



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

**EXECUTIVE COMMITTEE**

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

**Wednesday, May 2, 2018  
Transportation Agency 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 April 4, 2018.

**-Rodriguez**

**END OF CONSENT AGENDA**

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4. **RECOMMEND** that the Board **APPROVE** Resolution 2018-06 adopting the fiscal year 18/19 budget and overall work program and estimated budgets for fiscal years 19/20 and 20/21.

-Goel/Muck

*The resolution approves the final budget and overall work program for fiscal year 18/19, including federal, state and local grant authorizations and certifications, and out year budgets for fiscal years 19/20 and 20/21. At its February adoption of the draft budget, the Board did not have any suggested changes for the final budget. This version makes changes to reflect the latest information on revenues and expenditures.*

5. **RECEIVE** legislative update and **RECOMMEND** Board positions on relevant legislation.

- Hale

*Staff will present a state legislative update and a revised bill list for consideration and recommendation to the Board.*

6. **RECOMMEND** that the TAMC Board of Directors support amending federal law so that the Federal Aviation Administration cannot redirect voter-approved local sales taxes on aviation fuel to airport improvements.

- Hale

*The Federal Aviation Administration has issued a rule that specifies that local sales taxes on aviation fuel should be considered excise taxes and therefore under federal law must be utilized for on-airport projects. The Self-Help Counties Coalition opposes this rule as a violation of voter intent that would also result in a loss of revenue to transportation projects in the local sales tax expenditure plans.*

7. **RECEIVE** report on draft agenda for May 23, 2018 TAMC Board meeting.

- Hale

8. **ANNOUNCEMENTS**

9. **ADJOURN**

**NEXT MEETING June 6, 2018.**

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.**



***Memorandum***

**To:** Executive Committee  
**From:** Elouise Rodriguez, Senior Administrative Assistant  
**Meeting Date:** May 2, 2018  
**Subject:** Executive Committee draft minutes

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**RECOMMENDED ACTION:**

**APPROVE** the Executive Committee draft minutes of April 4, 2018.

**ATTACHMENTS:**

- Executive Committee Draft Minutes of April 2018

**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 (1<sup>st</sup> Vice Chair), Robert Huitt (2<sup>nd</sup> Vice Chair),  
Kimbley Craig (Past Chair),  
Luis Alejo (County representative), Ed Smith (City representative)*

**Wednesday, April 4, 2018**

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

Transportation Agency Conference Room  
55-B Plaza Circle, Salinas

1. **CALL TO ORDER:** Chair Phillips called the meeting to order at 9:00 a.m. Committee members present: Huitt, Phillip, Smith, and Salinas. Staff present: Goel, Hale, Muck, Goel, Rodriguez, Watson, Wright and Zeller. Others present: County Counsel Susan Blich and John Doe, resident Monterey Bay.
  2. **PUBLIC COMMENTS:** None.
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3. **CONSENT AGENDA:**  
On a motion by Committee member Salinas and seconded by Smith, the committee voted 4-0 to approve the consent agenda.  
Committee member Alejo arrived after the consent agenda.
  - 3.1 Approved minutes from the Executive Committee meeting of March 7, 2018.
  - 3.2 Approved out-of-state travel for one staff to the American Public Transportation Association (APTA) Rail Conference in Denver, Colorado in June 2018.

**END OF CONSENT**

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**4. CLOSED SESSION:**

The Committee held a closed session regarding: Public Employment pursuant to Government Code section §54957, the Executive Committee will confer concerning employment contract with the Agency's Executive Director.

**OPEN SESSION:**

Agency Counsel Blich reported the Executive Committee met in closed session and gave direction to staff to place the employment contract with the Agency's Executive Director in a closed session to the Board on April 25, 2018.

**5. FEDERAL LEGISLATIVE UPDATE**

Christina Watson, Principal Transportation Planner, reported on the many changes at the federal level since last month's report to the Executive Committee. On March 23, the President signed a \$1.3 trillion omnibus appropriations bill for fiscal year 2018. She noted that the bill includes more funding than in the past, including \$47.5 billion for the Federal Highway Administration, \$13.5 billion for the Federal Transit Administration, and \$3.1 billion for the Federal Railroad Administration. Ms. Watson also noted the specific transportation programs of interest to TAMC include:

- Capital Investment Grants program
- Amtrak
- Transportation Investments Generating Economic Recovery (TIGER) grants

Chair Phillips encouraged staff to work with Caltrans to keep the Highway 156 project moving forward as a possible TIGER grant candidate.

**6. TAMC DRAFT AGENDA FOR APRIL 25, 2018**

Executive Director Hale reviewed the highlights of the draft regular and consent agenda for the TAMC Board meeting of April 25, 2018, as follows:

- The Board will hold two closed sessions, pursuant to:
  - Government Code §54957 Executive Director Employment Contract extension and amendments
  - Government Code §54956(d)(1) Existing Litigation
- Adopt and Present Resolution of Appreciation to Senior Transportation Engineer Hank Myers, who is retiring after over 40 years of service in the engineering field.
- Receive information on the process for approval of public presentations by Agency staff. There was extensive discussion by the Committee regarding the purpose of this item and what to focus on. It was agreed that the key was to clarify the process and allow Board members to review and comment.

Consent Agenda:

- State and Federal Legislative updates
- Cap and Trade Funds for Transit
- Salinas Rail Station – Structures Demolition Bid
- Fort Ord Dunes State Park Easement

**7. ANNOUNCEMENTS**

None.

**8. ADJOURNMENT**

Chair Phillips adjourned the meeting at 9:53 a.m.





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Executive Committee  
**From:** Rita Goel, Director of Finance & Administration  
**Meeting Date:** May 2, 2018  
**Subject:** **Three-Year Budget and FY 18/19 Overall Work Program**

### **RECOMMENDED ACTION:**

**RECOMMEND** that the Board **APPROVE** Resolution 2018-06 adopting the fiscal year 18/19 budget and overall work program and estimated budgets for fiscal years 19/20 and 20/21.

### **SUMMARY:**

The resolution approves the final budget and overall work program for fiscal year 18/19, including federal, state and local grant authorizations and certifications, and out year budgets for fiscal years 19/20 and 20/21. At its February adoption of the draft budget, the Board did not have any suggested changes for the final budget. This version makes changes to reflect the latest information on revenues and expenditures.

### **FINANCIAL IMPACT:**

The Transportation Agency for Monterey County gets majority of its funding from state or federal sources. The funding is usually specific to the project or program for which it is granted and cannot be used to cover expenditures of a different project or program, e.g. the funding received for the call box program can only be used for motorist aid programs.

The Agency budget separates expenditures into two types: operating and direct program. Operating expenditures include staff salaries and benefits, materials and supplies, and equipment purchases. Direct program expenditures include outside consultants, contracts, expenditures that apply to specific overall work program tasks such as rail program, highway projects, bicycle and pedestrian program. The proposed fiscal year operating expenditure budget is \$3,196,343, a net increase over fiscal year 2017/18 of \$282,429. The proposed fiscal year direct program expenditure budget is \$18,508,891, a net decrease over fiscal year 2017/18 of \$2,978,874.

### **DISCUSSION:**

### Three Year Budget

Changes since the Board reviewed the draft budget on February 28, 2018 are as follows:

<u>Operating Budget</u>	<u>February Draft</u>	<u>May Final</u>	<u>Difference</u>
Revenue & Expenditures	\$3,075,444	\$3,196,343	+ \$120,899

Revenues changed due to:

1. Measure X Projects/Program funds increased by \$100,000.
2. SR 156 Project Management increased by \$24,796
3. Marina/Seaside Safe Routes to School funds (new grant) increased by \$15,710.
4. Reserve usage decreased by \$19,607.

Expenditures changed due to:

1. Addition of a part-time Principal Engineer staff position added \$103,574.
2. 2 months overlap of Planner position added \$17,325.

**Capital Outlay** decreased by \$15,000; the funds budgeted in the FY 18/19 draft budget for a phone system will be expended in FY 17/18.

<u>Direct Programs</u>	<u>February Draft</u>	<u>May Final</u>	<u>Difference</u>
Revenue & Expenditures	\$18,021,275	\$18,533,891	+ \$512,616

Revenues changed due to:

1. Freeway Service Patrol - new SB 1 funding added \$160,137.
2. SAFE motorist aid funding to match the SB 1 Freeway Service Patrol increase added \$49,606.
3. Seaside/Marina Safe Routes to School Caltrans planning grant added \$244,404.
4. Seaside/Marina Safe Routes to School Measure X funds to match the Caltrans planning grant added \$32,469.
5. Rural Planning Assistance increased by \$25,000.
6. Undesignated Reserve usage increased by \$1,000.

Expenditures changed due to:

1. Freeway Service Patrol contract costs for additional service added \$209,743.
2. Seaside/Marina Safe Routes to School consultant expenditures added \$276,873.
3. Leadership Training Administration pass-through added \$25,000.
4. Legislative contract expenditures increased by \$1,000.

Due to the passage of Measure X in November 2016, the Agency has budgeted additional expenditures for administration and program/project management activities. It is possible that expenses for the administration of the sales tax measure will exceed the 1% allowed for salaries and, so non-Measure X funds are also budgeted. Additionally, there will be other direct (non-salary/benefits) expenditures, such as consultant and legal costs, which the Agency proposes to utilize the sales tax revenues to cover off the top, prior to distributing funds to the other Measure X subaccounts.

As a result of good fiscal management, the agency has grown its undesignated reserve over the past several years. As designated in its GASB 54 fund balance policy, the agency will continue to maintain a minimum of a six-month operating budget balance in this undesignated reserve. Any excess over the six-month level is designated as a “contingency” fund to cover short-term revenue shortfalls or unanticipated expenses. A portion of the undesignated contingency fund is forecast to be used in FY 18/19, 19/20 & 20/21 for Operating and Direct Program activities.

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

Benefit and salary changes adopted in the draft February budget are set forth in the resolution, as well as the authority for out-of state travel trips.

### **Annual Work Program**

The final overall work program primarily contains only minor changes made in response to comments by Caltrans. These edits effectively have very little effect on the 2018/19 work program that the Executive Committee and Board reviewed in February. The one exception is the new Work Element 1000, which adds \$25,000 in Rural Planning Assistance funds above the Transportation Agency's normal allocation of Rural Planning Assistance funds. These funds were added to the Agency's budget and overall work program at the request of Caltrans, to administer funds that will be used to provide scholarships for rural counties staff to attend leadership training provided by CalCOG.

