



---

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

## TRANSPORTATION AGENCY FOR MONTEREY COUNTY

### Measure X eXcellent Transportation Oversight Committee (X-TOC)

Tuesday, January 16, 2018  
\*\*2:00 PM\*\*

MARINA BRANCH LIBRARY  
COMMUNITY ROOM  
139 SEASIDE CIRCLE, MARINA, CA 93933

#### 1. ROLL CALL

Call to order and self-introductions. If you are unable to attend, please contact Elouise Rodriguez, Senior Administrative Assistant. Your courtesy to the other members to assure a quorum is appreciated.

#### 2. PUBLIC COMMENTS

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Each member of the public is allotted with three minutes to address any concerns. Comments on items on today's agenda may be given when that agenda item is discussed.

---

#### 3. BEGINNING OF CONSENT AGENDA

Approve the staff recommendations for items listed below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

##### 3.1 APPROVE the eXcellent Citizens Oversight Committee minutes of October 17, 2017.

-Wright

*The draft minutes of the October 17, 2017 eXcellent Citizens Oversight Committee meeting are attached for review.*

**END OF CONSENT AGENDA**

---

4. **RECEIVE** a call for nominations and **ELECT** Chair and Vice Chair of the eXcellent Citizens Oversight Committee, for the term beginning upon their election through the next election of officers at the beginning of the January 2019 meeting.

**Wright**

*The first eXcellent Citizens Oversight Committee meeting was held on April 18, 2017. During that meeting, members elected Kevin Dayton to serve as Chair and Cesar Lara to serve as Vice Chair for 2017. The nominations and election of new officers to serve in 2018 will occur at the beginning of the January 2018 meeting.*

5. **RECEIVE** presentation on the final 2017 5-Year Integrated Funding Plan.

**- Zeller**

*To ensure efficient coordination among various fund sources, the 2017 Integrated Funding Plan, identifies projects that are strong candidates for specific Senate Bill 1 grants, State Transportation Improvement Program funds, Measure X, and other matching funds, and can be brought to construction over the next five years.*

6. **RECEIVE** presentation and **PROVIDE** input on and the draft Measure X Safe Routes to School Program Guidelines.

**-Green**

*The Safe Routes to School Program is a Measure X-funded initiative. The proposed Guidelines set a vision and identify goals, objectives and types of projects and programs that can be funded through the program.*

7. **RECOMMEND** the Transportation Agency Board of Directors program \$1.5 million of Measure X funds for the Senior & Disabled Transportation Program of Projects, as follows:

- The Veterans Transition Center of California - Mobility Opportunities for Veterans - \$258,689
- Blind and Visually Impaired Center - Orientation and Mobility Training - \$178,550
- Josephine Kernes Memorial Pool - Kernes Pool Transportation Voucher Program - \$147,000
- Alliance on Aging - Senior Transportation Specialist Project - \$170,000
- ITN Monterey County - Dignified Transportation of Seniors and Visually Impaired Adults - \$745,761

**- Murillo**

*Measure X sets aside \$500,000 per year for senior and disabled transportation services. The Transportation Agency Board established the guidelines and issued the call for projects in October, 2017, with applications due December 1, 2017. A review committee composed of members of the eXcellent Transportation Oversight Committee and the Monterey-Salinas Transit Mobility Advisory Committee members*

*ranked the applications, and provided funding recommendations.*

**8. ANNOUNCEMENTS**

**9. ADJOURN**

**Next Committee Meeting:**  
**April 17, 2018 @ 2:00 p.m.,**  
**Community Room, Marina Branch Library**  
*Light refreshments will be provided*

**If you have any items for the next agenda, please submit them to:**  
**Theresa Wright, eXcellent Transportation Oversight Committee Coordinator**  
**By Wednesday, April 4, 2018**  
theresa@tamcmonterey.org

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County**  
**55-B Plaza Circle, Salinas, CA 93901-2902**  
**Monday thru Friday 8:00 a.m. - 5:00 p.m.**  
**TEL: 831-775-0903**  
**FAX: 831-775-0897**

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

*If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.*



***Memorandum***

**To:** eXcellent Transportation Oversight Committee  
**From:** Theresa Wright, Community Outreach Coordinator  
**Meeting Date:** January 16, 2018  
**Subject:** eXcellent Transportation Oversight Committee Minutes

---

**RECOMMENDED ACTION:**

**APPROVE** the eXcellent Citizens Oversight Committee minutes of October 17, 2017.

**SUMMARY:**

The draft minutes of the October 17, 2017 eXcellent Citizens Oversight Committee meeting are attached for review.

