales tax revenues (counties with a dedicated, voter-approved, local transportation tax) at low interest rates for up to 30 years. The program is currently being utilized by 15 cities throughout California, with over \$200 million in projects funded.

City of Salinas staff proposed the execution and delivery of the Transportation Revenue Certificates of Participation in an amount not to exceed \$37.5 million for the initial Certificate series. However, the pricing of the bonds exceeded the City's expectations, resulting in \$40,673,602 in bond proceeds with an all-in borrowing cost of 3.59%. Average annual installment payments will be approximately \$2,349,550 and be paid through 2047 (the sunset date for Measure X revenues to be collected). Installment payments are expected to be paid solely from transportation revenues (e.g. Salinas's share of Measure X Revenues). Proceeds from the sale of the Certificates could be used to fund the road improvement projects described in the attached document.

ATTACHMENTS:

- City of Salinas - Proposed TRIP Project List

**Attachment 1
City of Salinas**

Proposed Projects to be Funded from 2018 Certificates of Participation

Project Name	Description	Estimated Cost
Boronda Road Congestion Relief (Dartmouth Way to 1,000 ft east of Independence Blvd)	Roundabout and road improvements to increase the level of service at Boronda Road at McKinnon S	\$8,500,000
Bardin Road (PH1+PH 2) (Bardin to Alisal) Alisal Street (Fern to Sconberg)	3/4 mile of reconstruction; 2 roundabouts; "complete street".	\$3,750,000
E. Laurel Drive (Natividad to Sanborn) / Constitution (Laurel to Twin Creeks Dr)	Class IV bike lane; new eastern sidewalk; slurry seal; stripping; lighting.	\$750,000
ADA Ped Ramps	Miscellaneous locations around the City	\$350,000
ADA Traffic Signals Upgrades	ADA improvements to existing signals around the City	\$25,000
SM Sidewalk and Drainage Repairs	Miscellaneous locations around the City	\$1,000,000
Williams Road Design (Alisal to Grandhaven)	Improve level of service and "complete streets"	\$500,000
Alvin Drive (Main to Natividad) Linwood (Alvin to Laurel) Maryal (Laurel to Bernal)	Safety improvements near schools	\$125,000
Main Street Streetscape project (100 300 blocks)	Improve circulation for all transportation modes downtown.	\$12,500,000
W. Alisal Street / Lincoln Avenue Realignment (Blanco Road to Front Street / between Market and UPRR)	Salinas portion of Marina Salinas Active Transportation Corridor; ped/bike improvements; signal improvements; protected left turns.	\$500,000
St Edwards / Laurel Traffic Signal	Installation of new traffic signal and pedestrian safety improvements	\$1,100,000
Street safety education	Measure to increase pedestrian safety in the city	\$100,000
Traffic calming	Traffic calming project in three city neighborhoods	\$500,000
New Street Lights	Miscellaneous locations around the City	\$75,000
Street Median Landscaping	Miscellaneous locations around the City	\$200,000
San Juan Grade Road Improvements	Pavement reconstruction and striping	\$2,500,000
Murphy Street Lighting	Street light improvements to improve visibility	\$35,000



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: eXcellent Transportation Oversight Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: July 17, 2018
Subject: Update on Senate Bill 1 Gas Tax and Vehicle Fees Repeal Effort

RECOMMENDED ACTION:

RECEIVE legislative update on the proposed ballot measure to repeal the new Senate Bill 1 gas taxes and vehicle fees, and the delays that this repeal would have on the delivery of priority Measure X projects in Monterey County.

SUMMARY:

Gus Khouri, TAMC Legislative Advocate, will attend the meeting to present a status report on the proposed repeal of these new gas taxes and vehicle registration fees.

FINANCIAL IMPACT:

Senate Bill 1 increased California's gas taxes and vehicle fees for the first time in nearly 25 years. This gas tax revenue represents the first new investment in fixing California's roads in decades. If the new gas taxes and vehicle fees are repealed, Monterey County will face a significant shortfall in meeting its transportation needs for years to come.

DISCUSSION:

In April 2017, the California State Legislature passed, and Governor Brown signed, Senate Bill 1 (SB 1), which increases the gas tax by \$0.12 per gallon, increases the diesel fuel tax by \$0.20 per gallon, increases the sales tax on diesel fuels by an additional 4 percentage points, indexes the taxes to inflation, creates an annual transportation improvement fee based on vehicle value, and creates an annual zero-emission vehicle fee, phased in over time.

