



**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, February 7, 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.

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 minutes of the Transportation Agency for Monterey County Executive Committee for January 3, 2018.

- Rodriguez

END OF CONSENT AGENDA

4. **RECEIVE** state legislative update and **RECOMMEND** the Board adopt positions on proposed ballot measures.

- Watson/Khoury

TAMC Legislative Analyst Gus Khoury will present an update on the Governor's draft budget released January 10, a visit to Sacramento on January 30, and other state legislative items.

5. **Draft Overall Program & Budget -**

1. **RECOMMEND** that the Board **AUTHORIZE** Executive Director to submit the draft fiscal year 18/19 budget and Overall Work Program to federal and state funding agencies for initial review;
2. **RECOMMEND** that the Board **PROVIDE** direction and guidance to staff on the three-year budget for fiscal years 18/19 through 20/21, and the Overall Work Program for fiscal year 18/19; and
3. **DIRECT** the Executive Director to bring the final three-year budget and one-year Overall Work Program back to the Board on May 23, 2018 for approval.

- Goel/Muck

Authorization to submit the draft budget for fiscal year 18/19 is necessary to meet review deadlines of federal and state funding agencies. The Agency continues to control expenditures to stay within its current year budget, and maintains a prudent cash reserve. The annual Transportation Agency for Monterey County Overall Work Program describes the activities that the Agency will undertake during the next fiscal year, and provides the basis for the 2018/19 budget.

6. **RECEIVE** report on draft agenda for February 28, 2018 TAMC Board meeting.

- Hale

7. **ANNOUNCEMENTS**

8. **ADJOURN**

NEXT MEETING March 7, 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: February 7, 2018
Subject: Executive Committee draft minutes

RECOMMENDED ACTION:

APPROVE minutes of the Transportation Agency for Monterey County Executive Committee for January 3, 2018.

ATTACHMENTS:

- ▢ Executive Committee draft minutes of January 3, 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 (1st Vice Chair), Robert Huitt (2nd Vice Chair),
Kimbley Craig (Past Chair),
Luis Alejo (County representative), Ed Smith (City representative)*

Wednesday, January 3, 2018

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

Transportation Agency Conference Room
55-B Plaza Circle, Salinas

1. **CALL TO ORDER:** Chair Chavez called the meeting to order at 9:03 a.m. Committee members present: Chavez, Craig, Huitt, Stratton (alternate to Phillips) and Gonzales (alternate to Alejo). Staff present: Goel, Hale, Muck, Rodriguez, Watson, and Wright. Others present: Agency Counsel Blicht; and Jonathan De Anda Hernández, Office of Assemblymember Anna Caballero.

2. **PUBLIC COMMENTS:** None.

3. **CONSENT AGENDA:**

On a motion by Committee member Huitt and seconded by Craig, the committee voted 5-0 to approve the consent agenda as follows:

3.1 Approved minutes from the Executive Committee meeting of November 1, 2017.

END OF CONSENT

4. 2018 LEGISLATIVE PROGRAM:

On a motion by Committee member Huitt and seconded by Craig, the committee voted 5-0 to recommend that the Board adopt the final 2018 Legislative Program, with one minor edit.

Christina Watson, Principal Transportation Planner, provided a state legislative update, reporting that at this time signatures are being gathered for the SB 1 repeal effort proposed for the November 2018 ballot. She highlighted the final 2018 legislative program. She noted that we continue to support legislation to expand the Capital Corridor Joint Powers Authority to Salinas, and to expand the Los Angeles-San Diego Rail Corridor Agency to San Jose, which are two of our rail projects. The Board will also support a consistent definition of “disadvantaged communities” among all grant programs to reflect economic and rural area considerations.

Second Vice Chair Huitt requested a minor edit to program priority 8S, changing the word “coherent” to “consistent” for clarity.

5. FEDERAL LEGISLATIVE UPDATE:

The Committee received a federal legislative update.

Christina Watson, Principal Transportation Planner, reported that the biggest transportation impact of the tax reform bill is the potential for Sequestration cuts, these cuts could affect Monterey-Salinas Transit funding. Director Hale noted that the tax bill also affects the ability of public agencies to refinance bonds.

6. TRANSPORTATION EXCELLENCE AWARDS:

On a motion by Committee alternate Stratton and seconded by Craig, the committee voted 5-0 to receive the nominations for the seventeenth annual Transportation Agency Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County; and selected awards recipients for the seventeenth awards ceremony to be held during the January 2018 Transportation Agency Board meeting.

Theresa Wright, Community Outreach Coordinator, presented the nominations for the 2017 Excellence Awards. The Executive Committee approved the award recipients for the awards ceremony at the January 2018 TAMC Board meeting.

7. TAMC DRAFT AGENDA FOR JANUARY 24, 2018

Executive Director Hale reviewed the highlights of the draft regular and consent agenda for the TAMC Board meeting of January 24, 2018. She reported on some of the items on the agenda:

- Hold elections for the 2018 Board of Directors and Executive Committee
- Hold the 2017 Excellence Awards Ceremony
- Hold a hearing on the draft Regional Transportation Plan
- Notice the proposed addition of CSUMB as a non-voting ex-officio member

8. ANNOUNCEMENTS

Director Debbie Hale announced she will be in India from January 22nd through February 5th and then in Washington, DC, returning to TAMC on February 12th.

