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

EXECUTIVE COMMITTEE

Members are: Alejandro Chavez (Chair),
John Phillips (1st Vice Chair), Robert Huitt (2nd Vice Chair),
Kimbley Craig (Past Chair),
Luis Alejo (County Representative), Ed Smith (City Representative)

Wednesday, March 1, 2017
TAMC Conference Room
55-B Plaza Circle, Salinas
****9:00 AM****

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.

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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 the Executive Committee draft minutes of February 1, 2017.

- Rodriguez

END OF CONSENT AGENDA

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4. CLOSED SESSION

Public Employment pursuant to Government Code section §54957, the Executive Committee will confer concerning employment contract with the Agency's Executive Director.
RECONVENE in open session and report any actions taken.

-Reimann

5. **RECOMMEND APPROVAL** to the Transportation Agency Board to:
   1. Program three years (2017/18/19) Regional Surface Transportation Program fair share funds to the cities and County;
   2. Program 10% of Regional Surface Transportation Program funds to the RSTP Reserve;
   3. Initiate a call for projects to program competitive RSTP funds; and
   4. Program three years (2017/18/19) Transportation Development Act 2% funds for the Fort Ord Regional Trail and Greenway project.

- Zeller

The Transportation Agency periodically programs upcoming Regional Surface Transportation Program, Transportation Development Act 2%, and Regional Development Impact Fee funds to local and regional projects. Transportation Agency staff has requested that jurisdictions review and provide feedback on the draft competitive guidelines.

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

- Watson

The bill list has been updated with new bills introduced in 2017.

7. **RECEIVE report on draft agenda for March 22, 2017, TAMC Board meeting.**

- Hale

8. **ANNOUNCEMENTS**

9. **ADJOURN**

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

CORRESPONDENCE, MEDIA CLIPPINGS, AND REPORTS - No items this month.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To:	Executive Committee
From:	Elouise Rodriguez, Senior Administrative Assistant
Meeting Date:	March 1, 2017
Subject:	**Executive Committee Draft minutes**

RECOMMENDED ACTION:

APPROVE the Executive Committee draft minutes of February 1, 2017.

ATTACHMENTS:

- Exec Draft Minutes

DRAFT MINUTES

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

EXECUTIVE COMMITTEE MEETING

Members are: Alejandro Chavez (Chair),
John Phillips (1st Vice Chair), Robert Huitt (2nd Vice Chair),
Kimbley Craig (Past Chair),
Luis Alejo (County representative), Ed Smith (City representative)

Wednesday, February 1, 2017
*** 9:00 a.m. ***
Transportation Agency Conference Room
55-B Plaza Circle, Salinas

1. CALL TO ORDER: Vice Chair Phillips called the meeting to order at 9:00 a.m. Committee members present: Craig, Huitt, Phillips and alternate Gonzalez for Alejo. Staff present: Goel, Muck, Rodriguez, Watson, and Wright. Others present: Agency Counsel Reimann, Javier Gomez, Supervisor Alejo's office; and MacGregor Eddy, columnist, *We Could Car Less.*

2. PUBLIC COMMENTS: None.

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3. CONSENT AGENDA:
On a motion by Committee member Huitt and seconded by Smith, the committee voted 5 – 0 to approve the consent agenda as follows:

3.1 Approved minutes from the Executive Committee meeting of January 4, 2017.

END OF CONSENT

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4. On a motion by Committee members Smith and seconded by Craig, the committee voted 5 – 0 to provide direct staff to bring the draft fiscal year 2017/18 Agency budget and Overall Work Program to the Board of Directors.

Rita Goel, reported that the Agency budget separates expenditures into two types: operating and direct programs. 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 project delivery tasks such as rail program, highway projects, bicycle and pedestrian program.

The proposed fiscal year 2017-2018 operating expenditure budget is $2,842,024, a net increase over fiscal year 2016-2017 of $225,286. The proposed fiscal year current direct program expenditure budget is $21,145,861 a net increase over fiscal year 16/17 of $6,280,066. This increase is primarily due to a shift in expenditures on the Rail Extension to Salinas project, and the addition of the Measure X program expenditures.

Committee member Craig asked if TAMC will hire a new administration staff for Measure X as part of the $200,000 per year administration costs. Deputy Director Muck replied this budget did not include a new hire, but after evaluating Measure X work flow activities, TAMC will determine if additional staff or consultant services are required.

Deputy Director Muck highlighted the draft Overall Work Program. He reported that the work program goes hand-in-hand with the budget. The annual Agency Overall Work Program describes the activities to be accomplished during the fiscal year beginning July 1, and ending June 30. After the draft Overall Work Plan is approved by the Transportation Agency Board of Directors at their February 22 meeting the draft plan will be submitted to Caltrans, who reviews the document and provides comments on the state funded activities in the plan. Agency staff then incorporates comments from Caltrans, as well as comments received from the Transportation Agency Board, into to a final proposed Overall Work Program to be presented to the Board of Directors in May for adoption in conjunction with the fiscal year 2017/18 budget.

Noting Measure X seems to be the Agency's priority, Committee member Craig expressed concerns with the prioritization of the Rail to Salinas and Highway 156 projects, and why they were not moving forward. Deputy Director Muck noted that the Rail project is moving along, with property acquisition and the Highway 156 tolling study is taking longer than expected due to travel demand model issues. Craig asked that the Agency provide regular updates for the projects.

5. CLOSED SESSION:

The Committee held a closed session regarding the Public Employee pursuant to Government Code Section §54957, concerning the employment contract with the Agency's Executive Director.

The Committee reconvened in open session: Agency Counsel Reimann reported that direction was given to staff.

6. The Committee received a report on the draft agenda for TAMC Board meeting of February 22, 2017:

Deputy Director Muck reviewed the highlights of the draft agenda. He reported that the Board will hold an Unmet Transit Needs Hearing. The Board will receive a debrief on the election results of Measure X, the Transportation Safety & Investment Plan, an update on the proposed property acquisitions for the Salinas Rail Extension, and the draft Work Program and three-year budget.

On the consent agenda, the Board will be asked to approve Resolution 2017-03 apportioning Local Transportation Funds for Fiscal Year 2017-18, and approve the amendment #1 to the contract with Pathways for Wildlife extending the term of the agreements to December 31, 2017.

7. ANNOUNCEMENTS
None this month.

8. ADJOURNMENT
Vice Chair Phillips adjourned the meeting at 10:34 a.m.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Executive Committee
From: Rita Goel, Director of Finance & Administration
Meeting Date: March 1, 2017
Subject: **Closed Session**

RECOMMENDED ACTION:

CLOSED SESSION
Public Employment pursuant to Government Code section §54957, the Executive Committee will confer concerning employment contract with the Agency's Executive Director.
RECONVENE in open session and report any actions taken.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Executive Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: March 1, 2017
Subject: **2017 Competitive Grants Guidelines**

RECOMMENDED ACTION:

RECOMMEND APPROVAL to the Transportation Agency Board to:

1. Program three years (2017/18/19) Regional Surface Transportation Program fair share funds to the cities and County;
2. Program 10% of Regional Surface Transportation Program funds to the RSTP Reserve;
3. Initiate a call for projects to program competitive RSTP funds; and
4. Program three years (2017/18/19) Transportation Development Act 2% funds for the Fort Ord Regional Trail and Greenway project.