Highlights of the 2018/19 Overall Work Program, and how they implement the adopted TAMC Goals, are as follows:

### **Deliver Projects and Programs**

- Measure X administration and project/program delivery including:
  - Work with Caltrans on environmental review & preliminary engineering for the Monterey to Salinas Route 68 corridor and final design & Right-of-Way for the SR 156/Castroville Boulevard Interchange project.
  - Work with City of Marina on the Imjin Road section of the Marina to Salinas Multi-Modal Corridor.
  - Work with City of Pacific Grove and Caltrans on Holman Highway compete streets projects.
  - Work with MST and Caltrans to implement results from the Highway 1 busway study.
  - Initiate environmental review and preliminary engineering for the SR 156-Blackie Road Extension.

- Initiate environmental review and preliminary engineering for the Fort Ord Regional Trail and Greenway project.
  - Update Project Study Report for the US 101 Safety Improvements – South County.
  - Initiate the Habitat Preservation/Advance Mitigation program.
  - Coordinate the Pavement Management program.
  - Implement the Safe Routes to School program and administer the Senior and Disabled Mobility program.
- Initiate construction of a portion of the improvements at the Salinas Intermodal Center and continue right-of-way and final design work for the Salinas Rail Extension Project.
- Finalize the following corridor studies in coordination with partner agencies:
    - Pajaro to Prunedale - G12 corridor
    - Canyon Del Rey (SR 218) corridor
- Assist Caltrans, Monterey-Salinas Transit and member agencies in securing funding and delivering transportation improvements.

#### Leverage Matching Funds

- Collect data needed to apply for the next cycle of SB 1 matching funds and Federal Lands Access Program.
- Position projects to be "shovel-ready" for the next grant funding cycles.

#### Inform and Involve the Public

- Educate the public on the benefits of SB 1 matching funds to Monterey County.
- Publicize Measure X accomplishments and upcoming improvements.
- Continue to integrate a strong public input component in all project phases, from Corridor Study to Environmental Review/Design to construction.

#### Plan for Future Innovation

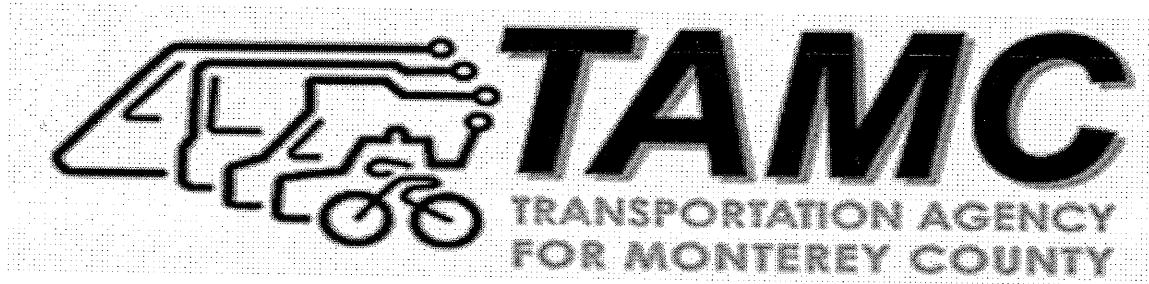
- Reach out to major employers and schools to help reduce and manage trips with the Traveler Information Program.
- Support local utilization of the Complete Street guidelines and implementing other components of the region's Sustainable Communities Strategies.
- Fund bicycle racks and related hardware as part of the Bicycle Secure Program.
- Install signs for initial routes identified in the Regional Bicycle Wayfinding Plan.
- Initiate the Seaside/Marina Safe Routes to School program.

A summary of the Overall Work Program is attached to this report.

#### ATTACHMENTS:

- ▣ TAMC Three Year budget
- ▣ Overall Work Program Summary

▫ Resolution 2018-06



# **3 YEAR BUDGET**

## **FISCAL YEARS**

**2018 - 2019**

to

**2020 - 2021**

**TAMC-3 YEAR BUDGET JULY 1, 2018 - JUNE 30, 2021**

**TOTAL REVENUE & EXPENDITURES - SUMMARY**

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE
	FY 17/18 Approved	FY 18/19 Estimated	FY 19/20 Estimated	FY 20/21 Estimated	FY 18/19 BUDGET vs FY 17-18 APPROVED
Operating Revenue	\$2,913,914	\$3,196,343	\$3,227,682	\$3,286,362	9.7%
Direct Program Revenue	\$21,487,765	\$18,533,891	\$7,093,444	\$7,490,469	-13.7%
<b>TOTAL REVENUE</b>	<b>\$24,401,679</b>	<b>\$21,730,234</b>	<b>\$10,321,126</b>	<b>\$10,776,831</b>	<b>-10.9%</b>
Operating Expenditures	\$2,913,914	\$3,196,343	\$3,227,682	\$3,286,362	9.7%
Direct Program Expenditures	\$21,487,765	\$18,533,891	\$7,093,444	\$7,490,469	-13.7%
<b>TOTAL EXPENDITURES</b>	<b>\$24,401,679</b>	<b>\$21,730,234</b>	<b>\$10,321,126</b>	<b>\$10,776,831</b>	<b>-10.9%</b>
<b>REVENUE MINUS EXPENDITURES</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	

**TAMC-3 YEAR BUDGET JULY 1, 2018 - JUNE 30, 2021**

**TOTAL REVENUE BY SOURCE**

SOURCE OF REVENUE	FY PLAN	FUTURE 3 YR BUDGET			4 Years Cumulative Impact	% CHANGE FY 18/19 BUDGET vs FY 17-18 APPROVED
	FY 17/18 Approved	FY 18/19 Estimated	FY 19/20 Estimated	FY 20/21 Estimated		
Federal Grants-Operating	\$117,836	\$118,835	\$50,000	\$50,000		0.8%
Federal Grants-Direct	\$202,364	\$188,365	\$0	\$0		-6.9%
State Grants-Operating	\$1,623,685	\$1,669,395	\$1,663,355	\$1,611,685		2.8%
State Grants-Direct	\$19,368,469	\$18,237,558	\$6,952,711	\$7,444,427		-5.8%
Local Funds-Operating	\$836,076	\$853,076	\$953,076	\$953,076		2.0%
Local Funds-Direct	\$1,316,500	\$279,969	\$257,984	\$247,500		-78.7%
RSTP- Direct-Cfwd & New Approval	\$57,040	\$57,040	\$57,040	\$57,040		0.0%
<b>Total Revenue from Outside Sources</b>	<b>\$23,521,970</b>	<b>\$21,404,238</b>	<b>\$9,934,166</b>	<b>\$10,363,728</b>		<b>-9.0%</b>
FSP Reserve Surplus/(Usage)	\$50,759	\$0	\$0	\$0	\$50,759	-100.0%
FSP Reserve Surplus/(Usage)-SB1		\$38,290	\$38,290	\$38,290	\$114,870	
SAFE Reserve Surplus/(Usage)	(\$116,609)	(\$89,063)	(\$108,813)	(\$66,606)	(\$381,091)	-23.6%
Rail-Leases ROW-Reserve Surplus/(Usage)	(\$42,000)	\$118,000	\$118,000	\$125,000	\$319,000	-381.0%
Undesig. Contingency Surplus/(Usage)-Oper.	\$8,683	(\$155,037)	(\$161,251)	(\$271,601)	(\$579,206)	-1885.5%
Undesig. Contingency Surplus/(Usage)-Direct	(\$780,542)	(\$238,186)	(\$273,186)	(\$238,186)	(\$1,530,100)	-69.5%
<b>Total Contingency Fund Surplus/ (Usage)</b>	<b>(\$879,709)</b>	<b>(\$325,996)</b>	<b>(\$386,960)</b>	<b>(\$413,103)</b>	<b>(\$2,005,768)</b>	<b>-62.9%</b>
<b>TOTAL REVENUE</b>	<b>\$24,401,679</b>	<b>\$21,730,234</b>	<b>\$10,321,126</b>	<b>\$10,776,831</b>		<b>-10.9%</b>



**TAMC-3 YEAR BUDGET JULY 1, 2018 - JUNE 30, 2021**

**OPERATING REVENUE**

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE	\$ CHANGE
	FY 17/18 Approved	FY 18/19 Estimated	FY 19/20 Estimated	FY 20/21 Estimated	FY 18/19 BUDGET vs FY 17-18 APPROVED	FY 18/19 BUDGET vs FY 17-18 APPROVED
<b>OPERATING REVENUE</b>						
<b>FEDERAL PLANNING GRANTS</b>						
Federal Planning ( AMBAG-FHWA PL )	\$0	\$0	\$0	\$0		\$0
SR156 West Proj. Mgmt. -EARMARK	\$42,000	\$50,000	\$50,000	\$50,000	19.0%	\$8,000
HWY 68 Corridor Study-Monterey to Salinas	\$7,000	\$0	\$0	\$0	-100.0%	-\$7,000
Pajaro to Prunedale Corridor Study	\$38,336	\$38,335	\$0	\$0		-\$1
SR 218 Corridor Improvement Plan	\$30,500	\$30,500	\$0	\$0		\$0
<b>SUB TOTAL FEDERAL GRANTS</b>	<b>\$117,836</b>	<b>\$118,835</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>0.8%</b>	<b>\$999</b>
<b>STATE PLANNING GRANTS</b>						
Local Transportation Fund ( Current )- LTF	\$908,485	\$908,485	\$908,485	\$908,485	0.0%	\$0
Planning & Programming -PPM	\$231,000	\$231,000	\$234,000	\$189,000	0.0%	\$0
Rural Planning Assistance-RPA	\$392,000	\$422,000	\$422,000	\$422,000	7.7%	\$30,000
Complete Streets Project Implementation-RSTP	\$92,200	\$92,200	\$92,200	\$92,200	0.0%	\$0
Marina & Seaside SRTS Grant		\$15,710	\$6,670	\$0		\$15,710
<b>SUB TOTAL STATE GRANTS</b>	<b>\$1,623,685</b>	<b>\$1,669,395</b>	<b>\$1,663,355</b>	<b>\$1,611,685</b>	<b>2.8%</b>	<b>\$45,710</b>
<b>LOCAL PLANNING CONTRIBUTIONS</b>						
Regional Transportation Planning Assessment	\$243,076	\$243,076	\$243,076	\$243,076	0.0%	\$0
Impact Fee - Program Administration	\$10,000	\$10,000	\$10,000	\$10,000	0.0%	\$0
SR156 West Proj. Mgmt. -RDIF	\$183,000	\$0	\$0	\$0		-\$183,000
Sales Tax Authority Administration Fees	\$200,000	\$200,000	\$200,000	\$200,000		\$0
Measure X Projects/Programs	\$200,000	\$400,000	\$500,000	\$500,000		\$200,000
<b>SUB TOTAL LOCAL FUNDS</b>	<b>\$836,076</b>	<b>\$853,076</b>	<b>\$953,076</b>	<b>\$953,076</b>	<b>2.0%</b>	<b>\$17,000</b>
<b>OTHER CONTRIBUTIONS</b>						
FSP- Staff Support	\$25,000	\$40,000	\$40,000	\$40,000	60.0%	\$15,000
SAFE- Staff Support	\$25,000	\$40,000	\$40,000	\$40,000	60.0%	\$15,000
SAFE- 511/ Ride Share Staff Support	\$100,000	\$100,000	\$100,000	\$100,000	0.0%	\$0
Rail-Rail Extension to Salinas-Staff Support	\$125,000	\$150,000	\$150,000	\$150,000	20.0%	\$25,000
Rail-Monterey Branch Line /Leases Staff Support	\$70,000	\$70,000	\$70,000	\$70,000	0.0%	\$0
<b>SUB TOTAL STAFF SUPPORT</b>	<b>\$345,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>15.9%</b>	<b>\$55,000</b>
<b>Sub Total Operating Revenue</b>	<b>\$2,922,597</b>	<b>\$3,041,306</b>	<b>\$3,066,431</b>	<b>\$3,014,761</b>	<b>4.1%</b>	<b>\$118,709</b>
Undesig. Contingency Res. Surplus/ (Usage)-Oper.	\$8,683	(\$155,037)	(\$161,251)	(\$271,601)	-1885.5%	(\$163,720)
<b>TOTAL OPERATING REVENUE</b>	<b>\$2,913,914</b>	<b>\$3,196,343</b>	<b>\$3,227,682</b>	<b>\$3,286,362</b>	<b>9.7%</b>	<b>\$282,429</b>