9. ADJOURNMENT

Chair Chavez adjourned the meeting at 10:11 a.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 7, 2018
Subject: State Legislative Update

RECOMMENDED ACTION:

RECEIVE state legislative update and **RECOMMEND** the Board adopt positions on proposed ballot measures.

SUMMARY:

TAMC Legislative Analyst Gus Khouri will present an update on the Governor's draft budget released January 10, a visit to Sacramento on January 30, and other state legislative items.

FINANCIAL IMPACT:

The proposed repeal of Senate Bill (SB) 1 on the November 2018 ballot would lead to the loss of over \$30 million per year for local road improvements, around \$2.25 million in transit funding, and unknown amounts of competitive grant funds.

DISCUSSION:

Governor Brown announced his draft budget on January 10, 2018. **Attachment 1** is an analysis from Gus Khouri. Essentially, the budget relies on the transportation funding brought in by the new Senate Bill (SB) 1 (Beall), passed in April 2017.

SB 1, the Road Repair and Accountability Act of 2017, is a transportation investment plan to rebuild California by fixing neighborhood streets, highways and bridges and targeting funds toward transit and congested trade and commute corridor improvements. New funding from the gas tax will enable local communities to address significant maintenance, rehabilitation and safety needs on the local street and road system. In addition to \$30.4 million coming directly to Monterey County for road rehabilitation projects each year, SB 1 directs approximately \$2.25 million to Monterey-Salinas Transit, stabilizes the variations in the State Transportation Improvement Program, and provides funding through competitive grant programs such as the Transit and Intercity Rail Capital Program (TIRCP), for which

TAMC applied for the Rail Extension to Monterey County project. An [initiative](#) is being circulated for signatures to place a measure on the November ballot to repeal SB 1. **Staff recommends an "oppose" position on the proposed November ballot measure to repeal this critical transportation funding source.**

On the June 5, 2018 ballot, the "[California Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment](#)" was Assembly Constitutional Amendment (ACA) 5 (Frazier), which TAMC supported in 2017. This measure would require that revenue from the diesel sales tax and Transportation Improvement Fee, as enacted by SB 1, be used for transportation-related purposes; and exempt revenue generated by SB 1 tax increases and fee schedules from state appropriations limits. Also on the June 5 ballot, the "[California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018](#)" was SB 5 (De León), which TAMC also supported in 2017. If passed, this measure would issue \$4 billion in bonds for water, parks, and other projects. TAMC could be eligible for trails and wildlife crossing funds. **Staff recommends a "support" position on the June ballot measures.**

ATTACHMENTS:

- Khouri State Report



January 10, 2018

TO: Board Members, Transportation Agency for Monterey County
FROM: Gus Khouri, Principal
Khoury Consulting

RE: STATE LEGISLATIVE UPDATE – Governor’s FY 2018-19 State Budget

On January 10, Governor Brown released his proposed 2018-19 State Budget. The 2018-19 Budget is projected to have a healthy one-time surplus of \$8 billion. The state however the state will continue to face uncertain times, given that we are overdue for a recession, the volatility of our reliance on personal income tax and capital gains, and the ramifications of the recently enacted federal tax bill, which have not yet been factored into the Budget’s economic or revenue forecasts. Governor Brown mentioned that the state must continue to plan and save for the next recession. By the end of 2018-19, the expansion will have matched the longest in post-war history.

Governor Brown stated that the best way to buffer against uncertainty and protect against future cuts is to continue building the state’s Rainy Day Fund. Proposition 2, approved by California voters in 2014, established a constitutional goal of reserving 10 percent of tax revenues in a Rainy Day Fund. By the end of the current (2017-18) fiscal year, the state’s Rainy Day Fund will have a total balance of \$8.4 billion, or 65 percent of the constitutional target. The budget proposes a \$3.5 billion supplemental payment in addition to the constitutionally required transfer to the Rainy Day Fund for 2018-19. The two payments would bring the total Rainy Day Fund to \$13.5 billion.

Impact on Transportation

The budget reflects the first full year of funding under the [Road Repair and Accountability Act of 2017](#)(Senate Bill 1), which provides stable, long-term funding for both state and local transportation infrastructure. Over the next decade, the \$55 billion transportation package will provide \$15 billion for state highway repairs and maintenance, \$4 billion in state bridge repairs, \$3.3 billion for state trade corridors, and \$2.5 billion for the state’s most congested commute corridors. Local roads will receive more than \$15 billion in new funding for maintenance and repairs and \$2 billion in matching funds for local partnership projects. Transit and intercity rail will receive \$7.6 billion in additional funding, and local governments will have access to \$1 billion for

active transportation projects. For 2018-19, the budget includes \$4.6 billion in new transportation funding, which includes:

- A focus on “fix-it-first” investments to repair neighborhood roads, state highways and bridges (\$2.8 billion).
- Making key investments in trade and commute corridors to support continued economic growth and implement a sustainable freight strategy (\$556 million).
- Matching locally generated funds for high-priority transportation projects (\$200 million).
- Investing in local passenger rail and public transit modernization and improvement (\$721 million).