The purpose of this measure was to keep up with the inflationary cost of improving California's transportation system over the last 24 years, and to make up for the lost of revenues due to increasing fuel efficiency of vehicles. The cost of these combined fees and taxes to the average California motorist is \$8 per month. The Legislature agreed to focus this plan primarily on maintenance and

safety repairs in recognition of the estimated \$130 billion backlog of repair projects for California's crumbling highways, roads, bridges, and transit systems. In Monterey County alone, this backlog of unfunded maintenance and safety needs is estimated at \$1 billion.

To date, Monterey County has secured the following funding from these new gas taxes and fees:

- \$31 million for priority highway projects in the five-year State Transportation Improvement Program;
- \$19 million for the Imjin Parkway Multimodal Corridor project;
- \$21 million for local road repairs in fiscal year (FY) 2017-18;
- \$1,510,000 in matching funds for Measure X projects in FY17-18 and FY18-19, including the Fort Ord Regional Trail and Greenway;
- \$505,000 in matching funds for Monterey Salinas Transit (MST) Senior Citizens, Veterans and People with Disabilities transit projects in FY17-18 and FY18-19;
- \$2.5 million to MST for bus services each year;
- \$772,000 to MST to replace 14 mini buses; and,
- \$10 million for the Salinas Rail Extension project.

Caltrans is also putting its share of the "fix it first" formula funds to work on highways across the state, including new repaving on Highways 68 and 101 in Monterey County. The next report on this agenda goes into detail on the Measure X funded projects that will leverage this gas tax funding. The adopted TAMC five-year integrated funding plan (see **web attachment**) counts on a matching rate of state and federal dollars at a 2-to-1 ratio, primarily counting on these state gas tax funds. Taken together, all of these projects will provide tangible, direct benefits to the traveling public in Monterey County with smoother roads, extended and improved transit service, and less congestion. It would be virtually impossible for Monterey County to construct large projects on that list without these new state transportation revenues.

The "California Voter Approval for Gas and Vehicle Taxes Initiative," the constitutional amendment measure to repeal SB 1 and require gas tax increases to be subject to voter approval, has qualified to appear on the November 6, 2018 ballot. The Secretary of State's title and summary of the measure, which will appear on the ballot, is as follows:

"Eliminates Recently Enacted Road Repair and Transportation Funding by Repealing Revenues Dedicated for those Purposes. Requires any Measure to Enact Certain Vehicle Fuel Taxes and Vehicle Fees be Submitted to and Approved by the Electorate. Initiative Constitutional Amendment.

"Repeals a 2017 transportation law's tax and fee provisions that pay for repairs and improvements to local roads, state highways, and public transportation. Requires the Legislature to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval. Summary of estimate by Legislative

Analyst and Director of Finance of fiscal impact on state and local government: Reduced annual state transportation tax revenues of \$2.9 billion in 2018-19, increasing to \$4.9 billion annually by 2020-21. These revenues would primarily have supported state highway maintenance and rehabilitation, local streets and roads, and mass transit. In addition, potentially lower transportation tax revenues in the future from requiring voter approval of such tax increases, with the impact dependent on future actions by the Legislature and voters."

Additional information is online as a **web attachment**. The group backing the repeal effort points to a Republican transportation plan that relies on the General Fund for funding the transportation needs in the state, which would pit transportation against other, more popular, programs such as public safety, education and health care. Those supporting the measure are the California Republican Party and Congressional Republicans seeking election or re-election in November.

The "Fix Our Roads" coalition fighting the gas tax repeal effort includes the California State Association of Counties (CSAC), the League of California Cities, the California Transit Association (CTA), the California Association of Councils of Governments (CALCOG), the California Alliance for Jobs, the California Chamber of Commerce, the California Trucking Association, and the California Association of Highway Patrolmen.

Meanwhile, on June 5, voters approved Proposition 69, the constitutional amendment to protect the new vehicle registration fee and transit revenues, by a huge margin, with 81% of the vote.

Attached is a report on the recent hearing in Sacramento on the proposed gas tax/fee repeal, from TAMC Legislative Advocate Gus Khouri.