**TAMC- OPERATING REVENUE CHANGES FY 2018-2019  
FROM FY 2017-2018 APPROVED BUDGET**

<u>Operating Revenue</u>	FY 17-18 APPROVED BUDGET	FY 18-19 PROPOSED BUDGET	FY 18/19 BUDGET vs FY 17-18	
			\$ CHANGE	% CHNG
<b>1</b> <u>FEDERAL PLANNING GRANTS</u>	\$117,836	\$118,835	\$999	0.8%
SR156 West Proj. Mgmt. -EARMARK	\$42,000	\$50,000	\$8,000	19.0%
HWY 68 Corridor Study-Monterey to Salinas	\$7,000	\$0	-\$7,000	-100.0%
<b>2</b> <u>STATE PLANNING GRANTS</u>	\$1,623,685	\$1,669,395	\$45,710	2.8%
Rural Planning Assistance	\$392,000	\$422,000	\$30,000	7.7%
Marina & Seaside SRTS Grant	\$0	\$15,710	\$15,710	
<b>3</b> <u>LOCAL PLANNING FUNDS</u>	\$836,076	\$853,076	\$17,000	2.0%
SR156 West Proj. Mgmt. -RDIF	\$183,000	\$0	-\$183,000	-100.0%
Measure X Projects/Programs	\$200,000	\$400,000	\$200,000	100.0%
<b>4</b> <u>OTHER CONTRIBUTIONS</u>	\$345,000	\$400,000	\$55,000	15.9%
FSP- Staff Support	\$25,000	\$40,000	\$15,000	60.0%
SAFE- Staff Support	\$25,000	\$40,000	\$15,000	60.0%
Rail-Rail Extension to Salinas-Staff Support	\$125,000	\$150,000	\$25,000	20.0%
<b>5</b> <u>UNDESIGNATED CONTINGENCY SURPLUS/ ( USAGE )</u>	\$8,683	(\$155,037)	(\$163,720)	-1885.5%
<b>OPERATING REVENUE TOTAL</b>	<b>\$2,913,914</b>	<b>\$3,196,343</b>	<b>\$282,429</b>	<b>9.7%</b>

**TAMC-3 YEAR BUDGET JULY 1, 2018 - JUNE 30, 2021**

**OPERATING EXPENDITURES**

SOURCE OF REVENUE/EXPENDITURE	FY PLAN	FUTURE 3 YR BUDGET			% CHANGE FY 18/19 BUDGET vs FY 17-18 APPROVED	\$ CHANGE FY 18/19 BUDGET vs FY 17-18 APPROVED
	FY 17/18 Approved	FY 18/19 Estimated	FY 19/20 Estimated	FY 20/21 Estimated		
<b><u>OPERATING EXPENSES</u></b>						
Salaries	\$1,627,144	\$1,841,757	\$1,842,662	\$1,871,228	13.2%	\$214,613
Fringe Benefits	\$757,301	\$832,013	\$849,250	\$886,071	9.9%	\$74,712
Material and Services	\$519,469	\$512,573	\$525,770	\$519,063	-1.3%	-\$6,896
Depreciation/ Amortization	\$10,000	\$10,000	\$10,000	\$10,000	0.0%	\$0
<b>TOTAL OPERATING EXPENSES</b>	<b>\$2,913,914</b>	<b>\$3,196,343</b>	<b>\$3,227,682</b>	<b>\$3,286,362</b>	<b>9.7%</b>	<b>\$282,429</b>

**TAMC-3 YEAR BUDGET JULY 1, 2018 - JUNE 30, 2021**

**CAPITAL OUTLAY**

<b><u>CAPITAL OUTLAY</u></b>		<b>FY PLAN</b>	<b>FUTURE 3 YR BUDGET</b>			<b>% CHANGE FY 18/19 BUDGET vs FY 17-18 APPROVED</b>	<b>\$ CHANGE FY 18/19 BUDGET vs FY 17-18 APPROVED</b>
		<b>FY 17/18 Approved</b>	<b>FY 18/19 Estimated</b>	<b>FY 19/20 Estimated</b>	<b>FY 20/21 Estimated</b>		
Equipment Replacements		\$10,000	\$10,000	\$10,000	\$10,000	0.0%	\$0
Vehicle Replacement		\$30,000	\$0	\$0	\$0	-100.0%	-\$30,000
<b>TOTAL CAPITAL OUTLAY</b>		<b>\$40,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>-75.0%</b>	<b>-\$30,000</b>

CURRENT CAPITAL EQUIPMENT      \$    114,586  
RESERVE BALANCE                      6/30/2017

**TAMC- OPERATING EXPENSE CHANGES  
FY 18-19 BUDGET vs FY 17-18 APPROVED**

<u>Operating Expenses</u>	FY 17-18 APPROVED BUDGET	FY 18-19 PROPOSED BUDGET	FY 18/19 BUDGET vs FY 17-18	
			\$ CHANGE	% CHNG
<b>1 Salaries Changes</b>	\$1,627,144	\$1,841,757	\$214,613	13.2%
Cost of Living Adjustments @ 3.00%			\$47,836	
Step increases/Promotions			\$58,084	
New Hire 1/2 Principal Engineer			\$77,250	
2 month overlap planner			\$12,723	
New Hire 1/2 Intern			\$18,720	
<b>2 Fringe Benefit Changes</b>	\$757,301	\$832,013	\$74,712	9.9%
New Hire 1/2 Principal Engineer			\$26,324	
2 month overlap planner			\$4,602	
PERS retirement contribution			\$28,647	
Deferred Compensation			\$8,473	
Other Fringes			\$6,666	
<b>3 Materials and Services Changes</b>	\$519,469	\$512,573	-\$6,896	-1.3%
Accounting Service OPEB & Others			-\$10,000	
Rent			\$3,104	
<b>4 Depreciation/Amortization Changes</b>	\$ 10,000	\$10,000	\$0	0.0%
<b>OPERATING EXPENSE TOTAL</b>	\$ 2,913,914	\$ 3,196,343	\$ 282,429	9.7%