**ATTACHMENTS:**

- ▣ eXcellent Oversight Committee October 2017 Minutes

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**  
**eXcellent Transportation Oversight Committee (X-TOC)**  
**Draft Minutes of October 17, 2017**  
 Held at the Marina Branch Library  
 139 Seaside Circle, Marina, CA

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

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

**P-PRESENT**  
**E-EXCUSED**  
**A-ABSENT**  
**-Vacant Position**

1. **WELCOME**

Kevin Dayton, Committee Chair, called the meeting to order at 2:02. He noted that there were two newly appointed members in attendance and asked them to introduce themselves. Anthony Tomas Rocha, the youth/college representative introduced himself; followed by Heidi Zamzow, the pedestrian advocate. Chair Dayton proceeded by asking each member to introduce themselves and for Theresa Wright, TAMC's community outreach coordinator, to note who was present on the sign-in sheet.

After the introductions, at the request of TAMC staff, Chair Dayton asked the committee's approval to switch the presentation order of agenda item 5, the draft "2017 Measure X Strategic Expenditure Plan", and agenda item 6, "Transportation Funding in California". The request to switch the presentations was done to help facilitate the committee's understanding of transportation funding prior to the presentation and subsequent discussion of the draft Measure X Strategic Expenditure Plan. With the committee's approval, the presentation of the two items were switched.

Chair Dayton called for approval of the consent agenda. Member Zamzow noted that her name, her son's name and member Getzelman's names were misspelled in the minutes. After making that notation, Member Cromeenes called for approval, the motion was seconded by Member Smalley, and the consent agenda was unanimously approved by the committee.

2. **PUBLIC COMMENT**

Jerry Landesman, a member of the public, asked to speak to the committee. Chair Dayton, called for public comments and invited him to the podium. Mr. Landesman identified himself as a resident of Salinas. He said there was inadequate signage on city/county roads and urged that this issue be placed upon everyone's agenda.

3. **RECEIVE THE DRAFT MEASURE X SENIOR & DISABLED TRANSPORTATION PROGRAM GUIDELINES**

Virginia Murillo, TAMC's Transportation Planner, presented a report on the draft "Measure X Senior & Disabled Transportation Program Guidelines"; asked the committee to provide input on the guidelines and nominate three members to serve on the program's application review committee. Ms. Murillo explained that the purpose of the program is to increase transportation services for seniors and persons with disabilities to support their ability to live independently in their homes and communities. Per Measure X policies, this program is intended to fund non-profit transportation services to support seniors and persons with disabilities.

Ms. Murillo explained that the Transportation Agency worked with the Monterey-Salinas Transit (MST) Mobility Advisory Committee to establish implementation strategies for this program. The Committee includes consumer and medical/social services agency personnel who have first-hand experience using MST services and/or assisting others that do so. She explained that TAMC is a member of the MST Mobility Advisory Committee and that the Committee also serves as TAMC's Social Services Transportation Advisory Council. TAMC consults with the Committee on the transit needs of transit-dependent and transit disadvantaged persons, including the elderly, disabled,

and persons of limited income.