SUMMARY:

The Transportation Agency periodically programs upcoming Regional Surface Transportation Program, Transportation Development Act 2%, and Regional Development Impact Fee funds to local and regional projects. Transportation Agency staff has requested that jurisdictions review and provide feedback on the draft competitive guidelines.

FINANCIAL IMPACT:

The three-year estimated funding of Regional Surface Transportation Program for fiscal years 2017/18/19 is $3.6 million for fair share, $6.95 million for competitive grants and $1.32 million for RSTP Reserve. An additional $1.33 million from this cycle was programmed to the Holman Highway Roundabout project during the last RSTP funding cycle. TDA 2% funding for the same period is estimated to be $900 thousand.

DISCUSSION:

The Surface Transportation Program is a federal program that provides states and local jurisdictions with funding for highway improvements, street rehabilitation and

transportation enhancements. The Transportation Agency receives an annual apportionment of Regional Surface Transportation Program funding, passed through the State. Because Monterey County didn't have an urbanized area with a population of greater than 200,000 in the 1990 census, it qualified for the state exchange Surface Transportation Program, whereby Caltrans keeps the federal Surface Transportation Program apportionments for a region and gives the regional agency an equivalent amount of state cash.

The Transportation Agency distributes Regional Surface Transportation Program funding as fair-share and competitive grant programs and retains 10% as a reserve fund. Reserve funds have been used for Complete Street implementation and yet to be determined urgent projects. Monterey County and the cities receive fair-share Regional Surface Transportation Program grants based on their population and road miles. The total fair share allocation over the next three years was set by the Transportation Agency Board of Directors at $3.6 million. This fair share amount would be distributed to the jurisdictions as follows:

Jurisdiction	2015 Population	2015 Lane Miles	3-Year Fair Share Funding
Carmel-by-the Sea	3,824	60	$ 42,705
Del Rey Oaks	1,655	19	$ 15,510
Gonzales	8,411	19	$ 43,425
Greenfield	16,947	44	$ 90,379
King City	14,008	56	$ 83,427
Marina	20,496	129	$ 143,249
Monterey	28,576	235	$ 224,673
Pacific Grove	15,251	129	$ 121,390
Salinas	159,486	578	$ 923,066
Sand City	376	9.83	$ 5,980
Seaside	34,185	177	$ 221,901
Soledad	24,809	39	$ 120,567
County of Monterey	104,613	2,512	$ 1,563,728
Fair-Share Total:	**432,637**	**4,007**	**$ 3,600,000**

The Transportation Agency distributes part of the Regional Surface Transportation Program funding on a competitive basis to transportation projects based on a variety of criteria, including traffic volume and project deliverability. With the Transportation Agency now seeking to begin a new grant cycle, this process would involve the release of grant materials by the Transportation Agency, and establishing a subcommittee of Technical Advisory Committee and Bicycle Pedestrian Committee members to review and rank project proposals. The estimated three-year total available for grant funds is $6.95 million (see **Attachment 1**).

Agency staff is proposing to award the competitive grants in two tiers, based on the availability of funding. The first tier would be funded with the estimated $6.95 million in RSTP. The second tier would be funded with any deprogrammed funds from the last

competitive grants cycle.

In the 2014 Competitive Grants cycle, the Transportation Agency also included Transportation Development Act 2% funding with the Regional Surface Transportation Program funding to increase the overall amount of competitive funding that was available. However, this cycle, Agency staff is proposing to limit the competitive pot to Regional Surface Transportation Program funds and program the Transportation Development Act 2% funds to pre-construction activities for the Fort Ord Regional Trail and Greenway to help advance the project and make it a better candidate for State and federal grants.

Transportation Agency staff has updated its policies and procedures related to the Regional Surface Transportation Program (**Attachment 2**). Transportation Agency staff will provide an update at the Executive Committee meeting on the guidelines, as well as review policies for the distribution of fair share allocations, the timely use of funds, use of interest, project eligibility, and discuss criteria and procedures for future grant cycles. The draft schedule for these activities are included as **Attachment 3**.

ATTACHMENTS:

- 2017 Fund Estimate
- 2017 RSTP Guidelines Policies
- Draft 2017 Competitive Grants Schedule

Transportation Agency for Monterey County

Regional Surface Transportation Program

2017 Fund Estimate

Fund Estimate:

FY 17/18	$4,400,000
FY 18/19	$4,400,000
FY 19/20	$4,400,000
Total Fund Estimate	**$13,200,000**

Fund Distribution:

RSTP Reserve (10% of total)	$1,320,000
Holman Highway 68 Roundabout	$1,329,671
Total Funds Available	**$10,550,329**

Jurisdiction	2015 Population	2015 Lane Miles	3-Year Fair Share Funding
Carmel-by-the Sea	3,824	60	$ 42,705
Del Rey Oaks	1,655	19	$ 15,510
Gonzales	8,411	19	$ 43,425
Greenfield	16,947	44	$ 90,379
King City	14,008	56	$ 83,427
Marina	20,496	129	$ 143,249
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Seaside	34,185	177	$ 221,901
Soledad	24,809	39	$ 120,567
County of Monterey	104,613	2,512	$ 1,563,728
Fair-Share Total:	**432,637**	**4,007**	**$ 3,600,000**

Total Competitive Grant Funding	**$6,950,329**

TRANSPORTATION AGENCY FOR MONTEREY COUNTY GUIDELINES & POLICIES FOR THE ADMINISTRATION OF REGIONAL SURFACE TRANSPORTATION PROGRAM FUNDS

ADOPTED BY THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD OF DIRECTORS: FEBRUARY 26, 2014

REVISED AND APPROVED: MARCH 22, 2017

What is the Regional Surface Transportation Program?

The Regional Surface Transportation Program (RSTP) was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. The State of California allows smaller counties to exchange their apportionment of federal RSTP funds for State Highway Account funds, which are easier for local agencies to use for transportation with less stringent paperwork than with federal funds.

The Transportation Agency for Monterey County (TAMC) distributes these funds to local agencies as part of its responsibilities as a Regional Transportation Planning Agency through several programs, which are detailed in the following section.

Programming of Regional Surface Transportation Program Funds

Since 1991, TAMC has funded transportation projects in three categories, Fair Share, Competitive, and the Transportation for Livable Communities. As of 2013, the Transportation for Livable Communities program has been suspended as the goals of that program are being met with the Complete Streets program. The Transportation Agency also sets aside RSTP in a reserve for use on eligible transportation projects by the Agency. Any interest accrued on the balance of RSTP funds that have been deposited into an interest bearing account will be used only for RSTP eligible projects.

These programming categories are described as follows:

RSTP Reserve: RSTP Reserve is an approved TAMC policy that reserves up to 10% of the annual RSTP funding amount off the top for use by TAMC for eligible transportation project and planning activities.

RSTP Fair-Share Allocation Process: RSTP Fair Share is an approved TAMC policy that apportions part of the RSTP funding by formula to the Cities and County of Monterey. The distribution formula of Fair Share funds is based on 50% population (as estimated by the California Department of Finance) and 50% lane miles (as estimated by the latest publication of Caltrans Public Road Data), and approved by the Board of Directors. Historically, TAMC has programmed three years' worth of Fair Share funding for a total of $3.6 million.