TAMC-3 YEAR BUDGET JULY 1, 2018 - JUNE 30, 2021									
Direct Program Revenue- Summary									
WE	Direct Program Description	Revenue Source	FY PLAN	FUTURE 3 YR BUDGET				FY 18/19 BUDGET	
				FY 17/18	FY 18/19	FY 19/20	FY 20/21	vs FY 17-18	
				Approved	Estimated	Estimated	Estimated	\$ CHANGE	% CHNG
0000	Caltrans audit repayment ( fy 15-16 thru fy 24-25)	Local	Oper Resv	\$82,186	\$82,186	\$82,186	\$82,186	\$0	0%
1000	Leadership Training	State	RPA	\$0	\$25,000	\$0	\$0	\$25,000	
1020	Triennial Audit	Local	Oper Resv	\$0	\$0	\$35,000	\$0	\$0	
1122	Legislative Advocates	Local	Oper Resv	\$35,000	\$36,000	\$36,000	\$36,000	\$1,000	3%
1130	Public Outreach Program	Local	Oper Resv	\$70,000	\$70,000	\$70,000	\$70,000	\$0	0%
1770	Freeway Service Patrol	State	FSP	\$228,607	\$200,000	\$200,000	\$200,000	-\$28,607	-13%
1770	FSP-SAFE Match ( 25% FSP Grant )	State	FSP	\$57,152	\$50,000	\$50,000	\$50,000	-\$7,152	-13%
1770	FSP- Staff Support	State	FSP	(\$25,000)	(\$40,000)	(\$40,000)	(\$40,000)	-\$15,000	60%
1770	FSP-Reserve Surplus/(Usage)	State	FSP	\$50,759	\$0	\$0	\$0	-\$50,759	-100%
1770	Freeway Service Patrol-SB1	State	FSP	\$0	\$198,427	\$198,427	\$198,427	\$198,427	
1770	FSP-SAFE Match ( 25% FSP Grant )-SB1	State	FSP	\$0	\$49,606	\$49,606	\$49,606	\$49,606	
1770	FSP-Reserve Surplus/(Usage)-SB1	State	FSP	\$0	\$38,290	\$38,290	\$38,290	\$38,290	
1780	SAFE - FSP Match	State	SAFE	(\$57,152)	(\$50,000)	(\$50,000)	(\$50,000)	\$7,152	-13%
1780	SAFE - FSP Match-SB1	State	SAFE	\$0	(\$49,606)	(\$49,606)	(\$49,606)	-\$49,606	
1780	SAFE	State	SAFE	\$340,000	\$340,000	\$340,000	\$340,000	\$0	0%
1780	SAFE- Staff Support	State	SAFE	(\$25,000)	(\$40,000)	(\$40,000)	(\$40,000)	-\$15,000	60%
1790	SAFE- 511/Ride Share Staff Support	State	SAFE	(\$100,000)	(\$100,000)	(\$100,000)	(\$100,000)	\$0	0%
1780	SAFE- Reserve Surplus/(Usage)	reserve	SAFE	(\$116,609)	(\$89,063)	(\$108,813)	(\$66,606)	\$27,546	-24%
2310	Traffic Counts	RSTP	RSTP	\$27,040	\$27,040	\$27,040	\$27,040	\$0	0%
6148	Tri County Bike Week Campaign	Local	TDA	\$27,500	\$27,500	\$27,500	\$27,500	\$0	0%
6220	RTP/EIR update shared	State	RPA	\$30,000	\$0	\$0	\$0	-\$30,000	-100%
6262	RDIF Study ( Reg.Imp.Fees )	Local	Oper Resv	\$110,000	\$0	\$0	\$0	-\$110,000	-100%
6500	Project Development & Grant Implementation	Local	Oper Resv	\$0	\$50,000	\$50,000	\$50,000	\$50,000	
6502	SR156 West Proj. Mgmt. -EARMARK	Federal	Federal	\$0	\$0	\$0	\$0	\$0	
6502	SR156 West Proj. Mgmt. -RDIF	Local	RDIF	\$400,000	\$0	\$0	\$0	-\$400,000	-100%
6550	Complete Streets Project Implementation	RSTP	RSTP	\$30,000	\$30,000	\$30,000	\$30,000	\$0	0%
6550	Complete Streets Project Implementation-Way Finding	Local	Oper Resv	\$483,356	\$0	\$0	\$0	-\$483,356	
6725	HWY 68 Corridor Study-Monterey to Salinas	Federal	Federal	\$14,000	\$0	\$0	\$0	-\$14,000	-100%
6726	Pajaro to Prunedale Corridor Study	Federal	Federal	\$121,464	\$121,465	\$0	\$0	\$1	
6727	SR 218 Corridor Improvement Plan	Federal	Federal	\$66,900	\$66,900	\$0	\$0	\$0	
6728	Marina & Seaside SRTS Grant	State	State	\$0	\$244,404	\$64,284	\$0	\$244,404	
6728	Marina & Seaside SRTS Grant	Local	Measure X	\$0	\$32,469	\$10,484	\$0	\$32,469	
6803	Rail-Rail Extension to Salinas- ( STIP )	State	State	\$0	\$6,000,000	\$6,150,000	\$6,706,000	\$6,000,000	
6803	Rail-Rail Extension to Salinas- ( TCRP 14 )	State	State	\$4,171,736	\$3,727,016	\$0	\$0	-\$444,720	-11%
6803	Rail-Rail Ext. to Salinas- ( Prop. 116 Rail Bonds )	State	State	\$2,048,836	\$2,819,001	\$0	\$0	\$770,165	38%
6803	Rail-Rail Extension to Salinas- ( RSTP )	State	RSTP	\$0	\$0	\$0	\$0	\$0	
6803	Rail-Rail Extension to Salinas-TCRP 7.3	State	State	\$12,549,290	\$4,683,710	\$0	\$0	-\$7,865,580	-63%
6803	Rail-Rail Extension to Salinas-Staff Support	State	State	(\$125,000)	(\$150,000)	(\$150,000)	(\$150,000)	-\$25,000	20%
6804	Rail-Leases ROW	Local	Leases	\$210,000	\$210,000	\$210,000	\$210,000	\$0	0%
6804	Rail-Leases ROW-Staff Support	Local	Leases	(\$70,000)	(\$70,000)	(\$70,000)	(\$70,000)	\$0	0%
6804	Rail-Leases ROW-Reserve Surplus/(Usage)	Local	Leases	(\$42,000)	\$118,000	\$118,000	\$125,000	\$160,000	-381%
6806	Rail-Monterey Branch Line ( MBL Reserves)(Usage)	Reserves	Reserves	\$0	\$0	\$0	\$0	\$0	#DIV/0!
6807	Rail Leases-Salinas	Local	Leases	\$5,500	\$0	\$0	\$0	-\$5,500	-100%
7000	Measure X Projects/Programs	Local	Local	\$550,000	\$0	\$0	\$0	-\$550,000	
8010	Measure X - Materials & Services		Local	\$123,500	\$10,000	\$10,000	\$10,000	-\$113,500	
	<b>Total Direct Program Revenue</b>			<b>\$21,487,765</b>	<b>\$18,533,891</b>	<b>\$7,093,444</b>	<b>\$7,490,469</b>	<b>-\$2,877,294</b>	<b>-13%</b>

**TAMC-3 YEAR BUDGET JULY 1, 2018 - JUNE 30, 2021**

**Direct Program Expenses-Summary**

WE	Direct Program Description	FY PLAN	FUTURE 3 YR BUDGET			FY 18/19 BUDGET	
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	vs FY 17-18	
		Approved	Estimated	Estimated	Estimated	\$ CHANGE	% CHNG
0000	Caltrans audit repayment ( fy 15-16 thru fy 24-25)	\$82,186	\$82,186	\$82,186	\$82,186	\$0	0%
1000	Leadership Training	\$0	\$25,000	\$0	\$0	\$25,000	
1020	Triennial Audit	\$0	\$0	\$35,000	\$0	\$0	
1122	Legislative Advocates	\$35,000	\$36,000	\$36,000	\$36,000	\$1,000	3%
1130	Public Outreach Program	\$70,000	\$70,000	\$70,000	\$70,000	\$0	0%
1770	Freeway Service Patrol- Towing Contracts	\$210,000	\$210,000	\$210,000	\$210,000	\$0	0%
1770	Freeway Service Patrol- Towing Contracts -SB1	\$0	\$209,743	\$209,743	\$209,743	\$209,743	
1780	SAFE - Call Box contract costs	\$140,250	\$105,250	\$125,000	\$125,000	-\$35,000	-25%
1780	SAFE - ADA Compliance	\$42,207	\$42,207	\$42,207	\$0	\$0	0%
1790	SAFE - 511 TIPS Marketing & Branding	\$50,000	\$0	\$0	\$0	-\$50,000	-100%
1790	SAFE-Ride Share-Mrktg & Printing Material	\$10,000	\$10,000	\$10,000	\$10,000	\$0	0%
1790	SAFE- Ride Share -Emergency Ride Home	\$2,000	\$2,000	\$2,000	\$2,000	\$0	0%
1790	SAFE- Software/App. (TDM Platform )	\$30,000	\$30,000	\$30,000	\$30,000	\$0	0%
2310	Traffic Counts	\$27,040	\$27,040	\$27,040	\$27,040	\$0	0%
6148	Tri County Bike Week Campaign/Ciclovia etc	\$27,500	\$27,500	\$27,500	\$27,500	\$0	0%
6220	RTP/EIR update shared	\$30,000	\$0	\$0	\$0	-\$30,000	-100%
6262	RDIF Validation & Nexus Study	\$110,000	\$0	\$0	\$0	-\$110,000	-100%
6500	Project Development & Grant Implementation	\$0	\$50,000	\$50,000	\$50,000	\$50,000	
6502	SR156 West Proj. Mgmt. -Project Development	\$400,000	\$0	\$0	\$0	-\$400,000	-100%
6550	Complete Streets Project Implementation	\$513,356	\$30,000	\$30,000	\$30,000	-\$483,356	-94%
6725	HWY 68 Corridor Study-Monterey to Salinas	\$14,000	\$0	\$0	\$0	-\$14,000	-100%
6726	Pajaro to Prunedale Corridor Study	\$121,464	\$121,465	\$0	\$0	\$1	0%
6727	SR 218 Corridor Improvement Plan	\$66,900	\$66,900	\$0	\$0	\$0	0%
6728	Marina & Seaside SRTS Grant	\$0	\$276,873	\$74,768	\$0	\$276,873	
6803	Rail-Rail Extension to Salinas	\$18,644,862	\$17,079,727	\$6,000,000	\$6,556,000	-\$1,565,135	-8%
6804	Rail-Leases ROW-MBL Property Maint.	\$5,000	\$5,000	\$5,000	\$5,000	\$0	0%
6805	Rail-Leases ROW- FORA Annual Dues	\$7,000	\$7,000	\$7,000	\$0	\$0	0%
6805	Rail-Leases ROW- FORA Property Maint.	\$10,000	\$10,000	\$10,000	\$10,000	\$0	0%
6805	Rail-Leases ROW- Haz Mat & Structural Engg	\$160,000	\$0	\$0	\$0	-\$160,000	-100%
6807	Rail Leases-Salinas	\$5,500	\$0	\$0	\$0	-\$5,500	-100%
7000	Measure X Projects/Programs	\$550,000	\$0	\$0	\$0	-\$550,000	-100%
8010	Measure X - Material & Services	\$123,500	\$10,000	\$10,000	\$10,000	-\$113,500	-92%
	<b>TOTAL Direct Program Expenses</b>	<b>\$21,487,765</b>	<b>\$18,533,891</b>	<b>\$7,093,444</b>	<b>\$7,490,469</b>	<b>-\$2,953,874</b>	<b>-13.7%</b>

**TAMC- DIRECT PROGRAM EXPENSE CHANGES  
FY 18-19 BUDGET vs FY 17-18 APPROVED**

<u>Direct Program Expense Changes</u>				FY 18/19 BUDGET vs FY 17-18	
WE		Project	Reason for Change	\$ CHANGE	% CHNG
1000	Other	Leadership Training	Administration of CALCOG leadership training	\$25,000	
1122	Other	Legislative Advocates	Revised contract	\$1,000	3%
1770	FSP	Freeway Service Patrol- Towing Contracts -SB1	New service contracts	\$209,743	
1780	SAFE	SAFE - Call Box contract costs	New contract & removal /addition	-\$35,000	-25%
1790	SAFE	SAFE - 511 TIPS Marketing & Branding	Start up costs were implemented in FY 17/18	-\$50,000	-100%
6220	Other	RTP/EIR update shared	Cost sharing with AMBAG completed	-\$30,000	-100%
6262	Other	RDIF Validation & Nexus Study	Activity done every 5 years	-\$110,000	-100%
6500	Other	Project Development & Grant Implementation	Activity for matching grants, SB1,etc	\$50,000	
6502	Other	SR156 West Proj. Mgmt.	Activity spread into future years	-\$400,000	-100%
6550	Other	Complete Streets Project Implementation	On Call Engineering activity	-\$483,356	-94%
6725	Other	HWY 68 Corridor Study-Monterey to Salinas	Project completed	-\$14,000	-100%
6728	Other	Marina & Seaside SRTS Grant	New activity	\$276,873	
6803	Rail	Rail-Rail Extension to Salinas	Revised project schedule	-\$1,565,135	-8%
6805	Rail	Rail-Leases ROW- Haz Mat & Structural Eng.	Project will be completed	-\$160,000	-100%
6807	Rail	Rail Leases-Salinas	City of Salinas assessment expires	-\$5,500	-100%
7000	Other	Measure X Projects/Programs	Pavement Mgmt. paid out of Measure X accounts	-\$550,000	-100%
8010	Other	Measure X - Material & Services	Majority of costs paid out of Measure X accounts	-\$113,500	-92%
<b>TOTAL DIRECT PROGRAM EXPENSE CHANGES</b>				<b>-\$2,953,875</b>	<b>-13.7%</b>