With voter approval of ACA 5 on the June ballot, all SB 1 revenues will be constitutionally dedicated to transportation. Implementation of SB 1 includes the following:

- **Efficiencies**—SB 1 requires Caltrans to achieve \$100 million in annual efficiencies that can be redirected back to capital projects and maintenance. Caltrans is currently implementing a range of efficiencies that are estimated to generate considerably more than \$100 million in cost avoidance and monetary savings. Some of these include reducing overhead costs, accelerating work, innovative contracting tools, value engineering, streamlining of environmental reviews, and implementing of new technologies. Caltrans will provide an interim report at the Commission’s January 2018 board meeting later this month detailing the status of these efficiency improvements.
- **Office of the Inspector General**—SB 1 established an Office of the Inspector General to provide verification and assurance that funds are being used optimally and as the Act intends. The Office will also oversee the Department’s compliance with the new contracting diversity goals in SB 1. The Governor has appointed the new Inspector General, and the 2017 Budget Act provided audit staff and funding to support the office’s efforts.
- **Local Streets and Roads**—The 2017 Budget provided \$451 million to cities and counties for projects that begin addressing their highest repair needs on local streets and roads. Cities and counties are expected to begin receiving the new revenues together with their base road maintenance funding by early February 2018. The Budget provides \$1.2 billion in new revenues to cities and counties to continue addressing the backlog of local road repairs.
- **Transit and Intercity Rail Capital Program**—The upcoming five-year program from new SB 1 revenues and existing Cap and Trade auction proceeds will provide \$2.4 billion in new transit project funding. CalSTA adopted guidelines for the program in October 2017, with project applications due January 12, 2018, and awards expected by April 30, 2018. The Budget provides \$330 million in SB 1 funds for these projects.

- **State Transit Assistance**—For 2017-18, in addition to the transit capital project funding, SB 1 also provided an additional \$280 million for operations for local transit agencies in addition to the \$500 million in other base annual funding. Funds are expected to flow to local transit agencies beginning in early February 2018, and will permit local agencies to improve service for transit riders. The Budget provides an additional \$355 million for local transit operations, bringing the 2018-19 total to \$855 million.
- **New SB 1 Resources for Intercity and Commuter Rail Program**—\$36 million Public Transportation Account from increased diesel sales tax revenues to be allocated by the Agency for operations and capital improvements of intercity and commuter rail services. Allocation requests were received on December 15, 2017, for the three-year period ending 2019-20. Rail operators indicate this funding will expand rail service, be used to purchase or rehabilitate train sets, and improve track and signal infrastructure.
- **Local Partnerships**—SB 1 provides \$200 million per year as matching funds for local projects in jurisdictions that generate local transportation revenues. The Commission completed guidelines for this revised program on October 18, 2017, with local agencies proposing projects by January 30, 2018, and with project selection completed by May 16, 2018. This program will function similarly to the State-Local Partnership program, which received \$1 billion from Proposition 1B in 2006.
- **Active Transportation Program**—SB 1 provides \$100 million per year for bicycle and pedestrian facility projects such as the Santa Ana City First Street Pedestrian Improvement in Orange County, the Palm Drive Bicycle and Pedestrian Improvement in Riverside County, and the Boron to Desert Lake Pedestrian Path in Kern County. These projects provide viable transportation alternatives to the traveling public, improve links to transit, and support other policy objectives such as reducing greenhouse gas emissions. As a result of additional SB 1 funding, the Commission was able to advance 22 existing projects and fund 71 additional projects in both the current and budget years. Selection of state-sponsored projects has already been completed, and final selection of locally-sponsored projects is expected to be complete by the end of January 2018.
- **Repair and Maintenance of the State Highway System**—With the \$451 million provided in the 2017 Budget, Caltrans was able to accelerate 117 projects with a value totaling \$993 million. Maintenance efforts are projected to fix 67,000 potholes, 5,400 lane miles of cracking and 7,000 spalls along with 765,000 feet of guardrail and 32,000 miles of striping. More highway repair projects will be added and accelerated as part of the proposed 2018 State Highway Operation Protection Program due to be adopted in March 2018. The Budget provides \$1.2 billion to continue addressing the state's highest repair and maintenance needs.

- **Bridge and Culvert Repairs**—SB 1 provides \$400 million per year to fund repairs and maintenance on the state’s bridge and culvert infrastructure, More bridge projects will be added and accelerated as part of the proposed 2018 State Highway Operation Protection Program due to be adopted in March 2018.
- **Commuter Corridors**—SB 1 provides \$250 million per year for projects to improve capacity in the state’s most congested commuter corridors. The Commission completed guidelines for this revised program on December 6, 2017, and projects are due by February 2018, with project selection expected by May 16, 2018. Typical projects include highway widening, high occupancy vehicle lanes, and improved on-ramp and off-ramp construction. This program will be similar to the Corridor Mobility Improvement Account program, which received \$4.5 billion from Proposition 1B in 2006.
- **Trade Corridor Enhancements**—The 2017 Budget provided \$203 million for projects that address bottlenecks and improve throughput on the state’s most economically important trade corridors. Of this amount, \$50 million was appropriated to the Air Resources Board for its competitive Zero/Near-Zero Emission Warehouse Program, which will fund projects that reduce emissions from freight-related sources. For the remainder of these funds, the CTC completed guidelines for this revised program on October 18, 2017, and proposed projects are due by January 30, 2018, with project selection expected by May 16, 2018. This Budget provides \$306 million to fund new projects to meet the state’s current and future freight needs. Typical projects include port improvements, highway railroad grade separations, highway widening, and double tracking for freight rail. This program will be similar to the Trade Corridors program, which received \$2 billion from Proposition 1B in 2006.
- **Freeway Service Patrols**—SB 1 provides \$25 million per year on top of the existing \$25 million in base funding for local transportation agencies to fund freeway service patrols that help clear incidents that cause temporary congestion, such as flat tires or vehicles that have run out of fuel. Studies have shown that disabled vehicles cause up to a third of the state’s traffic delays.