RSTP Competitive Grants: RSTP Competitive Grants are an approved TAMC policy that apportions part of the RSTP funding on a competitive basis. The competitive amount varies from year to year based on the annual apportionment of RSTP funds. TAMC has distributed this competitive funding every two to three years. The distribution of competitive funds is based on the project scoring criteria, peer review and approval by the Board of Directors.

Projects must be consistent with a local transportation plan or general plan and be completed within three years of receiving funds. Application materials and scoring criteria are included in Appendix B. Once funds are programmed to projects by the TAMC Board of Directors, the grantee may submit a claim for payment according to the procedures outlined in Appendix C.

Other Set Asides: The Transportation Agency Board maintains discretion to approve other one-time off the top set asides for special projects, and has historically made these approvals when approving the RSTP fund estimate.

Transportation for Livable Communities (TLC): Transportation for Livable Communities program aimed to encourage land use decisions that supported transit and reduced regional traffic congestion. This program rewarded jurisdictions that approved new housing and mixed-use development in urban locations near transit hubs. As of 2013, the program has been suspended as the goals of the TLC program are being met with the Complete Streets program.

Regional Surface Transportation Grant Procedures

The Transportation Agency for Monterey County staff will advise prospective claimants (eligible entities: cities, County, and Monterey-Salinas Transit) of the funds anticipated to be available, and of the procedures for applying for Regional Surface Transportation Program grant-awarded funds. Transportation Agency staff will adhere to the following procedures when administering the RSTP Competitive Grant program; however the Transportation Agency Board may elect to opt-out of a Competitive Grant cycle and program the RSTP funds towards projects of regional significance, foregoing this process.

- To be considered for funding, a grant application must be received by TAMC by the deadline specified in the call for projects.
- TAMC's Technical Advisory Committee will appoint a Subcommittee, generally comprised of Technical Advisory Committee (TAC) members, Bicycle and Pedestrian Committee (BPC) members, partner agency staff, and Transportation Agency staff without a conflict of interest, to evaluate and rank all applications according to the "Criteria" listed in these policies. Subcommittee members will make their recommendations for projects to receive funding to the TAC and BPC.
- The TAC and BPC will consider approving the initial rankings recommended by the Subcommittee. The BPC will forward their recommendations on to the TAC for consideration. If the BPC's comments cannot be incorporated, differences in recommendations will be discussed with the TAMC Board.

- The TAC will recommend approval for funding by the Transportation Agency Board. Alternative projects may also be listed in case recommended projects fail to be constructed.
- The Transportation Agency Board will consider the recommendations made by the TAC and the BPC. The Transportation Agency Board will vote to approve projects for funding by adopting a resolution.
- Transportation Agency staff will notify all applicants of projects to be funded.

Project Eligibility
RSTP funding is eligible for a wide variety of transportation projects. In general projects must meet the criteria in Sections 133(b) and 133(c) of Title 23 of the United States Code (USC) and Article XIX of the State Constitution. Refer to Appendix A for a complete list of eligibility requirements.

Project Programming and Delivery
Projects using RSTP funds are not required to have a local match like federal transportation programs. Once funds are allocated to an approved project, the project sponsor has three years to expend the funds. Funds are paid to projects on a reimbursement basis and upon claim by the project sponsor to TAMC. Invoiced costs are to be on a reimbursement basis and must comply with state and federal regulations. Claims for reimbursement must include documentation (receipts, vendor invoices, and progress reports) to be deemed valid. The Transportation Agency RSTP Project Manager, Finance Officer, and Deputy Executive Director will review and recommend approval or rejection of the claims.

Programming Policies
The cities and County may program funds to eligible transportation projects within their Fair Share amounts apportioned by TAMC. With Transportation Agency Board approval, Fair Share funds can be deleted from one project and added to another project at the discretion of the project sponsor by submitting a written request to the Transportation Agency, provided that the change does not cause an over programming of total Fair Share available to the city or County. Fair Share funds provide the most amount of flexibility for the cities and County to move funds between projects.

Moving funds from the competitive category is not allowed. If a project is not built or the project sponsor decides not to build the project, the funds revert back to the pool of funding for the next round of programming. If a city or County was awarded funding for two projects under the competitive category, the city or County may submit a written request for Transportation Agency Board approval to adjust funds between the two projects provided the total amount remains the same.

Local Jurisdictions Responsibility in RSTP Project Implementation

Once a project has been recommended and approved for RSTP funding then the local jurisdiction will need to implement the project in a timely manner.

Local Agency Funding Allocation Agreement: Each jurisdiction receiving RSTP funds must execute a Local Agency Funding Allocation Agreement with the Transportation Agency prior to receiving any RSTP funds. The Local Agency Funding Allocation Agreement is designed to comply with a State requirement that the Transportation Agency for Monterey County enter into contracts with its member agencies for the reimbursement of Regional Surface Transportation Program funds. The Local Agency Funding Allocation Agreement now covers all sources of discretionary funding that passes through the Transportation Agency, including Regional Surface Transportation Program, Transportation Development Act 2%, Regional Development Impact Fees, and Local Transportation Funds. The agreement details state and federal requirements for funds and other fiscal provisions required to comply with state and federal regulations.

These Funding Allocation Agreements anticipate that specific projects and amounts may vary for any member agency over time and that the parties will only need to approve revised "Exhibit A" documents, rather than the entire Master Agreement. Each Exhibit A will identify the project for which funds are allocated, the source of the funding, as well as the timing and amount of such funds for each identified project, in order to ensure compliance with state and federal requirements. Exhibit A's will be updated each time new funds are allocated, existing allocations are modified, or claims for reimbursement are approved.

Timely Use of Funds: California State Assembly Bill 1012 (AB102) requires that RSTP funds are subject to a "timely use of funds" provision. AB102 requires that once funds are obligated towards a project then the jurisdiction has up to three years to use the funds or lose them. The TAMC Board also has implemented a timely "Use of Funds Provision" that is similar to AB1012. The TAMC Timely Use of Funds provision gives the agency staff authority to de-obligate funds from a local agency if project implementation is not moving forward in a satisfactory manner and reapply these funds towards a project that is ready for implementation. This process of fund redistribution would first require the approval by the TAMC Board of Directors.

Annual Reporting: Recipients of RSTP funding will be required to submit an annual report to TAMC describing the use of funds. This report will provide interagency coordination to better assist in timely project implementation.

Project Completion Report: Recipients of RSTP funding will be required to submit a Project Completion Report, which includes before and after photos of the project, within sixty (60) days of the project being accepted as complete by the sponsor.

Media: Any press releases or media events held by the project sponsor to promote a RSTP funded project will include mention of the Transportation Agency for Monterey County's role in funding the project.