In establishing the program guidelines, the group reviewed similar federal grant program templates, as well as, those from the Monterey Peninsula Foundation. Ms. Murillo re-emphasized that the grant program was intended to provide funding to non-profits who were filling gaps not met by services provided by MST. The recommended guidelines include a multi-year grant program and funding for capital and operation projects, such as the purchase of a van to provide transportation services. After her presentation on the program policies and application process, committee members engaged in a robust discussion which included the following questions, comments and responses:

1. MST recently passed their sales tax measure. How is TAMC coordinating with what MST is doing?  
(The MST Measure Q funds are being used to maintain and fund MST's paratransit programs that serve seniors, veterans and people with disabilities. Measure X funds non-profit organizations that fill the gaps that MST does not provide.)
2. Make sure there is no duplicity in duties between the Measure X program and MST services.
3. How will the public know about this program? Is there a publicity plan attached the grant application? If not, it should be added.  
(TAMC community outreach includes traditional media and social media, Measure X construction project signs, a Measure X newsletter, which members are encouraged to subscribe to, advocacy on the part of all stakeholders including members of the citizens oversight committee to keep the public informed about how Measure X funds are being used, the importance of leveraging these funds with new SB 1 funds. TAMC is also developing a Measure X Communications Plan. As for the application, it does include a publicity requirement for the non-profit.)
4. Members asked if they could be given talking points or a PowerPoint presentation that they could use in their own public outreach efforts.  
(TAMC staff will put together the requested items and provide them to committee members.)
5. How will you know if someone is cheating the non-profit program?  
(The grant agreement includes auditing provisions.)
6. Who will be responsible for picking the applications to be funded?  
(A sub-committee, comprised of members from other committees; three of which will come from this citizens oversight committee.)
7. What is the cost per ride?  
(The cost per ride will depend on the applicant's proposal.)
8. How do you discern a person's need?  
(The application asks for the need to be explained.)
9. What is the set range for funding? A suggestion is to look at setting limits, using fore-sighting to fund adequately to make a difference, rather than trying to fund every application, thereby not providing enough funding to the funding effective.  
(There isn't any assignment. This is a competitive grant. The decision was made not to set minimums & maximums in this first round because we don't have a history to base it upon.)



We reviewed the structure of other applications & the criteria they set, such as the Community Foundation.)

10. Are you considering how many are being served through the non-profit and their capacity for funding?  
(Yes, we are looking at both and the non-profits ability to leverage funding.)
11. What are your expectation in the funding cycle? Is it good for 3 years or are you re-evaluating it one year into the funding cycle?  
(Funding is for a 3-year period.)
12. Are you accepting collaborative proposal, such as one submit from two partnering organizations or a county-wide proposal from several organizations?  
(Yes.)
13. Will the 20% points for experience be a barrier for new non-profit organizations or innovations?  
(It shouldn't be. The application only requires 5 years and we are factoring in experience in other programs. This presents a good partnering opportunity for non-profits.)
14. Good coordination is critical to the success of the program.
15. How can this program's integrity be protected?  
(This program is in the measure approved by voters. It contains a check & balance system that includes the citizens oversight committee and the TAMC Board.)
16. Is there any consideration for geographic equity?  
(Yes, geographic equity is included as a scoring criteria.)

Following this discussion, the committee asked that their comments be formalized in the minutes and that they be used as guidance. They also requested that the Measure X Senior & Disabled Program provide an annual update to the citizens oversight committee. Chair Dayton noted that three members were needed to serve on the Measure X Senior & Disabled Transportation Program application review committee. He asked members, Vice Chair Lara, the transit-users representative, Bumba, the senior & disabled services agency representative, and Rocha, the youth/college representative, if they were willing to serve. Each agreed to serve. A motion was made by Ms. Beach and seconded by Ms. Cromeenes to appoint the three nominees to the review committee. The motion passed unanimously.

The presentation presented by Ms. Murillo can viewed on the TAMC website at:

<http://www.tamcmonterey.org/wp-content/uploads/2017/10/VM-Senior-Disabled-Mobility-Draft-Guidelines-1.pdf>

#### 4. **RECEIVE PRESENTATION ON TRANSPORTATION FUNDING IN CALIFORNIA**

Mr. Todd Muck, Deputy Director of TAMC, explained the various transportation funding sources and how these funds are distributed. Mr. Muck's presentation illustrated how only 36% of the gas exercise tax, which is the primary funding source for transportation, goes to local streets & roads, while the remaining 64% goes to state highway. Other revenue sources that are associated with transportation, such as the motor vehicle fee, do not contribute to transportation, but rather to the CHP, fire and public safety.