Combating Climate Change

California continues to work towards a state goal to reduce greenhouse gas emissions 40 percent below 1990 levels by 2030. In July, Governor Brown [signed legislation](#) to extend California’s landmark cap-and-trade program through 2030. Since then, auction proceeds have stabilized and revenues have increased, resulting in \$1.25 billion in cap-and-trade funds available for appropriation in 2018-19. The plan for these funds will be announced in conjunction with the Governor’s State of the State Address.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Executive Committee
From: Rita Goel, Director of Finance & Administration
Meeting Date: February 7, 2018
Subject: Draft Overall Work Program and Budget (FY18/19-20/21)

RECOMMENDED ACTION:

Draft Overall Program & Budget -

1. **RECOMMEND** that the Board **AUTHORIZE** Executive Director to submit the draft fiscal year 18/19 budget and Overall Work Program to federal and state funding agencies for initial review;
2. **RECOMMEND** that the Board **PROVIDE** direction and guidance to staff on the three-year budget for fiscal years 18/19 through 20/21, and the Overall Work Program for fiscal year 18/19; and
3. **DIRECT** the Executive Director to bring the final three-year budget and one-year Overall Work Program back to the Board on May 23, 2018 for approval.

SUMMARY:

Authorization to submit the draft budget for fiscal year 18/19 is necessary to meet review deadlines of federal and state funding agencies. The Agency continues to control expenditures to stay within its current year budget, and maintains a prudent cash reserve. The annual Transportation Agency for Monterey County Overall Work Program describes the activities that the Agency will undertake during the next fiscal year, and provides the basis for the 2018/19 budget.

FINANCIAL IMPACT:

The Agency budget separates expenditures into two types: operating and direct programs. Operating expenditures include salaries and benefits, materials and supplies, and equipment. The proposed fiscal year 2018-2019 operating expenditure budget is \$3,075,444, a net increase over fiscal year 2017-2018 of \$161,530. Direct program expenditures include outside consultants, contracts, and specific project delivery tasks such as the Rail Extension to Salinas, and the bicycle and pedestrian program. The proposed fiscal year current direct program expenditure budget is \$18,021,275 a net decrease over fiscal year 17/18 of \$3,466,490. This decrease is primarily due to the timing of expenditures on the Rail Extension to Salinas project, and Measure X projects and programs being funded from the

Measure X trust account.

The Transportation Agency for Monterey County gets majority of its funding from state 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 use of funding is approved by Caltrans in the annual Overall Work Program.

DISCUSSION:

Three Year Budget:

Attachment 1 is the budget for the three-year period from July 1, 2018 to June 30, 2021. Staff proposed several assumptions for the operating budget, which were reviewed by the Executive Committee in November 2017.

Operating Revenues: The Agency receives regular state planning and related operating funds from three primary state sources: Rural Planning Assistance, Project, Programming and Management funds, and Local Transportation Funds. Since November 2016, 1% revenues for Measure X administration have also been budgeted. In addition, TAMC receives funding related to specific project and program administration from several sources, which are estimated conservatively: Service Authority for Freeways and Expressways program, state rail project grants, Measure X project/program funds and railroad leases. Staff will continue to budget staff time in new grants, such as the recently received State Planning Grants for the Pajaro to Prunedale and SR 218 Corridor studies. In FY 16/17 the Congestion Management Program assessment on cities and counties was changed to a Regional Transportation Planning Assessment; the contribution amounts will stay at the same dollar level as in prior years but monies will need to be paid from a local funding source. Staff time will be billed to all of these revenues, and expenditures will be tightly controlled.

The Transportation Agency continues to subsidize the activities of the Regional Impact Fee Agency. The budget is projecting the annual use of \$10,000 in fee revenue to pay for operating expenses, although the ongoing annual cost to the Transportation Agency for this activity is much higher. Expenditures on regional fee activities are being tracked with the expectation that this cost will be repaid to the Transportation Agency as more fees are collected in the future.

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

Operating Expenses: A 3% cost of living allowance is proposed for fiscal year 18/19. Merit increases and promotions will continue to be available subject to performance. A 5% increase to the salary range

for the Deputy Executive Director and Director of Finance & Administration is also proposed. In order to restrain rising health care costs, while still providing and protecting quality care, the Agency revised its cafeteria health benefit allowance for its active employees in FY 2011/12. The changes eliminated several variables that existed, permitted the Agency to better forecast its obligation under the cafeteria plan, and reduced the liability for future premium increases. Employees have the flexibility to choose from several plans that are offered by CalPERS. No change to the allowance is proposed in FY 18/19.