APPENDIX A

PROJECT ELIGIBILITY

23 USC § 133 - Surface transportation program

(b) Eligible Projects.— A State may obligate funds apportioned to it under section 104 (b)(2) for the surface transportation program only for the following:

(1) Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including construction of designated routes of the Appalachian development highway system and local access roads under section 14501 of title 40.
(2) Replacement (including replacement with fill material), rehabilitation, preservation, protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels on public roads of all functional classifications, including any such construction or reconstruction necessary to accommodate other transportation modes.
(3) Construction of a new bridge or tunnel at a new location on a Federal-aid highway.
(4) Inspection and evaluation of bridges and tunnels and training of bridge and tunnel inspectors (as defined in section 144), and inspection and evaluation of other highway assets (including signs, retaining walls, and drainage structures).
(5) Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus.
(6) Carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure in accordance with section 137, bicycle transportation and pedestrian walkways in accordance with section 217, and the modifications of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
(7) Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.
(8) Highway and transit research and development and technology transfer programs.
(9) Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems.
(10) Surface transportation planning programs.
(11) Transportation alternatives.
(12) Transportation control measures listed in section 108 (f)(1)(A) (other than clause (xvi)) of the Clean Air Act (42 U.S.C. 7408 (f)(1)(A)).

(13) Development and establishment of management systems [1]
(14) Environmental mitigation efforts relating to projects funded under this title in the same manner and to the same extent as such activities are eligible under section 119 (g).
(15) Projects relating to intersections that—
    (A) have disproportionately high accident rates;
    (B) have high levels of congestion, as evidenced by—
        (i) interrupted traffic flow at the intersection; and
        (ii) a level of service rating that is not better than "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual issued by the Transportation Research Board; and
    (C) are located on a Federal-aid highway.
(16) Infrastructure-based intelligent transportation systems capital improvements.
(17) Environmental restoration and pollution abatement in accordance with section 328.
(18) Control of noxious weeds and aquatic noxious weeds and establishment of native species in accordance with section 329.
(19) Projects and strategies designed to support congestion pricing, including electric toll collection and travel demand management strategies and programs.
(20) Recreational trails projects eligible for funding under section 206.
(21) Construction of ferry boats and ferry terminal facilities eligible for funding under section 129 (c).
(22) Border infrastructure projects eligible for funding under section 1303 of the SAFETEA–LU (23 U.S.C. 101 note; Public Law 109–59).
(23) Truck parking facilities eligible for funding under section 1401 of the MAP–21.
(24) Development and implementation of a State asset management plan for the National Highway System in accordance with section 119, including data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk based asset management and performance based management, and for similar activities related to the development and implementation of a performance based management program for other public roads.
(25) A project that, if located within the boundaries of a port terminal, includes only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.
(26) Construction and operational improvements for any minor collector if—
    (A) the minor collector, and the project to be carried out with respect to the minor collector, are in the same corridor as, and in proximity to, a Federal-aid highway designated as part of the National Highway System;
    (B) the construction or improvements will enhance the level of service on the Federal-aid highway described in subparagraph (A) and improve regional traffic flow; and

(C) the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the Federal-aid highway described in subparagraph (A).

(c) Location of Projects.— Surface transportation program projects may not be undertaken on roads functionally classified as local or rural minor collectors unless the roads were on a Federal-aid highway system on January 1, 1991, except—

(1) as provided in subsection (g);
(2) for projects described in paragraphs (2), (4), (6), (7), (11), (20), (25), and (26) of subsection (b); and
(3) as approved by the Secretary.

California Constitution - Article 19 Motor Vehicle Revenues

SEC. 2. Revenues from taxes imposed by the State on motor vehicle fuels for use in motor vehicles upon public streets and highways, over and above the costs of collection and any refunds authorized by law, shall be deposited into the Highway Users Tax Account (Section 2100 of the Streets and Highways Code) or its successor, which is hereby declared to be a trust fund, and shall be allocated monthly in accordance with Section 4, and shall be used solely for the following purposes:

(a) The research, planning, construction, improvement, maintenance, and operation of public streets and highways (and their related public facilities for non-motorized traffic), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, and the administrative costs necessarily incurred in the foregoing purposes.
(b) The research, planning, construction, and improvement of exclusive public mass transit guideways (and their related fixed facilities), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, the administrative costs necessarily incurred in the foregoing purposes, and the maintenance of the structures and the immediate right-of-way for the public mass transit guideways, but excluding the maintenance and operating costs for mass transit power systems and mass transit passenger facilities, vehicles, equipment, and services.

APPENDIX B

REGIONAL SURFACE TRANSPORTATION PROGRAM COMPETITIVE FUNDING APPLICATION FORM

Grant Application Materials

Regional Surface Transportation Program Competitive Grants &

Transportation Development Act 2%

Applications due: June 1, 2017 – 12:00 PM

Transportation Agency for Monterey County
55B Plaza Circle
Salinas, California 93901

Purpose & Principles

The Regional Surface Transportation Program (RSTP) was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. The Transportation Agency for Monterey County (TAMC) distributes these funds to local agencies as part of its responsibilities as the Regional Transportation Planning Agency for Monterey County.

The purpose of the program is to provide funding to local jurisdictions for a wide variety of transportation planning and improvement projects, such as the research, planning, construction, improvement, maintenance, and operation of public streets and highways (and their related public facilities for non-motorized traffic), including the mitigation of their environmental effects. A full listing of eligible projects can be found in the Transportation Agency for Monterey County's Guidelines & Policies for the Administration of Regional Surface Transportation Program Funds.

In establishing the Regional Surface Transportation Program Competitive Grants program, the Transportation Agency is seeking to fund projects that advance the goals of the Transportation Agency Board. These include funding and delivering projects of regional significance that improve safety, provide maintenance for existing facilities, or support the development of a multimodal transportation network utilizing the principles of Complete Streets. Fair geographic balance in distributing the funds and the cost effectiveness of the proposed projects in meeting the program's goals are also taken into consideration when awarding grant funds.

Instructions

(1) You must complete an application form for each project. All projects must submit an application, even if it has previously applied and received RSTP funding.
(2) If your agency submits more than one project application, you must identify your highest priority project.
(3) You are responsible for completing all sections of the application form and attaching any relevant information. Your project application will only be scored based on the information that is provided in your application. Additional information will not be accepted after the deadline; however, it may be presented to the TAMC Technical Advisory Committee (TAC) for review.
(4) Your project must pass the "Screening Criteria" section of this application form in order to qualify for funding.
(5) You should refer to the included RSTP Scoring Criteria when preparing the relevant section of your application. You are responsible for providing complete and accurate information in order to receive the highest points possible.
(6) The deadline for applications is the first Thursday in May by 12:00 PM. All applications must be received by TAMC on this date. No postmarks or faxes will be accepted. No application forms or additional information will be accepted after this date.
(7) For each application submitted, you must include three paper copies and a PDF copy.

Screening Criteria

In order to qualify for RSTP funding, you must state how your project meets all of the following criteria:

A. Your project must be implemented within a 3-year timeframe. Please specify if your project will meet this deadline. Please note that after three years, your project will lose the funding if it has not yet been completed.

The proposed project will be implemented within 3 years: _____

B. Your project must be consistent with a minimum of one of the local or regional plans listed below. Please check off the applicable plans:

Local General Plan: _____
Capital Improvement Program (CIP): _____
Pavement Management System (PMS): _____
Active Transportation Plan: _____
Short Range Transit Plan (SRTP): _____
MST Service Improvement Plan: _____
Regional Transportation Plan (RTP): _____
Approved Transportation Impact Study: _____
Other (please specify): _____

C. For intersection projects, the California Department of Transportation Intersection Control Evaluation (ICE) must be completed or a commitment to completing the evaluation prior to receiving RSTP funds. Information can be found at: http://www.dot.ca.gov/hq/traffops/liaisons/ice.html.