ATTACHMENTS:

- Memo from Gus Khouri

WEB ATTACHMENTS:

- [TAMC 2017 Integrated Funding Plan](#)
- [Ballotpedia information on the SB 1 repeal initiative](#)



June 21, 2018

TO: Members, eXcellent Transportation Oversight Committee

FROM: Gus Khouri, Principal
Khoury Consulting

RE: STATE LEGISLATIVE UPDATE – JUNE

SB 1 Repeal Discussion

On June 18, the legislature held a Joint Hearing of the Senate Transportation & Housing, Assembly Transportation, and Assembly Revenue and Taxation Committees, to discuss the pending November ballot measure to repeal SB 1. The Reform California campaign has submitted 963,905 signatures and must have 585,407 verified to qualify the measure to repeal of SB 1 and require that future tax items are made subject to voter approval. The Secretary of State must certify the signatures by June 28, which is 131 days before the November 6 election. To date, the validity rate of signatures is around 77%, making it a formality for the measure to qualify.

The Legislative Analyst's Office provided a very brief overview of SB 1 before quickly moving to public comment. Most speakers read a list of projects that are in jeopardy if SB 1 were repealed. In my testimony of behalf of TAMC, I attempted to demonstrate that SB 1 does not place an onerous burden on tax payers, showing that the gas tax amounts to only about 16 cents per day per motorist. Yet, the benefits the gas tax will bring are many – it will help to fill potholes, improve safety, ease congestion on state highways, maintain and expand public transportation and rail services, manage goods movement, and provide opportunities for bicycle and pedestrian programs.

It is key to remember that people drive across town just to save 10 cents a gallon. The 12 cents per gallon gas tax, unlike the Vehicle Registration Fee (VRF), is a regular reminder that they are paying a higher gas tax. With respect to the VRF, 85% of all cars registered will pay less than \$50 annually. That may sound like a lot, until you break it down to what the average motorist will actually pay. When you consider the fuel efficiency of the average vehicle, and the average miles driven per day, the average motorist will end up paying only about 16 cents per day. Adding the VRF, the average motorist will pay \$8 per month. That is two grande vanilla lattes at Starbucks.

The proponents of the repeal campaign, Reform California, also testified. Carl DeMaio, who is leading the cause, stated the following:

- We pay enough for rebuilding our roads. We had the second highest gas tax in the nation prior to the enactment of SB 1.
- We have diverted money to pay for pensions, went on "road diets" and favored mass transit and high-speed rail over road repairs.
- Senator Newman being recalled reflects how fed up voters are and he expects others to lose their jobs in November for voting for SB 1.
- After the repeal effort is successful, they will have a plan to fund our roads.

I spoke to him very briefly after the hearing and asked him a few questions:

- **Why would the public support Proposition 69 (protecting SB 1 funds) by more than 80% of the vote but recall Senator Newman from San Bernardino County?**
 - He stated Prop 69 passed because it did not define transportation well, implying that had the public been more aware that public transportation was being funded, it would not have been successful.
 - I pointed out to him that gas tax money was already protected, whereas Prop 69 protects the SB 1 vehicle registration fee and sales tax on diesel for transit that was not previously protected.
- **What is their plan to fund infrastructure if the repeal is successful?**
 - He essentially advocates for the Republican transportation funding plan, which would rely on items such as sales tax from car sales and insurance premiums, in addition to the pre-existing gas tax and VRF at levels before the enactment of SB 1.
 - I said that this would result in making the General Fund responsible for paying for transportation. Transportation is overwhelmingly funded by specially designated funds, such as the gas tax and vehicle registration fees, because it does not fare well in competition with other priorities funded by the General Fund, such as education, public safety, or health and human resources.

The bottom line is that voters need to understand what they are actually paying, as well as all the great benefits that SB 1 will provide.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: eXcellent Transportation Oversight Committee
From: Todd Muck, Deputy Executive Director
Meeting Date: July 17, 2018
Subject: **Regional Measure X Projects Update**

RECOMMENDED ACTION:

RECEIVE update on the status of regional Measure X projects, including the current and planned usage of SB 1 gas tax and vehicle fee revenues as matching funds for these projects.

SUMMARY:

The Measure X Transportation Safety and Investment Plan was approved by over 2/3rds of the voters in November 2016. The 3/8% increase in sales tax devoted entirely to transportation in Monterey County was levied starting in April 2017. The first payments of funding were distributed in July 2017. This report looks back at the first year of Measure X regional projects, and plans for the coming year.