The Agency contribution to CalPERS in FY 2018/19 is projected to be higher than last year due to CalPERS lowering the discount rate (assumed rate of return on investments) from 7.5% to 7.375%. The discount rate is projected to further decline over the next 2 years to 7.0% and will increase the Agency's contributions. The Agency paid off its side-fund liability in December of 2013 and made a sizeable payment towards its unfunded liability in June 2016. These two factors help in keeping contributions lower than they would have otherwise been. However, due to Caltrans requirements, the Agency must book the expense of the unfunded liability over a 5 year period (\$110,168/year) in order to be reimbursed; the budget continues reflect these pension contributions. The Public Employees' Pension Reform Act of 2013 continues to help curtail the agency's costs in the future due to the establishment of a 2nd tier, 3-year averaging and required sharing of employee contributions with new members. In addition, all Agency employees pay a total contribution of 3.5% towards their CalPERS. These contributions help cover increases in CalPERS retirement costs and have brought the employee-paid share to the payment percentage recommended in the pension reform law.

Direct Program: Projects, programs and consultant work are funded out of the Direct Program budget. For example, the traffic counts program is funded from the Regional Surface Transportation Program in the Direct Program budget. Caltrans audit repayment, Public Outreach, Wayfinding signage and State legislative costs are funded from the unassigned reserve. No funds are budgeted for consultant Federal legislative costs. Regional Development Impact Fees have been designated by Board action to pay for project costs related to SR 156 improvements and the Highway 68 Monterey to Salinas Scenic Highway corridor.

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

Annual Work Program:

Attachment 2 is the annual Agency Overall Work Program, which 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 28 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 2018/19 budget.

Highlights of the Draft 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 and preliminary engineering for the Monterey to Salinas Route 68 corridor.
 - 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.
- Continue to finalize these 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.

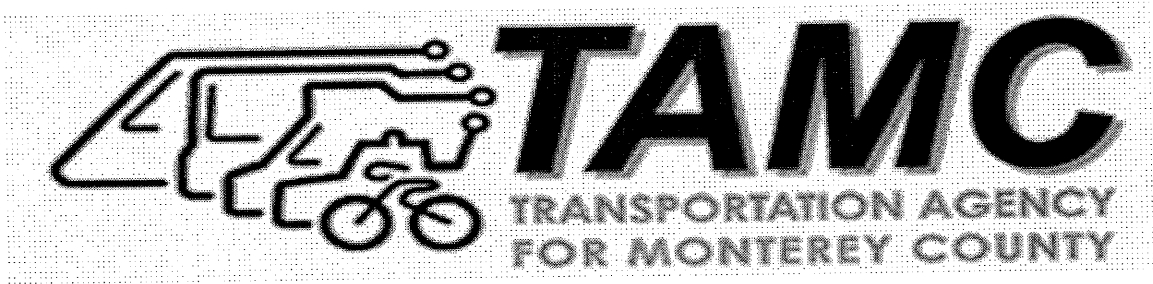
Plan for Future Innovation:

- 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 Marina-Seaside Safe Route to School grant.

The next steps in the process are to present the draft budget and Overall Work Program to the Board of Directors in February and in May to bring the final budget and Overall Work Program to the Executive Committee for review and the Board of Directors for adoption.

ATTACHMENTS:

- ▣ Draft TAMC Budget-FY2018-2021
- ▣ Overall Work Program Summary



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 18/19 BUDGET vs FY 17-18 APPROVED
	FY 17/18 Approved	FY 18/19 Estimated	FY 19/20 Estimated	FY 20/21 Estimated	
Operating Revenue	\$2,913,914	\$3,075,444	\$3,123,728	\$3,181,714	5.5%
Direct Program Revenue	\$21,487,765	\$18,021,275	\$6,807,933	\$7,279,726	-16.1%
TOTAL REVENUE	\$24,401,679	\$21,096,719	\$9,931,661	\$10,461,440	-13.5%
Operating Expenditures	\$2,913,914	\$3,075,444	\$3,123,728	\$3,181,714	5.5%
Direct Program Expenditures	\$21,487,765	\$18,021,275	\$6,807,933	\$7,279,726	-16.1%
TOTAL EXPENDITURES	\$24,401,679	\$21,096,719	\$9,931,661	\$10,461,440	-13.5%
REVENUE MINUS EXPENDITURES	\$0	\$0	\$0	\$0	