An ICE has been completed: _____
An ICE will be completed: _____

D. For all projects, a benefit / cost analysis must be completed and submitted with the application demonstrating the positive financial benefits of the project. You may use your own model, or the established models listed below:

For street / highway construction and operational improvement projects, as well as some Intelligent Transportation System (ITS) and transit projects, you may use the Caltrans Cal B/C model found here: http://www.dot.ca.gov/hq/tpp/offices/eab/LCBC_Analysis_Model.html

For active transportation project, you may use the Caltrans Active Transportation Program B/C model found here: http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html

Benefit / Cost Ratio Result: _____

Section A: Project Information & Regional Significance

Project Title	**Sponsor / Lead Agency**
Contact Person	**Contact Information (address, phone, email)**
Total Project Cost	**Amount of RSTP Funds Requested**

Identify the funding sources for the project. You must specify if these funding sources are secured or proposed. Also indicate fiscal years in which these funds are programmed. Attached additional information if needed.

Fund Source	Amount	Fiscal Year	Status

Project Description (include Average Daily Traffic data – vehicle, bike & ped, or transit passengers)
Is there a history of collisions in the project area (pedestrian, bicycle, motorist)?
Project Benefits (attach additional information if needed)
Describe how your project links regional origin / destinations or serves regional travel

Scoring Categories	**Points**
A1) Traffic volume 1 point = 1 - 5,000 ADT 5 points = 5,001 - 10,000 ADT 7 points = 10,001 - 20,000 ADT 10 points = 20,001+ ADT	1-10
A2) Regional Significance 1-10 points based on how well the project serves travelers from other areas or more than one jurisdiction.	1-10
A3) Project will mitigate any of the following safety hazards: Bicycle/pedestrian collisions within the project limits (or within 2 miles of school) Low visibility of bicyclists and pedestrians, inadequate or no crosswalks, or walking or biking in the street High speed vehicles, poor sight distances, or no traffic control devices	5
Subtotal (max.)	**25**

Section A Scoring:

Criteria	Points
A1	0 / 10
A2	0 / 10
A3	0 / 5
Total Score	**0 / 25**

Section B: Complete Streets

Complete the attached Complete Streets Checklist and include with your application.

Scoring Categories	**Points**
B1) Stakeholder outreach was conducted on the project scope and design	0-5
B2) The project will incorporate one of the following Complete Street Treatments Road Diet Traffic Calming Roundabout Transit-Oriented Development / Transit Corridor Neighborhood Shared Street Pedestrian Place Transit/Bicycle/Pedestrian Prioritization at Intersections	0-10
B3) Project improves bicycle, pedestrian, or transit design features	0-5
B4) This is a maintenance or rehabilitation project with Complete Streets enhancements	0-5
Subtotal (max.)	**25**

Exemptions: Based on the project's completed Complete Streets Checklist, the project warrants the following exemptions from Section B scoring:

Explanation for exemptions:

The members of the scoring committee will review the project applicant's Complete Streets checklist to determine the appropriate amount of points to award for each section. If the applicant is seeking an exemption from this section, the scoring committee member will assign points based on the completed checklist and if the exemption is warranted.

Section B Scoring:

Criteria	Points
B1	0 / 5
B2	0 / 10
B3	0 / 5
B4	0 / 5
Total Score	**0 / 25**

Section C: Project Readiness & Cost Effectiveness

Provide a schedule of when the project components (e.g. design, construction) will be started and completed. Attach supporting documentation and additional information as needed. List all costs associated with the project. The RSTP money requested would be granted for a three-year time frame. Indicate whether matching funds are secured or unsecured under Fund Status.

Total RSTP funding request: $_____

Total Other funding: $_____

Total Project Cost: $_____

Phase	Start Date	End Date	RSTP Funds ($1,000s)			Other Funds ($1,000s)	Fund Status
			FY17/18	FY18/19	FY19/20		
Environmental Review Expected Document:							
Design: **___% Complete**							
Right of Way							
Construction							
Operating							
Maintenance							
Public Outreach and Education							
Other:							

Scoring Categories	**Points**
C1) Project is ready to bid within: 1 points = Three years 3 points = Two years 5 points = One year	5
C2) Request for funding will fully fund the project	10
C3) Project has already started and has completed the following phase(s): 5 points = Environmental Document 5 points = Plans, Specifications, and Estimates 1 point = 30% complete 2 points = 60% complete 4 points = 90% complete 5 points = 100% complete	1-10

Subtotal (max.) **25**

Section C Scoring:

Criteria	Points
C1	0 / 5
C2	0 / 10
C3	0 / 10
Total Score	**0 / 25**

Section D: Regional Transportation Plan Consistency

Projects applying for RSTP Competitive Grant funds must be consist with the goals and policies of the Regional Transportation Plan. Please indicate below how your proposed project will perform. Attach supporting documentation and additional information as needed.

	Projected Impact
Access & Mobility Improve ability of Monterey County residents to meet most daily needs without having to drive. Improve the convenience and quality of trips, especially for walk, bike, transit, car/vanpool and freight.	
D1. Reduces the average work trip travel time	☐ No Impact ☐ Improves
D2. Improve travel time reliability for bike/ped, transit, car/vanpool, or freight	☐ No Impact ☐ Improves
Discuss:	
Safety & Health Design the transportation system to reduce accidents, promote active living, and lessen pollution exposure.	
D3. Reduces the number of fatalities and injuries due to collisions	☐ No Impact ☐ Improves
D4. Improves bicycle, pedestrian, and transit mode share	☐ No Impact ☐ Improves
Discuss:	
Environmental Stewardship Protect and enhance the County's built and natural environment. Act to reduce Greenhouse Gasses emissions.	
D5. Reduces greenhouse gas emissions	☐ No Impact ☐ Improves
D6. Preserves sensitive habitat or prime agriculture land	☐ No Impact ☐ Improves
Discuss:	
Social Equity Reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged populations.	
D7. Provides funding for project serving Environmental Justice populations	☐ No Impact ☐ Improves
D8. Increases the percent of population within ½ mile of high quality transit stop	☐ No Impact ☐ Improves
Discuss:	
Economic Benefit Invest in transportation improvements – including operational improvements – that reinvest in Monterey County economy, improve economic access and improve travel time reliability and speed consistency for high-value trips.	
D9. Reduces vehicle hours of delay	☐ No Impact ☐ Improves
D10. Reduces the number of distressed lane miles	☐ No Impact ☐ Improves
Discuss:	

Scoring Categories	**Points**
D1 – D10) Project demonstrates consistency with the goals of the Regional Transportation Plan	0-2.5 each
Subtotal (max.)	**25**

Section D Scoring:

Criteria	Points
D1	0 / 2.5
D2	0 / 2.5
D3	0 / 2.5
D4	0 / 2.5
D5	0 / 2.5
D6	0 / 2.5
D7	0 / 2.5
D8	0 / 2.5
D9	0 / 2.5
D10	0 / 2.5
Total Score	**0 / 25**