FINANCIAL IMPACT:

Measure X was estimated to raise \$20 million annually: 40% for regional projects and programs and 60% million for local projects. Revenues in the first year were above projections, with the first 12 months of receipts totaling \$26,569,249.54, or over \$6.5 million in extra funding. The newly-approved SB 1 gas taxes and vehicle fees are anticipated to provide matching funds for most of the projects, as detailed below. The planned construction schedule for the projects listed below is at risk, if a proposed repeal measure is approved by over 50% of the voters.

DISCUSSION:

The following regional Measure X projects are moving forward towards project delivery, leveraging matching funds from state gas taxes, vehicle fees, and other sources:

IMJIN PARKWAY SAFETY & TRAFFIC FLOW PROJECT has received \$19 million in SB 1 gas taxes from the competitive Local Partnership Program, in addition to \$16 million Measure X funds and \$3 million in local developer fees, allowing the City of Marina to start construction next spring, following design approval and the bidding process.

FORT ORD TRAIL AND GREENWAY (FORTAG) PROJECT received \$500,000 in SB 1 gas taxes from the formula Local Partnership Program, to be combined with the \$500,000 in state transportation development act bicycle/pedestrian funds, to execute the preliminary engineering and environmental review phase of the project. This environmental work will start within a couple of months; the consultant selection is nearly complete. The next project phase, final engineering, is fully funded with \$600,000 in Measure X funds and \$600,000 in SB 1 gas taxes from the Local Partnership Program. Future Measure X funding will be leveraged to capture grant funds from various sources to construct portions of the 26-mile trail in phases. The Transportation Agency is currently preparing an Active Transportation Program grant application (also part of the new SB 1 vehicle fees) to fund construction of a segment along Highway 218.

SCENIC STATE ROUTE (SR) 68 SAFETY & TRAFFIC FLOW PROJECT is moving into the preliminary engineering and environmental review phase with Caltrans District 5 as the lead agency. This phase is funded with \$3.4 million in State Transportation Improvement Program (STIP) funds, which are composed of state and federal gas taxes. The environmental review phase is expected to begin in August 2018 and extend through summer 2020. Twenty-five million in Measure X funds has been programmed towards construction, and a \$25 million match will be sought from the SB 1 gas tax-funded Solutions Congested Corridors program.

SR156 / CASTROVILLE BLVD INTERCHANGE PROJECT currently has \$2.15 million in Measure X funds and \$19.8 million of State Transportation Improvement Program gas tax revenues programmed to it. The project will compete for a \$16 million SB 1 gas tax Trade Corridor grant, which, along with existing state funds, will cover the total cost of design, right-of-way, and construction, estimated at \$43 million. The environmental review for this project was already approved as part of the larger SR 156 widening/ US 101 interchange improvements project. A minor refreshing of the environmental documents and final engineering for this project has been initiated. The related extension of Blackie Road to the interchange is a separate County road project that needs its own environmental review, which will be started in fiscal year 2018/19.

HOLMAN HIGHWAY SR 68 - PACIFIC GROVE PROJECT is building on the recently-completed corridor study. The City of Pacific Grove will be submitting an Active Transportation Program application seeking SB 1 gas taxes to match a portion of the \$10 million in Measure X funding allocated to the entire Holman Highway SR 68 corridor.

HIGHWAY 1 RAPID BUS CORRIDOR PROJECT has received \$500,000 in SB 1 gas taxes from the Local Partnership Program to start preliminary engineering and environmental work in fiscal year 2018/19. This project will create a new rapid bus corridor along Highway 1 between Marina and Monterey partly using the Monterey Branch Line rail right-of-way.

HABITAT PRESERVATION - ADVANCED MITIGATION planning will be starting, utilizing a \$375,810 grant from SB 1 gas taxes and vehicle license fees out of the Adaptation Planning program and matched with \$48,690 in Measure X funds. These monies will be used to draft a Regional Conservation Investment Strategy for Monterey County, to form the basis for creating a more

meaningful, yet streamlined, habitat acquisition program to protect plant and animal species affected by Measure X transportation projects.

As noted above, each of these projects are seeking matching funds from the new gas tax and vehicle license fees enacted by SB 1. These projects are now at risk, if the gas tax repeal measure is approved by the voters. Signatures have been submitted well in excess of the required number and are currently being verified by the Secretary of State, but all indications are that the gas tax/vehicle fee repeal measure will be on the November 2018 ballot.