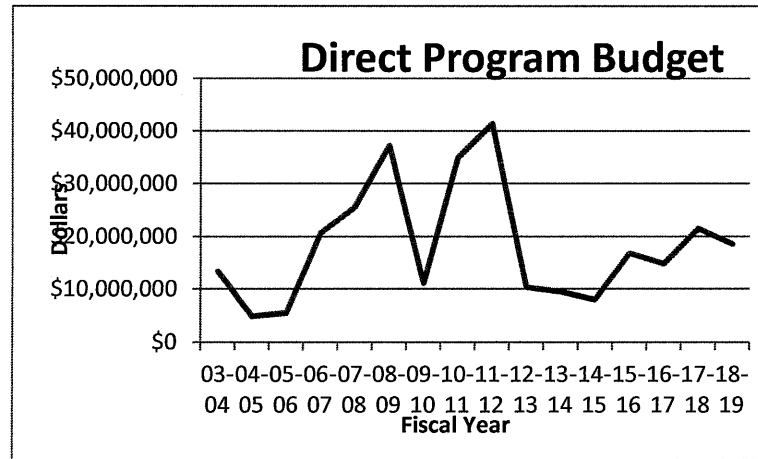
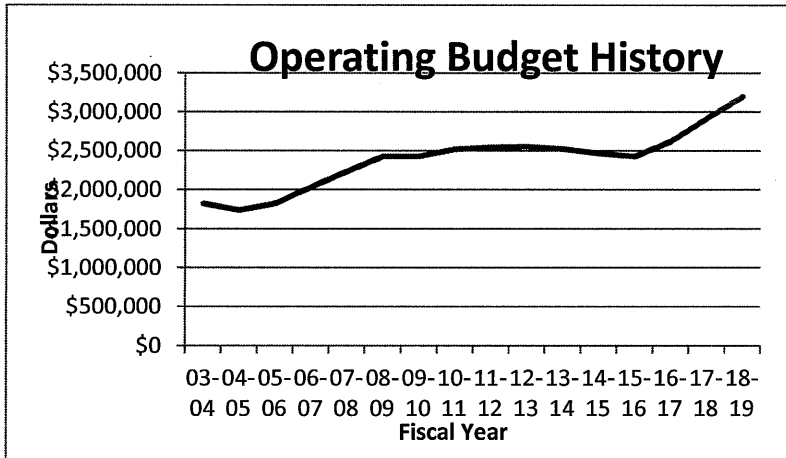
**TAMC- STAFF POSITION LIST  
FISCAL YEAR 2018-2019**

	FY 2017-2018 AUTHORIZED	FY 2018-2019 PROPOSED	CHANGE
<b><u>Management</u></b>			
Executive Director	1	1	0.0
Deputy Executive Director	1	1	0.0
Director of Finance & Administration	1	1	0.0
<b><u>Planning</u></b>			
Transportation Planners	6	6	0.0
<b><u>Engineering</u></b>			
Transportation Engineers	2	2.5	0.5
<b><u>Support</u></b>			
Finance Officer/Analyst	1	1	0.0
Sr. Administrative Assistant	1	1	0.0
Administrative Assistant	1.5	1.5	0.0
<b>Sub-total Regular Full-Time</b>	<b>14.5</b>	<b>15</b>	<b>0.5</b>
<b><u>Support</u></b>			
Student Intern (Full Time Equivalent)	0.5	1	0.5
<b>Sub-total Part-Time</b>	<b>0.5</b>	<b>1</b>	<b>0.5</b>
<b>TAMC TOTAL</b>	<b>15</b>	<b>16</b>	<b>1</b>

Note:

**TAMC Budget History**

FY	Operating	% change	Direct Program	% change	
00-01	\$1,128,661		\$1,552,615		
01-02	\$1,604,976	42.2%	\$2,167,242	39.6%	
02-03	\$1,711,912	6.7%	\$5,730,731	164.4%	
03-04	\$1,818,560	6.2%	\$13,340,753	132.8%	
04-05	\$1,735,588	-4.6%	\$4,807,402	-64.0%	
05-06	\$1,821,875	5.0%	\$5,411,430	12.6%	
06-07	\$2,029,593	11.4%	\$20,651,110	281.6%	
07-08	\$2,230,559	9.9%	\$25,556,663	23.8%	
08-09	\$2,424,193	8.7%	\$37,201,017	45.6%	
09-10	\$2,423,291	0.0%	\$11,035,241	-70.3%	
10-11	\$2,516,892	3.9%	\$34,908,425	216.3%	
11-12	\$2,537,818	0.8%	\$41,367,625	18.5%	
12-13	\$2,548,682	0.4%	\$10,249,213	-75.2%	
13-14	\$2,520,707	-1.1%	\$9,463,524	-7.7%	
14-15	\$2,463,284	-2.3%	\$7,997,300	-15.5%	
15-16	\$2,422,299	-1.7%	\$16,809,235	110.2%	
16-17	\$2,616,738	8.0%	\$14,825,795	-11.8%	
17-18	\$2,913,914	11.4%	\$21,487,765	44.9%	
Estimate FY 18-19	18-19	\$3,196,343	9.7%	\$18,533,891	-13.7%



**Transportation Agency for Monterey County  
FY 2018-2019 Overall Work Program Summary - Funding & Activities**

CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
1000	Statewide Leadership Training	\$ -	\$ 25,000	\$ 25,000	Provide administrative support for Rural Planning Assistance funded grant for staff from various rural Regional Transportation Planning Agencies to attend leadership training opportunities.
1010	Budget, Work Program	\$ 68,745	\$ -	\$ 68,745	Prepare billing and quarterly reports, develop and monitor Work Program and budget, oversee agency funding and activities
1020	Local Transportation Fund (LTF) Administration	\$ 59,981	\$ -	\$ 59,981	Conduct unmet needs process, allocate and manage Local Transportation Funds, conduct tri-annual audit
1120	Plans Coordination & Interagency Liaison	\$ 210,490	\$ -	\$ 210,490	Coordinate with partner and member agencies on short- and long-range transportation plans; conduct legislative monitoring
1122	Legislative Advocacy	\$ 60,446	\$ 36,000	\$ 96,446	Prepare legislative program; propose law changes as appropriate; support or oppose legislation or policies
1130	Public Involvement/ Education	\$ 209,198	\$ 70,000	\$ 279,198	Issue news releases, conduct public meetings, update website, annual report and awards program.
1770	Freeway Service Patrol (FSP)	\$ 44,650	\$ 419,744	\$ 464,394	Emergency tow truck services
1780	Service Authority for Freeway Emergencies (SAFE) Monterey County	\$ 41,790	\$ 147,457	\$ 189,247	Call-box and motorist aid program
1790	Traveler Information Programs	\$ 242,520	\$ 42,000	\$ 284,520	Traveler information programs such as ridesharing services, notices for construction related closures, and other activities that educate and improve mobility for Monterey County travelers
2310	Data Collect, Uniformity	\$ 17,927	\$ 27,040	\$ 44,967	Collect traffic data for regional model and planning uses
2510	Regional Transportation Model	\$ 8,352	\$ -	\$ 8,352	Participate in regional model task force, coordinate information retrieval with member agencies, review and provide input on model usage and updates
4110	Environmental Document Review	\$ 15,422	\$ -	\$ 15,422	Review development proposals for transportation impacts, propose mitigation measures such as Complete Street features
6140	Bicycle/Pedestrian Planning	\$ 56,266	\$ -	\$ 56,266	Hold bike committee meetings, review projects for consistency with the Regional Transportation Plan

**Transportation Agency for Monterey County  
FY 2018-2019 Overall Work Program Summary - Funding & Activities**

CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
6148	Active Transportation Education Campaign	\$ 26,080	\$ 27,500	\$ 53,580	Conduct public outreach and education for active transportation during Bike Week and throughout the year
6220	Regional Transportation Plan	\$ 30,538	\$ -	\$ 30,538	Engage with cities and the County when they are developing circulation elements and other transportation related planning efforts. Coordinate with AMBAG, Caltrans and other regional agencies for future Regional Transportation Plan updates
6262	Regional Impact Fee - project programming, admin	\$ 71,939	\$ -	\$ 71,939	Collect fees and allocate funds to fee program projects.
6410	Regional Transportation Improvement Program (RTIP) - Programming	\$ 77,533	\$ -	\$ 77,533	Coordinate with Caltrans and other regional agencies on project programming.
6500	Project Development and Grant Implementation	\$ 174,592	\$ 50,000	\$ 224,592	Participate in environmental review, right-of-way acquisition, engineering; apply for fund allocations, amendments or extensions, apply for grant funds, monitor fund sources and assist implementing agencies in utilizing funds
6502	SR 156 Corridor Project Development	\$ 53,207	\$ -	\$ 53,207	Work with state and local agencies to continue project development and secure full funding for the SR 156 Corridor. Initiate work on Castroville Boulevard Interchange.
6550	Complete Streets Implementation	\$ 119,599	\$ 30,000	\$ 149,599	Conduct activities related to implementing "Complete Streets" projects. Activities include: purchasing bicycle racks and other security devices as part of the Bicycle Secure Program; design, manufacture and installation of bicycling wayfinding signs, assist local agencies in incorporating Complete Street features in local road projects, and preliminary engineering for high priority bicycle and pedestrian projects identified in Active Transportation Plan.
6710	Corridor Studies & Regional Roadway Planning	\$ 39,154	\$ -	\$ 39,154	Participate in pre-environmental review corridor planning, such as: Caltrans Route Concept Reports, MST transit studies, and Access to Pinnacles National Park
6726	Pajaro to Prunedale (G12) Corridor Study	\$ 70,774	\$ 121,465	\$ 192,239	Evaluate how to improve operations, safety and maintenance along San Miguel Canyon Road-Hall Road-Elkhorn Road-Salinas Road-Porter Drive between US 101 and State Route 1 in N. Monterey Co.