TOTAL APPLICATION SCORE: 0 / 100

APPENDIX C

REIMBURSEMENT FORM

Transportation Agency for Monterey County

Regional Surface Transportation Program

2017 Competitive Grant Schedule (Three-Year Program Covering 2017, 2018, and 2019)

Tasks	Schedule
TAMC Board Action	
Grant application approval	March 22, 2017
Call for projects	March 27, 2017
Establish Review Committee	
Bicycle & Pedestrian Committee recommends nominees to the Technical Advisory Committee	April 5, 2017
Technical Advisory Committee will appoint a Subcommittee, generally comprised of Technical Advisory Committee members, Bicycle and Pedestrian Committee members, partner agency staff, and Transportation Agency staff without a conflict of interest, to evaluate and rank all applications	April 6, 2017
Grant Applications Due	
For each application submitted, applicant must include three paper copies and a PDF copy	June 1, 2017
Review Committee Scores Applications	
Initial review committee member scoring completed	June 23, 2017
Review Committee Meeting to Finalize Recommendations	June 26, 2017
BPC & TAC Recommendations to TAMC Board	
The BPC will forward their recommendations on to the TAC for consideration	August 2, 2017
The TAC will recommend approval for funding by the Transportation Agency Board. Alternative projects may also be listed in case recommended projects fail to be constructed	August 3, 2017
Draft Resolution to TAMC Board	
Finalize legal review and staff report	August 15, 2017
TAMC Board Approval	
Board approves projects for Competitive Grants via resolution	August 23, 2017

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: March 1, 2017
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:

The bill list has been updated with new bills introduced in 2017.

FINANCIAL IMPACT:

The lack of reliable and consistent transportation funding is a constant struggle for transportation agencies statewide.

DISCUSSION:

The main focus of transportation advocates in Sacramento is the $6 billion/year transportation funding package (Senate Bill 1 and Assembly Bill 1) proposed by the legislative transportation committee chairs, Senator Beall and Assembly Member Frazier, and the Governor's draft budget that includes $4.3 billion/year for transportation. The Governor has indicated an April deadline for negotiating a transportation funding package. **Attachment 1** is a memo outlining the specifics of these three proposals.

Assembly Member Frazier also introduced urgency legislation (AB 28) to permanently extend Caltrans authority as a federal environmental review (National Environmental Policy Act, NEPA) delegate, authority originally approved in 2006. The legislation has support in both houses and is being fast-tracked through the legislative process - the Assembly approved it on February 13, and it now awaits assignment by the Senate Rules Committee.

The deadline for bill introduction was February 17, 2017. One bill was introduced for TAMC's legislative priorities by the bill introduction deadline:

- **AB 696 (Caballero): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties** (**attachment 2**).
  The Prunedale Bypass right-of-way was acquired with state transportation funding back in the 1970's. 353 acres had been retained by Caltrans for potential habitat mitigation for future transportation projects; however, Caltrans has reviewed each of the 145 parcels and has determined that the Bypass land has limited habitat preservation value. As a result, the property will soon be on the state list for sale as excess property. Without any change to state law, the proceeds from the sale of this excess property, as with all other highway projects, will accrue to the state General Fund.

  This bill would require the net proceeds from the sale of the excess properties from the Prunedale Bypass to be reserved in the State Highway Account for programming and allocation by the California Transportation Commission, with the concurrence of TAMC, to a highway project in the US 101 corridor. This funding would not offset any other funds that TAMC would receive in the State Transportation Improvement Program or from other state sources.

  This legislation is modeled on similar bills signed into law for the disposal of excess property in the Highway 238 corridor in Alameda County and the I-710 corridor in Los Angeles County. The net result of this legislation is estimated between $5-12 million.

Attachment 3 is the updated list of transportation legislation pending from last year, and introduced this year, as of February 21. **Attachment 4** is the Agency's adopted 2017 legislative program. Agency staff will walk through the bill list and recommended positions.

ATTACHMENTS:

- Self-Help Counties Coalition Funding Proposal Memo
- AB 696 (Caballero)
- Draft bill list as of February 21, 2017
- TAMC Adopted 2017 Legislative Program

Self-Help Counties Coalition

January 10, 2017

MEMO THE GOVERNOR'S & LEGISLATIVE FUNDING PROPOSALS

Governor's Proposal for Revenues to Support New Investment:

The Governor today introduced a 10-year-funding plan that would provide approximately $43 billion (over 10 years) in new funding and redirected savings from efficiencies for transportation priorities. Specifically, the Governor's proposal includes annualized resources as follows:

- Road Improvement Charge—$2.1 billion from a new $65 fee on all vehicles, including hybrids and electrics.

- Stabilize Gasoline Excise Tax—$1.1 billion by setting the gasoline excise tax at the 2013-14 rate of 21.5 cents and eliminating the current annual adjustments. The broader gasoline tax would then be adjusted annually for inflation to maintain purchasing power.

- Diesel Excise Tax—$425 million from an 11-cent increase in the diesel excise tax. This tax would also be adjusted annually for inflation to maintain purchasing power.
- Cap and Trade—$500 million in additional Cap and Trade proceeds.
- Caltrans Efficiencies — $100 million in cost-saving reforms.
- $706 million in loan repayments over the next three years. The funds will support additional investments in the Transit and Intercity Rail Capital Program, trade corridor improvements, and repairs to the state highway system.

- Active Transportation Program—$1 billion Cap and Trade for Caltrans to expand the grant program for local projects that encourage active transportation such as bicycling and walking, with at least 50 percent of the funds directed to benefit disadvantaged communities.
- Local Streets and Roads/Local Partnership Funds—About $11.4 billion in Shared Revenues to be allocated by the Controller to cities and counties for local road maintenance according to existing statutory formulas, and over $2.2 billion in state-local partnership grants.

- Sustainable Transportation Grants — An increase of $25 million annually for competitive planning grants to assist regions and local governments in achieving the sustainable transportation requirements in Chapter 728, Statutes of 2008 (SB 375), and other State objectives.

- Corridor Mobility Improvements — An increase of over $2.7 billion for multi-modal investments on key congested commute corridors that demonstrate best practices for quality public transit and managed highway lanes such as priced express lanes or high-occupancy vehicle lanes. Included is also $25 million annually to expand the freeway service patrol program.

- Transit and Intercity Rail Capital Program—An increase of over $4.2 billion (including $4 billion in additional Cap and Trade as well as $256 million from loan repayments) for transit capital investments that provide greenhouse gas reductions, with at least 50 percent of the funds directed to bene t disadvantaged communities.

- Highway Repairs and Maintenance — An increase of almost $18 billion (including $1 billion from Caltrans efficiency savings) for Caltrans to fund repairs and maintenance on the state highway system.

- State Transportation Improvement Program (STIP) — An augmentation and stabilization to the STIP, which should not only allow the California Transportation Commission to restore funding for $750 million worth of projects cut from the program in 2016, but also program approximately $800 million in new projects in the 2018 STIP.