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	\$94,039	\$25,204	\$0		-20.2%
Federal Grants-Direct	\$202,364	\$188,365	\$0	\$0		-6.9%
State Grants-Operating	\$1,623,685	\$1,653,685	\$1,656,685	\$1,611,685		1.8%
State Grants-Direct	\$19,368,469	\$17,769,727	\$6,690,000	\$7,246,000		-8.3%
Local Funds-Operating	\$836,076	\$753,076	\$853,076	\$853,076		-9.9%
Local Funds-Direct	\$1,316,500	\$247,500	\$247,500	\$247,500		-81.2%
RSTP- Direct-Cfwd &New Approval	\$57,040	\$57,040	\$57,040	\$57,040		0.0%
Total Revenue from Outside Sources	\$23,521,970	\$20,763,432	\$9,529,505	\$10,015,301		-11.7%
FSP Reserve Surplus/(Usage)	\$50,759	\$0	\$0	\$0	\$50,759	-100.0%
SAFE Reserve Surplus/(Usage)	(\$116,609)	(\$39,457)	(\$59,207)	(\$17,000)	(\$232,273)	-66.2%
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	(\$174,644)	(\$188,763)	(\$316,953)	(\$671,677)	-2111.3%
Undesig. Contingency Surplus/(Usage)-Direct	(\$780,542)	(\$237,186)	(\$272,186)	(\$237,186)	(\$1,527,100)	-69.6%
Total Contingency Fund Surplus/ (Usage)	(\$879,709)	(\$333,287)	(\$402,156)	(\$446,139)	(\$2,061,291)	-62.1%
TOTAL REVENUE	\$24,401,679	\$21,096,719	\$9,931,661	\$10,461,440		-13.5%

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

OPERATING REVENUE

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		
OPERATING REVENUE						
FEDERAL PLANNING GRANTS						
Federal Planning (AMBAG-FHWA PL)	\$0	\$0	\$0	\$0		\$0
SR156 West Proj. Mgmt. -EARMARK	\$42,000	\$25,204	\$25,204	\$0	-40.0%	-\$16,796
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
SUB TOTAL FEDERAL GRANTS	\$117,836	\$94,039	\$25,204	\$0	-20.2%	-\$23,797
STATE PLANNING GRANTS						
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
SUB TOTAL STATE GRANTS	\$1,623,685	\$1,653,685	\$1,656,685	\$1,611,685	1.8%	\$30,000
LOCAL PLANNING CONTRIBUTIONS						
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	\$300,000	\$400,000	\$400,000		\$100,000
SUB TOTAL LOCAL FUNDS	\$836,076	\$753,076	\$853,076	\$853,076	-9.9%	-\$83,000
OTHER CONTRIBUTIONS						
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
SUB TOTAL STAFF SUPPORT	\$345,000	\$400,000	\$400,000	\$400,000	15.9%	\$55,000
Sub Total Operating Revenue	\$2,922,597	\$2,900,800	\$2,934,965	\$2,864,761	-0.7%	-\$21,797
Undesig. Contingency Res. Surplus/ (Usage)-Oper.	\$8,683	(\$174,644)	(\$188,763)	(\$316,953)	-2111.3%	(\$183,327)
TOTAL OPERATING REVENUE	\$2,913,914	\$3,075,444	\$3,123,728	\$3,181,714	5.5%	\$161,530

**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
1 <u>FEDERAL PLANNING GRANTS</u>	\$117,836	\$94,039	-\$23,797	-20.2%
SR156 West Proj. Mgmt. -EARMARK	\$42,000	\$25,204	-\$16,796	-40.0%
HWY 68 Corridor Study-Monterey to Salinas	\$7,000	\$0	-\$7,000	-100.0%
2 <u>STATE PLANNING GRANTS</u>	\$1,623,685	\$1,653,685	\$30,000	1.8%
Rural Planning Assistance	\$392,000	\$422,000	\$30,000	7.7%
3 <u>LOCAL PLANNING FUNDS</u>	\$836,076	\$753,076	-\$83,000	-9.9%
SR156 West Proj. Mgmt. -RDIF	\$183,000	\$0	-\$183,000	-100.0%
Measure X Projects/Programs	\$200,000	\$300,000	\$100,000	50.0%
4 <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%
5 <u>UNDESIGNATED CONTINGENCY SURPLUS/ (USAGE)</u>	\$8,683	(\$174,644)	(\$183,327)	-2111.3%
OPERATING REVENUE TOTAL	\$2,913,914	\$3,075,444	\$161,530	5.5%

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

OPERATING EXPENSES

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		
<u>OPERATING EXPENSES</u>						
Salaries	\$1,627,144	\$1,751,784	\$1,765,412	\$1,793,978	7.7%	\$124,640
Fringe Benefits	\$757,301	\$801,087	\$822,546	\$858,672	5.8%	\$43,786
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
TOTAL OPERATING EXPENSES	\$2,913,914	\$3,075,444	\$3,123,728	\$3,181,714	5.5%	\$161,530

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

CAPITAL OUTLAY

<u>CAPITAL OUTLAY</u>	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
Equipment Replacements	\$10,000	\$25,000	\$10,000	\$10,000	150.0%	\$15,000
Vehicle Replacement	\$30,000	\$0	\$0	\$0	-100.0%	-\$30,000
TOTAL CAPITAL OUTLAY	\$40,000	\$25,000	\$10,000	\$10,000	-37.5%	-\$15,000