**Transportation Agency for Monterey County  
FY 2018-2019 Overall Work Program Summary - Funding & Activities**

CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
6727	Canyon Del Rey Blvd (SR 218) Corridor Improvement Plan	\$ 58,521	\$ 66,900	\$ 125,421	Identify a set of improvements for the corridor that connects SR 1 to SR 68 through the cities of Seaside, Del Rey Oaks, and Monterey.
6728	Marina-Seaside Safe Route 2 School	\$ 74,930	\$ 276,873	\$ 351,803	Initiate state planning grant to conduct school safety evaluations and educational programs at schools in Marina and Seaside.
6800	Rail Planning/Corridor Studies	\$ 74,353	\$ -	\$ 74,353	Staff TAMC Rail Policy Committee, Participate in Coast Rail Coordinating Council meetings, and freight facility planning
6803	Passenger Rail Extension to Monterey County	\$ 196,859	\$ 17,079,727	\$ 17,276,586	Prepare engineering for stations, layover facility, track improve.; acquire rights-of-way for stations, platforms and layover facility
6804	Monterey Branch Line Railroad Leases	\$ 63,025	\$ 5,000	\$ 68,025	Conduct maintenance and operational activities related to real property owned by TAMC; including negotiating new leases or easements for compatible uses
6805	Railroad Fort Ord property planning	\$ 28,668	\$ 17,000	\$ 45,668	Plan for mixed use facility on TAMC land on former Fort Ord base
6807	Salinas Rail Leases	\$ 4,143	\$ -	\$ 4,143	Conduct activities related to real property owned by TAMC at the Salinas station and future train layover facility.
6808	Coast Rail Service	\$ 28,981	\$ -	\$ 28,981	Participate in the development of the Coast Daylight rail service in association with WE 6800; separate Work Element to isolate charges to restricted funds.
7000	Measure X Projects and Programs	\$ 708,048	\$ -	\$ 708,048	Implementation of projects and programs in Measure X
8000	Measure X Administration	\$ 259,611	\$ 10,000	\$ 269,611	Administer Measure X implementation and operation
0000	Caltrans Repayment		\$ 82,186	\$ 82,186	Caltrans audit repayment ( fy 15-16 thru fy 24-25)
Totals:		\$ 3,196,343	\$ 18,533,891	\$ 21,730,235	

**RESOLUTION NO. 2018-06 OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
FISCAL YEAR BUDGET AND OVERALL WORK PROGRAM**

***TO APPROVE THE 2018-2019 FISCAL YEAR BUDGET AND OVERALL WORK PROGRAM; TO APPROVE THE ESTIMATED 2019-2020 AND 2020-2021 FISCAL YEAR FUTURE BUDGETS SUBJECT TO FINAL APPROVAL IN SUBSEQUENT YEARS; TO APPROVE ADJUSTMENTS TO JOB CLASSIFICATIONS, SALARIES AND BENEFITS; TO APPROVE OUT-OF-STATE TRAVEL; AND TO DIRECT AND AUTHORIZE THE EXECUTIVE DIRECTOR OR HIS/HER DESIGNEE TO TAKE ACTION WITH RESPECT TO FEDERAL, STATE AND LOCAL FUNDING, GRANTS AND CERTIFICATIONS***

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

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

**WHEREAS**, the annual California State Budget Act, which appropriates State Highway funds under local assistance for the State Transportation Improvement Program Planning, Programming and Monitoring Program, estimates \$231,000 available for the Transportation Agency for Monterey County in fiscal year 2018-2019; and

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

**WHEREAS**, the Agency's 2018-2019 fiscal year work program and budget describes the work tasks to be completed; and

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

**WHEREAS**, the Agency Bylaws require the adoption of an annual budget by May and the Board of Directors reviewed and commented on fiscal year 2018-19 budget on February 28, 2018; and,

**WHEREAS**, the Agency is in compliance with:

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

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

**WHEREAS**, the County of Monterey voters passed Measure X in November 2016 which is a retail transactions and use tax to be administered by the Agency;

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

- (a) Approves the overall work program and budget for fiscal year 2018-19 of **\$3,196,343** for operating and **\$18,533,891** for direct program costs; and,
- (b) Approves the estimated budget for fiscal year 2019-20 of **\$3,227,682** for operating and **\$7,093,444** for direct program costs, pending final approval no later than May 2019; and,
- (c) Approves the estimated budget for fiscal year 2020-21 of **\$3,286,362** for operating and **\$7,490,469** for direct program costs, pending final approval no later than May 2020; and,
- (d) Authorizes the Agency's Regional Transportation Planning Agency Fund 683 to contain undesignated funds to provide cash flow of six months of operating expenditures while awaiting the receipt of late arriving federal, state, and local revenue grants; and,
- (e) Adjusts the Agency's job classification system to authorize staffing level of 16.0 full time equivalent staff positions; and,
- (f) Approves the following salary and benefit adjustments:
  1. A cost of living adjustment of 3.0 % for all regular employees effective July 1, 2018; and,
  2. An increase in the monthly mandatory CalPERS employer health contribution per employee and retiree/annuitant from \$133.00 to the amount set annually by the PERS board to reflect any change to the medical care component of the Consumer Price Index, in compliance with Section 22892 of the Public Employees' Medical and Hospital Care Act) effective January 1, 2019;
  3. A 5% increase to the salary range for the Deputy Executive Director and Director

of Finance & Administration.

(g) Approves the following out-of-state trips in fiscal year 2018-19:

1. Up to three separate trips to Washington, D.C., by selected Board members and staff to increase legislator awareness of Agency priority rail and highway projects, programs and funding needs and to attend the Annual Transportation Research Board conference;
2. Up to five out-of-state trips associated with staff's participation in American Public Works Association, American Planning Association, American Public Transit Association Rail or Transportation Research Board committees and conferences; and,

(h) Instructs the Executive Director or his/her designee to claim:

1. Local Transportation Funds, for transportation planning agency purposes according to state law, Public Utilities Code § 99233.1, as needed, not to exceed \$908,485 to support the Local Transportation Fund Administration and Regional Transportation Planning Process, and to provide funds to cash flow agency expenditures until approved federal, state, and local grant funds are received; and,
2. Congestion Management Agency funds/ Regional Transportation Planning Assessment as needed, not to exceed \$243,076 to support the Congestion Management Program and related activities, including data collection and level of service monitoring, regional transportation modeling, review of environmental documents, and regional impact fees development; and,
3. Regional Surface Transportation Program/ State Highway Account exchange project funds and interest to fund projects approved by the Board of Directors and as needed to maintain a fund balance equal to three-months of expenditures; and,
4. Regional Development Impact Fee Agency funds, not to exceed \$10,000, to support the administration of the Regional Development Impact Fee Agency; and,
5. An amount not to exceed 1% for Salaries and Benefits related to the administration of Measure X from the Transportation Safety and Investment account; and,
6. Other Measure X costs as identified in the budget; and,
7. Funds from the Agency's Undesignated Reserve for expenditures in excess of the 1% administrative costs permitted under Measure X.

(i) Designates and authorizes the Executive Director or his/her designee to:

1. Sign agreements with the State of California to receive state funds for Rural Planning Assistance, including any potential Rural Planning Assistance carryover funds from the prior fiscal year, the State Transportation Improvement Program, Planning, Programming & Monitoring Program and State Planning Grants;
2. Submit to the State all required planning and reporting documents and claims and



- invoices to requisition funds;
3. Execute the Fund Transfer Agreement with Caltrans for the Freeway Service Patrol;
  4. Execute documents as needed to implement the receipt of state grants for the Service Authority for Freeways and Expressways program and related state documents for implementing the program;
  5. Sign the Regional Transportation Planning Process Certification;
  6. Execute agreements and documents as needed to implement the receipt of federal, state and local funding and grants related to the implementation of any and all approved Agency programs and projects including the Master Fund Transfer Agreement;
  7. Sign Regional Surface Transportation Program/State Highway Account exchange fund agreements with the State of California; and
  8. Sign a Continuing Cooperative Agreement with AMBAG, if consistent with the adopted Overall Work Program & Budget.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 23rd day of May 2018, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

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**JOHN PHILLIPS, CHAIR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

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**DEBRA L. HALE, EXECUTIVE DIRECTOR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**



## *Memorandum*

**To:** Executive Committee  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** May 2, 2018  
**Subject:** State Legislative Update

### **RECOMMENDED ACTION:**

**RECEIVE** legislative update and **RECOMMEND** Board positions on relevant legislation.

### **SUMMARY:**

Staff will present a state legislative update and a revised bill list for consideration and recommendation to the Board.

### **FINANCIAL IMPACT:**

2017's Senate Bill (SB) 1 created the biggest funding opportunity in several years. TAMC Staff and Agency legislative analyst Gus Khouri continue to pursue funding through that bill. With regards to the updated bill list, some legislation would have funding impacts on the agency if enacted.

### **DISCUSSION:**

Attached are an updated bill list (**attachment 1**) and an April report on state legislative activities (**attachment 2**).

New bills suggested for the Executive Committee's consideration in recommending positions to the Board include the following bills (and the staff's recommended position):

- AB 1905 (Greyson): CEQA: judicial review: transportation projects (watch)
  - This bill would prohibit a court from staying or enjoining a transportation project that would reduce total vehicle miles traveled, that is included in a sustainable communities strategy and for which an environmental impact report has been certified, unless the court makes specified findings.
  - This measure could reduce the potential for CEQA challenges for certain transit, bicycle or pedestrian projects.
- AB 2006 (Eggman): Agricultural Worker Clean Transportation Investment Program (support)

- Establishes a program to be administered by the Air Resources Board to fund the deployment of near-zero-emission and zero-emission vehicles to be used for agricultural vanpools serving disadvantaged or low-income communities to reduce greenhouse gas emissions, funded through from the cap and trade Greenhouse Gas Reduction Fund.
- This program would help with the purchase of vans for rideshare programs and help reduce emissions that lead to global warming, both of which would help to meet state-required Regional Transportation Plan goals.
- AB 2249 (Cooley): Contract thresholds for public projects: local agencies (support)
  - This bill would authorize public projects of \$60,000 or less to be performed by the employees of a public agency, authorize public projects of \$200,000 or less to be let to contract by informal procedures, and require public projects of more than \$200,000 to be let to contract by formal bidding procedures.
  - Current state public contract codes requires that a formal bidding process be utilized for public works contracts that are less than \$5,000. This requirement is very costly, considering that conducting a formal bidding process can often cost more than the total contract cost in staff and bidder time. The federal required minimum for a formal bidding process is only \$100,000.
- AB 2363 (Friedman): Speed limits (watch)
  - This bill would allow Caltrans or a local authority to round speed limits within the 85th percentile of traffic speed, based on an engineering study and other factors, and allows for speed limits to be reduced by 5 mph.
  - While not a current issue for TAMC, this bill could be interesting from a traffic management and safety perspective.
- AB 2615 (Carillo): State highway system: accessibility for bicycles and pedestrians (support)
  - This bill would require Caltrans, to the extent possible and where feasible, to partner with the California Department of Parks and Recreation and other appropriate public agencies in order to develop strategies and plans to maximize safe and convenient access for bicycles and pedestrians to any parks adjacent or connected to the state highway system.
  - Caltrans has an adopted complete streets policy but there is room for improvement in developing coordinated connections between the state highway and non-state highway facilities. This bill will promote a more integrated set of bicycle and pedestrian facilities linking trails and local roads to state highways.

AB 1759 (McCarty), formerly related to withholding transportation funds if housing element production requirements were not met, was gutted and amended and no longer relates to transportation. It will be removed from future bill lists.

Staff will present a verbal update at the meeting.