- Trade Corridor Improvements — An increase of over $2.8 billion (including $2.5 billion in new revenues and $323 million from loan repayments) for Caltrans to fund projects along the state's major trade corridors, providing ongoing funding for a program originally established with $2 billion in one-time Proposition 1B bond funding.

LEGISLATIVE PROPOSALS
SB 1 and AB 1

$6 Billion Transportation Funding Proposals Introduced, by Senator Beall and Assembly Member Frazier introduced similar transportation funding proposals on December 5, 2016, under SB 1 and AB 1, respectively.

Upon full implementation, AB 1 and SB 1 would generate approximately $6 billion annually

Additional Revenues (Approximate)

• $1.8 billion from a 12 cent increase to the gasoline excise tax, adjusted every 3 years for inflation. The revenue generated from this particular increase would help restore the gas tax' lost purchasing power due to inflation. The funds attributable to the 12 cent increase would be transferred to the newly created Road Maintenance and Rehabilitation Account (RMRA) for distribution.

✓ **Key Difference: SB 1 (Beall) phases in the 12 cent increase over 3 years, while AB 1 (Frazier) does not include a phase in period.**

- $1.1 billion from ending the Board of Equalization (BOE) "true up" and resetting the rate to the historical average of 17.3 cents per gallon, adjusted every 3 years for inflation. This provision would "reset" the priced based excise tax on gasoline to its original rate of 17.3 cents. Funds would be distributed using current formulas.

- $1.3 billion from a $38 increase to the Vehicle Registration Fee, adjusted every 3 years for inflation. After the California Department of Motor Vehicles deducts their administrative costs from imposing and collecting the fee, the funds from the increase would be deposited into the RMRA for distribution.

- $500 million from restoration of half the truck weight fees to transportation projects. Restoration of truck weight fee revenue would be phased-in over a five-year period and half would no longer be allowed to be transferred out of the state highway account (SHA) after the 2020-21 fiscal years. The funds would remain in the SHA, which would prevent HUTA funds from the variable gas tax from having to offset the SHA weight fee transfer.

✓ **Key Difference: SB 1 phases in a percentage of the truck weight fees back to transportation projects, while AB 1 phases in specific weight fee amounts every year. SB 1 caps the weight fee transfer at 50% in FY 2020-21, while AB caps the weight fee transfer at $500,000,000 in FY 2020-21.**

- $600 million from a 20 cent per gallon increase to the diesel excise tax, adjusted every 3 years for inflation. The funds attributable to the 20 cent increase to the diesel excise tax would be transferred to the Trade Corridors Improvement Fund (TCIF). Federal FAST Act funds for freight would also be deposited into the TCIF.

- $300 million from unallocated cap and trade funds. This continuous appropriation of cap and trade funds would essentially double the amount going towards the Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP).

- $263 million from 3.5 Percent Increase to the diesel sales tax. The funds generated through the additional 3.5 percent increase to the diesel sales tax would deposit $263 million into the State Transportation Account for transit and intercity rail purposes.

✓ **Key Difference: SB 1 would impose an additional 0.5 percent to this sales tax which would generate a $40 million set aside for intercity rail and commuter rail.**

- $60 million from miscellaneous transportation revenues. The bills delete the transfer of miscellaneous revenues to the Transportation Debt Service Fund and instead redirect the funds to the RMRA.

- $20 million from Vehicle Registration Fee on zero emission vehicles, starting in the 2nd year of ownership, adjusted every 3 years for inflation. Per the authors, this provision will help make up for the fact that owners of zero emission vehicles do not pay any gas tax to maintain the roads they drive on. Revenues would be deposited into the RMRA for distribution.

✓ **Key Difference: SB 1 imposes a $100 Vehicle Registration Fee on zero emission vehicles generating, while AB 1 (Frazier) imposes a $165 Vehicle Registration Fee**

The revenues generated from these proposals, would provide the following allocations:

From the $3.2 billion in the RMRA:

- State Highway System - $1.45 billion annually for maintenance and rehabilitation of the state highway system.
- • Local Streets and Roads – $1.45 billion annually for maintenance and rehabilitation of local streets and roads.
- **Self-help counties – $200 million for existing and aspiring self-help counties**.
- Active Transportation Programs – $80 million annually for Active Transportation and up to an additional $70 million through Caltrans efficiencies.
- Advanced Mitigation – $120 million one-time funds for implementation of the Advanced Mitigation program over the first four years.
- California State University – $2 million for transportation research and workforce training.

✓ **Key Difference: University of California – $3 million under AB 1 (Frazier) for the Institutes for Transportation Studies.**

From restoration/returned revenue from the HUTA

- State Transportation Improvement Program - $770 million annually for capital projects and improvements on the state's highway system.
- State Highway Operation and Protection Program – $210 million annually for maintenance and rehabilitation of the state highway system.
- Local Streets and Roads - $770 million annually for local streets and roads.

From Cap and Trade revenues and diesel tax increase

• Transit and Intercity Rail – $563 million annually for transit and intercity rail capital projects and operations, $40 million additionally set aside for intercity and commuter rail under SB 1 (Beall).

From the TCIF

• Freight, trade corridors, and goods movement – $600 million annually for freight, trade corridors, and goods movement.

From loan Repayments

• $706 million one-time funds for transportation loan repayment.

Proposed Reforms

- Establishes local reporting requirements. Cities and counties would be required to send the CTC a list of projects they propose to fund with Road Maintenance and Rehabilitation Account (RMRA) funds, specifying the location, description, proposed schedule, and estimated useful life for each project each fiscal year.

- Makes permanent the National Environmental Protection Act (NEPA) delegation authority. Permanently extends the authority for Caltrans to participate in the federal NEPA delegation pilot program, which allows projects involving federal funds to be delivered faster.

- Promotes employment and training opportunities through pre-apprenticeship. Requires state and local agencies to create programs that promote employment in advanced construction through pre-apprenticeship as a condition of receiving RMRA funds.

- Incorporates "complete streets" design concept into the Highway Design Manual. Requires Caltrans to incorporate the "complete streets" design concept into the Highway Design Manual.

- Restores independence to the California Transportation Commission (CTC). The bills move the CTC out from under the California State Transportation Agency, establishing it as its own entity within state government to help it fulfill its oversight role.

- Creates the Office of Transportation Inspector General as an independent entity and office within state government. Its role will be to ensure that all other state agencies that receive state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The Inspector General would be appointed by the Governor to a six-year term and would have the authority to conduct audits and investigations involving state transportation funds with all affected state agencies.

- Permanently extends and expands the limited CEQA exemption for transportation repair, maintenance, and minor alteration projects to existing roadways. The bills delete the January 1, 2020 sunset of the existing law and expand the exemption to cities and counties with populations greater than 100,000 and apply the exemption to state roadways.

- Creates an Advanced Mitigation program for transportation projects. The bills authorize the Natural Resources Agency to prepare, approve, and implement advance mitigation plans for one or more planned transportation projects. An advanced mitigation plan is defined as a regional or statewide plan that estimates the potential future mitigation requirements for one or more transportation projects and identifies mitigation projects, sites, or credits that would fulfill some or all of those requirements. The Agency would be authorized to administer the program, establish mitigation banks, secure areas for the purpose of providing mitigation, and allow transportation agencies to use mitigation credits to fulfill mitigation requirements. The program's intention is to supplant existing CEQA requirements, not substitute for them.