CURRENT CAPITAL EQUIPMENT RESERVE BALANCE \$ **114,586**
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
1 Salaries Changes	\$1,627,144	\$1,751,784	\$124,640	7.7%
Cost of Living Adjustments @ 3.00%			\$47,836	
Step increases/Promotions			\$58,084	
New Hire 1/2 Intern			\$18,720	
2 Fringe Benefit Changes	\$757,301	\$801,087	\$43,786	5.8%
PERS retirement contribution			\$28,647	
Deferred Compensation			\$8,473	
Other Fringes			\$6,666	
3 Materials and Services Changes	\$519,469	\$512,573	-\$6,896	-1.3%
Accounting Service OPEB & Others			-\$10,000	
Rent			\$3,104	
4 Depreciation/Amortization Changes	\$ 10,000	\$10,000	\$0	0.0%
OPERATING EXPENSE TOTAL	\$ 2,913,914	\$ 3,075,444	\$ 161,530	5.5%

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 Approved	FY 18/19 Estimated	FY 19/20 Estimated	FY 20/21 Estimated	vs FY 17-18		
							\$ CHANGE	% CHNG	
0000	Caltrans audit repayment (fy 15-16 thru fy 24-25)	Local	Oper Resv	\$82,186	\$82,186	\$82,186	\$82,186	\$0	0%
1020	Triennial Audit	Local	Oper Resv	\$0	\$0	\$35,000	\$0	\$0	#DIV/0!
1122	Legislative Advocates	Local	Oper Resv	\$35,000	\$35,000	\$35,000	\$35,000	\$0	0%
1130	Public Outreach Program	Local	Oper Resv	\$70,000	\$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%
1780	SAFE - FSP Match	State	SAFE	(\$57,152)	(\$50,000)	(\$50,000)	(\$50,000)	\$7,152	-13%
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)	(\$39,457)	(\$59,207)	(\$17,000)	\$77,152	-66%
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	
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	
	Total Direct Program Revenue			\$21,487,765	\$18,021,275	\$6,807,933	\$7,279,726	-\$3,466,490	-16%

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%
1020	Triennial Audit	\$0	\$0	\$35,000	\$0	\$0	
1122	Legislative Advocates	\$35,000	\$35,000	\$35,000	\$35,000	\$0	0%
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%
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%
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%
	TOTAL Direct Program Expenses	\$21,487,765	\$18,021,275	\$6,807,933	\$7,279,726	-\$3,466,490	-16.1%

**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
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%
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%
TOTAL DIRECT PROGRAM EXPENSE CHANGES				-\$3,466,491	-16.1%

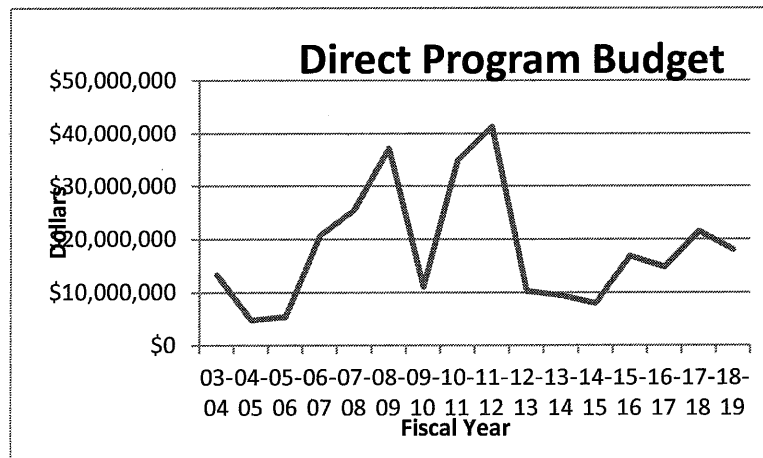
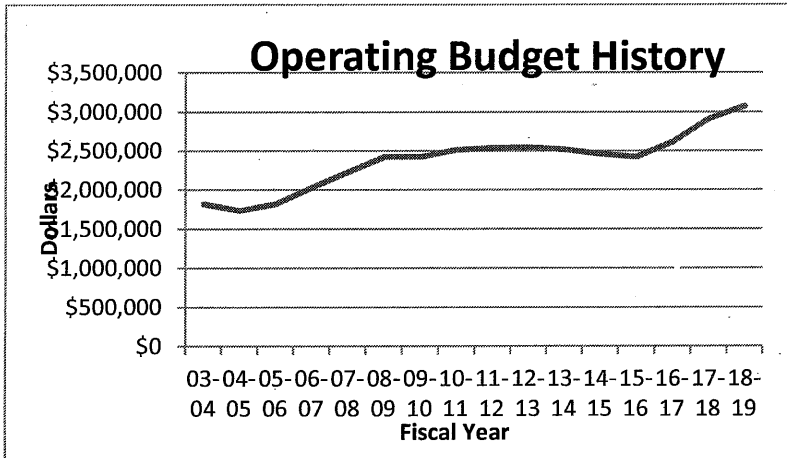
**TAMC- STAFF POSITION LIST
FISCAL YEAR 2018-2019**