#### ATTACHMENTS:

- ▢ Revised draft bill list
- ▢ April state legislative report

## TAMC Bill Matrix – April 25, 2018

Measure	Status	Bill Summary	Position
<b>AB 1250</b> <b>Jones-Sawyer</b>  <b>Counties and cities:</b> <b>contracts for personal</b> <b>services</b>	9/11/17  Senate Rules	This bill would allow a county or city agency to contract for personal services currently or customarily performed by county employees, would require the county or city to demonstrate that the proposed contract will result in overall costs savings and also to show that the contract does not cause the displacement of county or city workers. Would require that the county or city conduct a cost-benefit analysis prior to entering into the contract and would require the prospective contractors to reimburse the cost of the analysis. <b>Last amended on 9/5/17</b>	<b>Oppose</b>  <b>Priority NA</b>  Letter sent 5/31/17
<b>AB 1395</b> <b>Chu</b>  <b>State</b> <b>Highways:</b> <b>Litter cleanup</b>	4/19/18  Senate Transportation & Housing	This bill would require Caltrans, within its maintenance programs relating to litter cleanup and abatement, to assign the highest priority to litter deposited along state highway segments that carry the highest traffic volumes and the segments found by Caltrans to have the highest incidences of litter, and to reallocate existing litter cleanup resources as necessary. The bill would also require Caltrans on or before January 1, 2020, to conduct an assessment of the problem of litter on state highways and to make a specified report to the Legislature on its findings. The bill would require Caltrans to consult with interested stakeholders that may include city and county officials in the development of the report. <b>Last amended on 1/22/18</b>  TAMC wants the author to consider amending the bill to add priority for state-designated "scenic" highways.	<b>Oppose</b> <b>unless</b> <b>amended</b>  <b>Priority NA</b>  Letter sent 4/3/18
<b>AB 1756</b> <b>Brough</b>  <b>Repeal of</b> <b>Transportation</b> <b>Funding</b>	1/16/18  Assembly Transportation	This bill would repeal SB 1, which provides \$5.2 billion annually in transportation funding for repairing local streets and roads, public transportation and repairing and providing congestion relief on highways.	<b>Oppose</b>  <b>Priority 1S</b>  Letter sent 4/3/18
<b>AB 1759</b> <b>McCarty</b>  <b>Housing element</b> <b>production:</b> <b>withholding</b> <b>transportation funding</b>	2/12/18  Assembly Transportation	<del>This bill would require cities and counties to meet their regional housing needs assessment targets to remain eligible for transportation funds through SB 1. For each city and county not in compliance with this requirement, the bill would require the Controller to withhold the apportionment of funds that would otherwise be distributed to the city or county for the fiscal year and deposit those funds in a separate escrow account for each city or county that is not in compliance, to be distributed after the city or county is certified to be in compliance. <b>Last amended on 4/9/18</b></del>  <b>This bill has been gutted and amended for an entirely different purpose and is no longer relevant.</b>	<b>Oppose</b>  <b>Priority 1S</b>  Letter sent on 4/3/18
<b>AB 1866</b> <b>Fong</b>  <b>Transportation</b> <b>Funding</b>	2/12/18  Introduced	This bill is a reintroduction of AB 496 (Fong), which was the Assembly Republican transportation plan. The bill would rely upon current General Fund proceeds to fund transportation including: revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues. Revenues would be divided 40/40/20 between the State Highway Operation and Protection Program, local streets and roads for cities and counties, and the State Transportation Improvement program, respectively.	<b>Watch</b>  <b>Priority 1S</b>

## TAMC Bill Matrix – April 25, 2018

Measure	Status	Bill Summary	Position
<b>AB 1901</b> <b>Obernolte</b>  <b>CEQA: roadway project exemptions</b>	4/25/18  Assembly Floor	CEQA, until January 1, 2020, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements. This bill would extend the above exemption indefinitely.	<b>Support</b>  <b>Priority 6S</b>  Letter sent on 4/3/18
<b>AB 1905</b> <b>Greyson</b>  <b>CEQA: judicial review: transportation projects</b>	4/16/18  Assembly Natural Resources  Set for hearing on 4/16/18	This bill would, in an action or proceeding seeking judicial review under the California Environmental Quality Act, prohibit a court from staying or enjoining a transportation project that would reduce total vehicle miles traveled, that is included in a sustainable communities strategy and for which an environmental impact report has been certified, unless the court makes specified findings. <b>Amended on 3/12/18</b> Held in Committee on April 16. No vote taken.	<b>Watch</b>  <b>Priority 6S</b>
<b>AB 1969</b> <b>Salas</b>  <b>Transportation Planning Agencies: Transit Operators: fare revenue ratios: exemptions</b>	4/23/18  Assembly Transportation	This bill would authorize a transportation planning agency to grant an exemption, for up to five years, to an operator that fails to maintain the applicable fare-revenue-to-cost ratio if, based on that agency's determination, an exemption is appropriate. The bill would require the agency to consider specified factors in determining whether to grant the exemption. The would authorize an operator granted an exemption to be allocated the revenues it would have qualified for had it maintained the applicable ratios. <b>Last amended on 4/18/18</b>  TAMC may request author consider an amendment pursuant to priority 11S, to remove the TDA Unmet Transit Needs hearing requirement if 100% of the TDA funds are already allocated to transit.	<b>Watch</b>  <b>Priority 11S</b>
<b>AB 2006</b> <b>Eggman</b>  <b>Agricultural Worker Clean Transportation Investment Program.</b>	4/16/18  Assembly Appropriations	Establishes the Agricultural Worker Clean Transportation Investment Program, which would be administered by the ARB to fund the deployment of near-zero-emission and zero-emission vehicles used for agricultural vanpools serving disadvantaged or low-income communities to reduce greenhouse gas emissions, funded through from the Greenhouse Gas Reduction Fund. <b>Last amended on 4/18/18 to add co-authors.</b>  Monterey County Board of Supervisors support this bill; Assembly Member Caballero is a principal co-author.	<b>SUPPORT</b>  <b>Priority 12S</b>

## TAMC Bill Matrix – April 25, 2018

Measure	Status	Bill Summary	Position
<b>AB 2249</b> <b>Cooley</b>  <b>Contract thresholds for public projects: local agencies</b>	4/19/18  Senate Desk	<p>The Uniform Public Construction Cost Accounting Act authorizes a public agency to become subject to uniform construction cost accounting procedures. Existing law declares that these procedures promote statewide uniformity of the cost accounting standards and bidding procedures on construction work performed or contracted by public entities. The act authorizes public projects of \$45,000 or less to be performed by the employees of a public agency, authorizes public projects of \$175,000 or less to be let to contract by informal procedures, and requires public projects of more than \$175,000 to be let to contract by formal bidding procedures.</p> <p>This bill would instead authorize public projects of \$60,000 or less to be performed by the employees of a public agency, authorize public projects of \$200,000 or less to be let to contract by informal procedures, and require public projects of more than \$200,000 to be let to contract by formal bidding procedures.</p>	<b>SUPPORT</b>  <b>Priority NA</b>
<b>AB 2363</b> <b>Friedman</b>  <b>Speed Limits</b>	4/20/18  Assembly Transportation	<p>This bill would allow Caltrans or a local authority to round speed limits within the 85<sup>th</sup> percentile of traffic speed, based on an engineering study and other factors, and allows for speed limits to be reduced by 5 mph.</p>	<b>Watch</b>  <b>Priority NA</b>
<b>AB 2615</b> <b>Carillo</b>  <b>State highway system: accessibility for bicycles and pedestrians</b>	4/24/18  Assembly Appropriations	<p>This bill would require Caltrans, to the extent possible and where feasible, to partner with the California Department of Parks and Recreation and other appropriate public agencies in order to develop strategies and plans to maximize safe and convenient access for bicycles and pedestrians to any parks adjacent or connected to the state highway system. <b>Last amended on 3/21/18</b></p>	<b>SUPPORT</b>  <b>Priority 5S</b>
<b>AB 2864</b> <b>Limon</b>  <b>Oil Spills</b>	4/10/18  Assembly Appropriations	<p>The Lempert-Keene-Seastrand Oil Spill Prevention and Response Act generally requires the administrator for oil spill response, acting at the direction of the Governor, to implement activities relating to oil spill response, including emergency drills and preparedness, and oil spill containment and cleanup. The act requires the administrator to coordinate all actions required by state or local agencies to assess injury to, and provide full mitigation for injury to, or to restore, rehabilitate, or replace, natural resources, including wildlife, fisheries, wildlife or fisheries habitat, beaches, and coastal areas, that are damaged by an oil spill.</p> <p>This bill, for spills affecting coastal resources, would require the administrator to request that the California Coastal Commission or the San Francisco Bay Conservation and Development Commission, as applicable according to jurisdiction, provide the state trustees with a written assessment of the extent, value, and level of damage or injury to coastal resources, including, but not limited to, public access, coastal wetlands and habitats, and coastal recreation. The bill would require the applicable commission's findings to be integrated into the final damage assessment and restoration plan, and would require the administrator to consult with the applicable commission on potential restoration and mitigation measures for inclusion in the plan. <b>Last amended on 4/24/18</b></p>	<b>Watch</b>  <b>Priority 10S</b>

## TAMC Bill Matrix – April 25, 2018

Measure	Status	Bill Summary	Position
<b>AB 2919</b> <b>Frazier</b>  <b>Transportation Permits</b>	4/24/18  Assembly Environmental Safety & Toxic Materials	Spot bill to require all permitting agencies that interact with Caltrans, including the Department of Fish and Wildlife, the State Water Resources Control Board, and the California Coastal Commission, to approve and complete permits within a 2-year timeframe. Bill held in committee April 24.	<b>Watch</b>  <b>Priority 9S</b>
<b>AB 3124</b> <b>Bloom</b>  <b>Bus Length: bike racks</b>	4/17/18  Senate Rules	<p>Existing law imposes a 40-foot limitation on vehicle lengths. Existing law exempts from this limitation an articulated bus or trolley coach that does not exceed a length of 60 feet, and authorizes the bus or trolley to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. Existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus.</p> <p>This bill would additionally authorize an articulated bus or articulated trolley coach that does not exceed a length of 60 feet to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles as long as the device does not extend more than 40 inches from the front body of the bus when fully deployed. The bill would require a public agency operating transit services to establish a route review committee, as specified, in order to operate that articulated bus or articulated trolley coach, and would require the committee, by a majority vote, to make a determination of which routes are suitable for the safe operation of that articulated bus or articulated trolley coach. <b>Last amended on 4/2/18</b></p>	<b>Support</b>  <b>Priority 5S</b>  Letter sent on 4/3/18
<b>SB 760</b> <b>Wiener</b>  <b>Bikeways: design guides</b>	4/19/18  Assembly Transportation	This bill would authorize a city, county, regional, or other local agency, when using the alternative minimum safety design criteria for the planning and construction of bikeways, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. The bill would authorize a state entity that is responsible for the planning and construction of roadways to consider additional design guides. <b>Last amended on 1/23/18</b>	<b>Support</b>  <b>Priority 5S</b>
<b>SB 827</b> <b>Wiener</b>  <b>Transit-rich Housing Bonus</b>	4/18/18  Senate Transportation & Housing  Failed passage	<p>This bill requires a local jurisdiction, notwithstanding any local ordinance, general plan element, specific plan, charter, or other local law, to provide an eligible applicant with a transit-rich housing bonus if requested by the developer, as specified.</p> <p>The intent of the bill is to promote affordable housing by setting standards for density near transit—allowing small apartment buildings that are often now banned—within a half mile of a major transit station or a quarter mile of a bus stop on a frequent bus line. Around rail stations and ferry terminals, the bill also relaxes maximum height limits up to 45 or 55 feet — that is, a maximum of four and five stories— depending on the distance from transit. <b>Last amended on 4/9/18</b></p>	<b>Watch</b>  <b>Priority 5S</b>