ASSEMBLY BILL No. 696

Introduced by Assembly Member Caballero

February 15, 2017

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

LEGISLATIVE COUNSEL'S DIGEST

AB 696, as introduced, Caballero. 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 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 require the net proceeds from the sale of 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, for other 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:

SECTION 1. Section 14528.9 is added to the Government Code, to read:

14528.9. Proceeds from the sale of any excess properties originally acquired by the department for a replacement alignment for State Highway Route 101 in the County of Monterey, known as the former Prunedale Bypass, less any reimbursements due to the federal government and all costs incurred in the sale of those excess properties, shall be reserved in the State Highway Account for programming and allocation by the commission through the State Transportation Improvement Program, with the concurrence of the Transportation Agency for Monterey County, for other state highway projects in the State Highway Route 101 Corridor in the County of Monterey. Sections 188 and 188.8 of the Streets and Highways Code do not apply to these proceeds.

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TAMC Bill List
February 21, 2017

Assembly bills

AB 1 (Frazier) Transportation funding
Introduced: 12/5/2016
Status: 1/19/2017-Referred to Committees on Transportation and Natural Resources
Summary: Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Would require the CTC to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. Would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.
Priority: 1S
Position: **SUPPORT**
Action Taken: Letter sent 12/16/16

AB 17 (Holden) Transit Pass Program: free or reduced-fare transit passes
Introduced: 12/5/2016
Status: 1/19/2017-Referred to Committee on Transportation
Summary: Would create the Transit Pass Program to be administered by Caltrans. Would require the Controller to allocate moneys made available for the program, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students.
Priority: 15S
Position: Watch

AB 28 (Frazier) Department of Transportation: environmental review process: federal pilot program
Introduced: 12/5/2016
Status: 2/13/2017- In Senate. Read first time. To Committee on Rules for assignment.
Summary: Current federal law requires the U.S. Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law, until January 1, 2017, provided that California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program. This bill would reinstate the operation of the latter provision.
Priority: 6S/2F
Position: **SUPPORT**
Action Taken: Letter sent 12/16/16

AB 65 (Patterson) Transportation bond debt service
Introduced: 12/13/2016
Status: 1/19/2017-Referred to Committee on Transportation
Summary: Current law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for

high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.
Priority: 1S
Position: Watch

AB 351 (Melendez) Transportation funding
Introduced: 2/8/2017
Status: 2/9/2017-From printer. May be heard in committee March 11.
Summary: This bill would retain the weight fee revenues in the State Highway Account and would delete the requirement to transfer these revenues to the Transportation Debt Service Fund, thereby providing for these revenues to be used for any transportation purpose authorized by statute, upon appropriation by the Legislature.
Priority: 1S
Position: **SUPPORT**

AB 696 (Caballero) Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties
Introduced: 2/15/2017
Status: 2/16/2017-From printer. May be heard in committee March 18.
Summary: This bill would require the net proceeds from the sale of 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, for other 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.
Priority: 3S
Position: **SUPPORT (SPONSOR)**

AB 577 (Caballero) Disadvantaged communities
Introduced: 2/14/2017
Status: 2/15/2017-From printer. May be heard in committee March 17.
Summary: Existing law defines a disadvantaged community as a community with an annual median household income that is less than 80% of the statewide annual median household income for various purposes, that include, but are not limited to, the Water Quality, Supply, and Infrastructure Improvement Act of 2014, eligibility for certain entities to apply for funds from the State Water Pollution Cleanup and Abatement Account, and authorization for a community revitalization and investment authority to carry out a community revitalization plan. This bill would instead define a disadvantaged community as a community with an annual per capita income that is less than 80% of the statewide annual per capita income.
Priority: 9S
Position: Watch

Senate Bills

SB 1 (Beall) Transportation funding
Introduced: 12/5/2016
Last Amended: 1/26/2017
Status: 2/16/2017-Passed Committee on Transportation Feb. 14. Set for hearing Feb. 22, Committee on Environmental Quality.
Summary: Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Would require the CTC to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program.
Priority: 1S
Position: **SUPPORT**
Action Taken: Letter Sent 12/16/16

SB 2 (Atkins) Building Homes and Jobs Act
Introduced: 12/5/2016
Status: 1/12/2017-Referred to Committees on Transportation & Housing and Government & Finance
Summary: Would enact the Building Homes and Jobs Act. Would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. Would impose a fee, except as provided, of $75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed $225. By imposing new duties on counties with respect to the imposition of the recording fee, the bill would create a state-mandated local program.
Priority: 5S
Position: Watch

SB 3 (Beall) Affordable Housing Bond Act of 2018
Introduced: 12/5/2016
Status: 1/12/2017-Referred to Committees on Transportation & Housing and Government & Finance
Summary: Would enact the Affordable Housing Bond Act of 2018, which would authorize the issuance of bonds in the amount of $3 billion to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs.
Priority: 5S
Position: Watch

SB 4 (Mendoza) Goods Movement: allocation of federal funds: Goods Movement and Clean Trucks Bond Act
Introduced: 12/5/2016
Status: 1/12/2017-Referred to Committees on Transportation & Housing and Government & Finance
Summary: Would, subject to voter approval at the June 5, 2018, statewide primary election, enact the Goods Movement and Clean Trucks Bond Act to authorize $600 million of state general obligation bonds as follows: $200 million to the CTC for projects and programs eligible for funding from the Trade Corridors Improvement Fund; $200 million to the State Air Resources Board for projects and programs consistent with the Goods Movement Emission Reduction Program; and

$200 million to the State Air Resources Board for projects and programs to expand the use of zero- and near-zero emission trucks in areas of the state that are designated as severe or extreme nonattainment areas for ozone and particulate matter.
Priority: 1S
Position: SUPPORT

SB 5 (De León) California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018
Introduced: 12/5/2016
Status: 2/13/2017-Set for 3/14 hearing at Committees on Natural Resources & Water and Government & Finance
Summary: Would enact the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018, which, if approved by the voters, would authorize the issuance of bonds in an amount of $3 billion to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program.
Priority: 5S
Position: Watch

SB 224 (Jackson) California Environmental Quality Act: baseline conditions
Introduced: 2/2/2017
Status: 2/3/2017-From printer. May be acted upon on or after March 5.
Summary: Would prohibit the lead agency, in determining the baseline physical conditions by which a lead agency determines whether a project has a significant effect on the environment, from considering the effects of unpermitted and/or illegal activities on the environment.
Priority: 6S
Position: Watch

FINAL 2017 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 to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region.

4S. 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.

5S. Support legislation that promotes transit-oriented development, complete streets, alternative commutes, and active transportation projects.

6S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

7S. 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.

8S. 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.

9S. 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.

10S. 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.

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 efforts to remove the Transportation Development Act's Unmet Transit Needs hearing requirement if 100% of the TDA funds are already allocated to transit.

14S. Support continued advance, lump-sum payments of state funds.

15S. 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.

FINAL 2017 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. Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), without restrictions, and expand the definition of Categorical Exclusions, while retaining environmental protections.

3F. 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.

4F. Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.

5F. Support efforts to change the update timeline for the Regional Transportation Plan from the current four years to eight years.

6F. 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.