	FY 2017-2018 AUTHORIZED	FY 2018-2019 PROPOSED	CHANGE
<u>Management</u>			
Executive Director	1	1	0.0
Deputy Executive Director	1	1	0.0
Director of Finance & Administration	1	1	0.0
<u>Planning</u>			
Transportation Planners	6	6	0.0
<u>Engineering</u>			
Transportation Engineers	2	2	0.0
<u>Support</u>			
Finance Officer/Analyst	1	1	0.0
Sr.Administrative Assistant	1	1	0.0
Administrative Assistant	1.5	1.5	0.0
Sub-total Regular Full-Time	14.5	14.5	0.0
<u>Support</u>			
Student Intern (Full Time Equivalent)	0.5	1	0.5
Sub-total Part-Time	0.5	1	0.5
TAMC TOTAL	15	15.5	0.5

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	\$3,075,444	5.5%	\$18,021,275	-16.1%



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

CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
1010	Budget, Work Program	\$ 70,870	\$ -	\$ 70,870	Prepare billing and quarterly reports, develop and monitor Work Program and budget, oversee agency funding and activities
1020	Local Transportation Fund (LTF) Administration	\$ 58,755	\$ -	\$ 58,755	Conduct unmet needs process, allocate and manage Local Transportation Funds, conduct tri-annual audit
1120	Plans Coordination & Interagency Liaison	\$ 216,997	\$ -	\$ 216,997	Coordinate with partner and member agencies on short- and long-range transportation plans; conduct legislative monitoring
1122	Legislative Advocacy	\$ 62,314	\$ 35,000	\$ 97,314	Prepare legislative program; propose law changes as appropriate; support or oppose legislation or policies
1130	Public Involvement/ Education	\$ 228,071	\$ 70,000	\$ 298,071	Issue news releases, conduct public meetings, update website, annual report and awards program.
1770	Freeway Service Patrol (FSP)	\$ 46,029	\$ 210,000	\$ 256,029	Emergency tow truck services
1780	Service Authority for Freeway Emergencies (SAFE) Monterey County	\$ 43,082	\$ 147,457	\$ 190,539	Call-box and motorist aid program
1790	Traveler Information Programs	\$ 312,070	\$ 42,000	\$ 354,070	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	\$ 18,481	\$ 27,040	\$ 45,521	Collect traffic data for regional model and planning uses
2510	Regional Transportation Model	\$ 8,610	\$ -	\$ 8,610	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	\$ 15,899	\$ -	\$ 15,899	Review development proposals for transportation impacts, propose mitigation measures such as Complete Street features
6140	Bicycle/Pedestrian Planning	\$ 56,773	\$ -	\$ 56,773	Hold bike committee meetings, review projects for consistency with the Regional Transportation Plan
6148	Active Transportation Education Campaign	\$ 26,886	\$ 27,500	\$ 54,386	Conduct public outreach and education for active transportation during Bike Week and throughout the year

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6220	Regional Transportation Plan	\$ 31,482	\$ -	\$ 31,482	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	\$ 74,163	\$ -	\$ 74,163	Collect fees and allocate funds to fee program projects.
6410	Regional Transportation Improvement Program (RTIP) - Programming	\$ 79,930	\$ -	\$ 79,930	Coordinate with Caltrans and other regional agencies on project programming.
6500	Project Development and Grant Implementation	\$ 183,114	\$ 50,000	\$ 233,114	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	\$ 26,802	\$ -	\$ 26,802	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	\$ 107,897	\$ 30,000	\$ 137,897	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	\$ 40,365	\$ -	\$ 40,365	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	\$ 72,962	\$ 121,465	\$ 194,427	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.
6727	Canyon Del Rey Blvd (SR 218) Corridor Improvement Plan	\$ 58,790	\$ 66,900	\$ 125,690	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.

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CODE	Work Element	Operating Expenditures	Direct Expenditures	Total Expenditures	Activities
6728	Marina-Seaside Safe Route 2 School	TBD	\$ -	TBD	Initiate state planning grant to conduct school safety evaluations and educational programs at schools in Marina and Seaside.
6800	Rail Planning/Corridor Studies	\$ 76,652	\$ -	\$ 76,652	Staff TAMC Rail Policy Committee, Participate in Coast Rail Coordinating Council meetings, and freight facility planning
6803	Passenger Rail Extension to Monterey County	\$ 202,945	\$ 17,079,727	\$ 17,282,672	Prepare engineering for stations, layover facility, track improve.; acquire rights-of-way for stations, platforms and layover facility
6804	Monterey Branch Line Railroad Leases	\$ 64,973	\$ 5,000	\$ 69,973	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	\$ 26,430	\$ 17,000	\$ 43,430	Plan for mixed use facility on TAMC land on former Fort Ord base
6807	Salinas Rail Leases	\$ 4,271		\$ 4,271	Conduct activities related to real property owned by TAMC at the Salinas station and future train layover facility.
6808	Coast Rail Service	\$ 29,877	\$ -	\$ 29,877	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	\$ 562,317	\$ -	\$ 562,317	Implementation of projects and programs in Measure X
8000	Measure X Administration	\$ 267,637	\$ 10,000	\$ 277,637	Administer Measure X implementation and operation
0000	Caltrans Repayment		\$ 82,186	\$ 82,186	Caltrans audit repayment (fy 15-16 thru fy 24-25)
		Operating Expenditures	Direct Expenditures	Total Expenditures	
Totals:		\$ 3,075,444	\$ 18,021,275	\$ 21,096,719	