## TAMC Bill Matrix – April 25, 2018

Measure	Status	Bill Summary	Position
<b>SB 1119</b> <b>Newman</b>  <b>Low Carbon Transit Operations Program</b>	4/16/18  Senate Appropriations  Set for Hearing on 4/30	<p>The Cap and Trade Program dedicates 5% of auction proceeds to the Low Carbon Transit Operations Program (LCTOP), which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions. Program recipients with service areas including disadvantaged communities must expend at least 50% of LCTOP funds on projects or services that benefit those disadvantaged communities.</p> <p>This bill would authorize a recipient transit agency to satisfy the above-stated requirement by expending at least 50% of program funds received on transit fare subsidies, transit connections, or technology improvements that reduce emissions of greenhouse gases.</p>	<b>Support</b>  <b>Priority 8S</b>  Letter sent on 4/3/18
<b>SB 1236</b> <b>Monning</b>  <b>Commercial Driver's License: education</b>	4/23/18  Assembly Desk	<p>This bill would require DMV, by no later than June 5, 2020, to adopt regulations related to entry-level driver training requirements for drivers of commercial motor vehicles including specified minimum hours of behind-the-wheel training and in compliance with the requirements of specified federal regulations. TAMC supported previous iterations of the bill (SB 158 of 2017 and SB 344 of 2015).</p>	<b>Support:</b>  <b>Priority NA</b>  Letter sent on 4/3/18
<b>SB 1262</b> <b>Newman</b>  <b>Construction Manager/ General Contractor Procurement Method</b>	4/25/18  Senate Appropriations	<p>This bill would remove the cap on the number of projects for which the department is authorized to use the Construction Manager/ General Contractor (CM/GC) method (currently limited to 24 projects) and eliminate the minimum construction costs limitation (currently \$10 million). The bill would require Caltrans to submit a report to the Legislature by July 1, 2022, that includes, among other requirements, a comprehensive assessment on the effectiveness of the CM/GC project delivery method relative to project cost and time savings for all projects approved under these provisions as of January 1, 2022. <b>Last amended on 4/10/18</b></p> <p>If the current restrictions on this procurement method were lessened, TAMC and Caltrans may consider using this method for the State Route 156 project.</p>	<b>Support</b>  <b>Priority 3S</b>  Letter sent on 4/3/18
<b>SB 1328</b> <b>Beall</b>  <b>Mileage-based user fee</b>	4/24/18  Senate Floor	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2019.</p> <p>This bill would extend the operation of these provisions until January 1, 2023. The bill would, in addition, require the technical advisory committee to assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system.</p>	<b>Watch</b>  <b>Priority: 7S</b>





April 16, 2018

TO: TAMC Executive Committee  
FROM: Gus Khouri, Principal  
Khouri Consulting

**RE: STATE LEGISLATIVE UPDATE – APRIL**

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**SB 1 Update**

For funding made available through the SB 1 competitive programs, TAMC has identified the Imjin Parkway project to be its top priority road project. TAMC staff submitted applications for the competitive portion of the Local Partnership Program (LPP) and Solutions for Congested Corridors Program (SCCP) in the amount of \$19 million for each program in order to provide the CTC with flexibility in accommodating TAMC’s request. For the LPP, a one-to-one match is required, which means that \$19 million of Measure X or developer fee revenue would need to be dedicated to secure an award. We have had extensive conversations with our legislative delegation (Caballero, Cannella, Monning, and Stone), CTC staff and commissioners on our application submittals. CTC staff recommendations will be published by April 25, with an allocation vote on May 16.

**2018 State Transportation Improvement Program (STIP)**

On March 21, we attended the California Transportation Commission’s meeting held in Orange County, in order to ensure that the 2018 STIP program is adopted. The STIP, a five-year program which is amended every two years, is the only source of flexible state funding that can be used for multi-modal purposes. For TAMC, the goal was to ensure that the CTC adopted the \$30 million for projects related to State Routes 68, 101 and 156.

There had been some growing concern about the recent surprising inaction by the Board of Equalization (BOE) earlier in March to adjust the price-based portion of the gas tax by 4 cents. This amount was assumed by the CTC in its Fund Estimate. The BOE’s inaction could prove to be problematic as it would place a \$271 million deficit in the 2018 STIP, potentially impacting projects for FY 18-19. Thankfully, per SB 1, this is the last year that the BOE will have to make adjustments and the hope is that revenues can rebound and mitigate the loss after the price-based portion of the gas tax is set to a floor of 17.3 cents on July 1, 2019 and is adjusted annually going forward, eliminating volatility and unpredictability of funds. The hope is that is the CTC can avoid an allocation plan for select projects, which would create competition for securing funds, unless an entity was to front its resources and be reimbursed by the CTC at a future date.



***Memorandum***

**To:** Executive Committee  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** May 2, 2018  
**Subject:** **Federal Aviation Administration Policy: Local Sales Taxes on Aviation Fuel**

**RECOMMENDED ACTION:**

**RECOMMEND** that the TAMC Board of Directors support amending federal law so that the Federal Aviation Administration cannot redirect voter-approved local sales taxes on aviation fuel to airport improvements.

**SUMMARY:**

The Federal Aviation Administration has issued a rule that specifies that local sales taxes on aviation fuel should be considered excise taxes and therefore under federal law must be utilized for on-airport projects. The Self-Help Counties Coalition opposes this rule as a violation of voter intent that would also result in a loss of revenue to transportation projects in the local sales tax expenditure plans.

**FINANCIAL IMPACT:**

The Federal Aviation Administration's new interpretation of the eligible uses of local sales taxes generated from the sale of aviation fuel could result in a lower amount of funding available for voter-approved Measure X projects. In addition, it could set a precedent that the federal government can redirect locally-approved sales taxes to federally-determined priorities, which would be tremendously damaging to the ability of cities, counties and special districts to raise local sales taxes in the future.

**DISCUSSION:**

Federal law enacted 29 years ago stipulates that all airport-related excise taxes must be used for on-airport purposes. In 2016, the Federal Aviation Administration (FAA) issued an interpretation of this law stating that all local sales taxes on aviation gasoline must therefore be spent on on-airport projects. This interpretation puts at risk funding from all local sales tax measures, including Measure X as well as all city and county sales taxes.

The Self Help Counties Coalition, in coordination with the League of Cities, has opposed this

interpretation on the grounds that voter-approved local sales tax measures were approved by the voters solely for the projects in the approved expenditure plans. They contend that the federal government should not be able to divert revenues from these local sales taxes to the airports. Furthermore, it erodes voter trust if another government entity can decide to override the voter-approved use of such sales tax funding.

California transportation agency representatives have been working with Congressmembers Lowenthal and Napolitano to craft an amendment, up for a vote the week of April 23, 2018, that would address this issue and exempt sales taxes that were approved prior to the bill's enactment from this diversion. The Napolitano - Lowenthal amendment does the following:

- Continues FAA policy that excise taxes on aviation fuel must be spent at the airport.
- Exempts existing voter-approved general sales taxes from the FAA rule (but not future ones). This amendment is needed because voters approved these general sales taxes over the past 29 years with the knowledge that FAA aviation fuel limitations did not apply to general sales taxes. The will of the voters should not be overturned when agencies were acting based on long standing FAA policy.
- Allows for general sales taxes on aviation fuel to be spent on surface transportation projects in addition to aviation projects. Many general sales taxes, whether legislature approved or voter approved, are for surface transportation. This provision would allow these funds to be spent on surface transportation. A government can also use general funds in lieu of general sales taxes to meet this requirement.

The Transportation and Infrastructure Committee Chair, Bill Shuster, has proposed a substitute amendment that would not divert the local sales taxes, but would require them to be spent on transportation projects in the vicinity of the airport from which the sales taxes were raised.

See the **attached** comparison of prior law, the FAA interpretation, the Napolitano-Lowenthal Amendment and the Shuster proposed amendment. The Self Help Counties Coalition and TAMC staff do not believe that this amendment addresses the issue of diverting voter-approved sales taxes from voter-approved uses, and recommends continuing to support the Napolitano-Lowenthal amendment. Congress member Panetta has agreed to co-sponsor the Napolitano-Lowenthal amendment. Because this issue is not specifically addressed in the TAMC legislative program, staff seeks the Committee's recommendation that the TAMC Board support of the Napolitano-Lowenthal amendment.

#### ATTACHMENTS:

- Comparison of Existing and Proposed Treatment of Local Sales Taxes on Aviation Fuel

**Comparison of Treatment of Use of Taxes on Aviation Fuel**

<b>Type of Tax</b>	<b><u>Original FAA Interpretation</u></b>	<b><u>Current FAA Interpretation</u></b>	<b><u>Lowenthal/Napolitano (SUPPORT)</u></b>	<b><u>Chairman Shuster's Staff Amendment offer</u></b>
<b>Excise Taxes on Aviation Fuel</b>	Revenues have to be spent at the airport	Revenues have to be spent at the airport	Revenues have to be spent at the airport	Revenues have to be spent at the airport
<b>General Sales Taxes on Aviation Fuel</b>	Revenues are totally exempt from the requirement to spend these revenues at the airport.	Revenues have to be spent at the airport	<p>Current voter approved general sales taxes are exempt from the requirement to spend these revenues at the airport</p> <p>Legislatively approved general sales taxes and all future general sales tax revenues collected on aviation fuel must be spent on either airports or surface transportation projects (highway and transit projects) to access airports.</p>	<p>All general sales taxes in effect at any point between December 8, 2014 and December 7, 2017 can be spent on airports or surface transportation projects that are determined by US DOT to be in the immediate vicinity of the airport and will significantly benefit the airport and airport users.</p> <p>All general sales taxes in effect after Dec. 7, 2017 must be spent at the airports.</p>