Polls are showing that initially that half of the voters support and half oppose the repeal, but as they receive more information about the projects funded by the taxes, a clear majority of voters oppose the repeal. Many voters appreciate the fact that SB 1 gas taxes and fee revenues help support lifeline transit service in Monterey County, and provide the matching funds needed to construct Measure X priority projects. TAMC has taken an "oppose" position on the gas tax repeal initiative.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: eXcellent Transportation Oversight Committee
From: Ariana Green, Associate Transportation Planner
Meeting Date: July 17, 2018
Subject: Measure X Safe Routes to School Program

RECOMMENDED ACTION:

RECEIVE Update on the Measure X Safe Routes to School Program.

SUMMARY:

The Safe Routes to School Program is a Measure X-funded initiative. The Program sets a vision and identifies goals, objectives and types of projects and activities that can be funded. This report reviews the activities accomplished in the first year of the program, and the plans for fiscal year 2018/19.

FINANCIAL IMPACT:

The Measure X Safe Routes to School program provides a consistent source of funding over the next 30 years: approximately \$667,000 annually, or \$20 million over the 30-year life of the program. To broaden the reach of the program, Measure X money will leverage state SB 1 gas tax monies and federal dollars to plan and build safe routes to school projects and fund education and encouragement programs.

DISCUSSION:

The Measure X Safe Routes to School program funds projects and programs that improve children's health by making walking and bicycling safer and easier. The program will result in projects that provide the following benefits: improved safety for children walking and biking to school; better connections between schools, residential areas and vocational training programs; enhanced air quality; and healthier transportation choices for school children and parents.

The Program is consistent with local, State and Federal goals to provide safe access to and from school and will apply the 6 E's to ensure programs and projects funded are comprehensive and inclusive: evaluation, engineering, education, encouragement, enforcement and equity. The program budget includes funding for both infrastructure and non-infrastructure projects to support each of the 6

E's.

Central to the success of the Measure X Safe Routes to School program is the ability to effectively collaborate with other agencies to reach program goals. To ensure regular opportunities for communication and collaboration, agencies and organizations have been invited to participate in a Safe Routes to School Task Force facilitated by TAMC staff. The Task Force meets quarterly to review Program progress, discuss funding opportunities and provide interagency support. Attached is a list of the participants in the Measure X Safe Routes to Schools task force.

In the first year of Measure X funding, the Safe Routes to Schools program has accomplished the following:

Adoption of Guidelines: The TAMC Board adopted the Measure X Safe Routes to School Guidelines in Spring 2018. The program relies on leveraging matching funds and envisions providing support for grant writing, conceptual design services and matching funds to agencies and organizations applying for state and federal funding.

Obtaining a Planning Grant for Seaside and Marina Schools: TAMC was successful in securing a Caltrans Sustainable Transportation Planning Grant to develop a safe routes to school plan encompassing all K-12 schools in the cities of Seaside and Marina. That effort kicked-off in May 2018 and will continue through May 2020. For every dollar of Measure X funds spent on this project, it will receive seven dollars in state grant funding.

Set a Goal of Safety Education for all Second and Fifth Graders: The Measure X Safe Routes To School Program has set a lofty goal of providing pedestrian safety classes to all 2nd graders, and bicycle safety classes to all 5th graders in Monterey County. These bicycle and pedestrian safety educational programs will take place at elementary schools across the county. TAMC has contracted with Ecology Action to teach bicycle and pedestrian safety in all elementary schools in the Salinas Valley, Marina and Seaside over the next 2-5 years. As matching funds are obtained, the program will be expanded to cover the entire county.

The major Safe Routes to Schools projects scheduled for fiscal year 2018/19 are:

- Develop a comprehensive Measure X Safe Routes to School Website;
- Apply for Active Transportation Program Grants for infrastructure improvements and education programming;
- Develop data maps for schools in Seaside & Marina;
- Coordinate with County Health Department on education and outreach in Salinas Valley; and
- Develop mini-grant program guidelines.

In FY 2019/20, mini grants will be available to fund a variety of activities including school-based safe routes to school encouragement programs, high school bike maintenance shop classes, Bike safety instructor certification, traffic gardens, enhanced traffic safety equipment, crossing guard equipment and training and neighborhood enforcement programs.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: eXcellent Transportation Oversight Committee
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: July 17, 2018
Subject: Correspondence

RECOMMENDED ACTION:

RECEIVE correspondence attached online.

WEB ATTACHMENTS:

- [June 26, 2018 email from Heidi Zamzow](#)