He pointed out that it is difficult to plan for projects when annual adjustments are made by the state based upon projected revenue from the gas tax; which continues to decline due to the efficiency of automobiles and the increase in hybrid and electric vehicles. However, he said there has been a

huge shift in transportation funding with the passage of SB 1. SB1 adds \$5 billion a year for transportation. That's a 45% increase over the current state funding. Mr. Muck said that members will see in Mr. Zeller's presentation, that SB 1 gives us the ability to leverage Measure X funds for many of our major projects. Optimistically, Monterey County could leverage \$209 million.

Mr. Muck said that an example of how erratic California's revenue stream has been is illustrated by this comment he made during a presentation to the hospitality association, They were shocked when he said "we don't have funding identified for the projects we are working on now." He said he was surprised by the association's surprised reaction. He pointed out that both reactions are an example of the difference between funding projects on the private side and funding projects through the public process.

SB 1 shifts that reality by providing a consistent funding source and enables Monterey County to move projects forward. However, there are concerted efforts to repeal SB 1 through a voter initiative in November 2018. That effort creates uncertainty; and we'll likely see higher construction costs until the uncertainty of SB 1 is resolved.

Committee members asked follow-up questions that included:

1. FORA collects impact fees, how are they applied to regional projects?  
(Up to this point, the fees are collected by FORA have not been given to TAMC for regional projects; but rather to FORA who has adopted a "local project first policy.")
2. Give an example of a significant regional project that could benefit from this funding.  
(Highway 156.)
3. What is the percentage for pedestrian money?  
(It's a competitive grants process.)
4. How does the state improvement program work with SB 1 and are you considering gas free automobiles, new technology = less gas, less taxes? (Other methods for collecting transportation taxes, such as Vehicle Miles Traveled, are being investigated by the state.)
5. How will SB 1 funds be leveraged?  
(Mr. Zeller will present that his presentation today.)
6. When will we know whether SB 1 is going to be repealed?  
(The initiative must qualify by August 2018 for the November 2018 ballot.)
7. What is TAMC back-up plan if its repealed?  
(We have to deal with the new reality.)

After receiving no public comment on the transportation funding presentation, Chair Dayton called for Mr. Zeller's presentation.

A link to Mr. Muck's presentation can be found at:

<http://www.tamcmonterey.org/wp-content/uploads/2017/10/eXtoc-Transportation-Funding-101-1.pdf>

## 5. **RECEIVE THE DRAFT 2017 MEASURE X STRATEGIC EXPENDITURE PLAN**

Michael Zeller, Principal Transportation Planner, presented the draft 2017 Measure X Strategic Expenditure Plan. The Policies and Project Descriptions documents for Measure X calls for the Transportation Agency to prepare and adopt by vote of the TAMC Board a Strategic Expenditure Plan within twelve months of the sales tax taking effect. The Agency is on track to approve the plan at the December 7, 2017 Board of Directors meeting, in advance of this deadline.

Mr. Zeller's presentation to the Committee included a summary of the outcome of the Transportation Agency Board's September strategic planning session, in which they outlined four goals that should be considered when implementing Measure X projects: project delivery; maximizing leveraging; new approaches (forward thinking); and communications to the board and public. During that session, the Board also developed a list of five prioritization criteria:

1. Project Readiness
2. Ability to Leverage Matching Funds
3. Fair Geographic Distribution of Funds
4. Project Need: Congestion Relief and Safety Benefits
5. Cost Effectiveness & System Connectivity

Using those goals and criteria, Agency staff prepared a draft prioritization of the Measure X projects, and developed an integrated funding plan to synchronize the use of Measure X funds with other available fund sources. In the first five years of the Measure, the Agency is looking at potential debt financing and at several projects reaching construction:

- State Route 68 Safety & Traffic Flow
- Marina-Salinas Multimodal Corridor (Imjin Safety & Traffic Flow)
- Fort Ord Regional Trail and Greenway
- Holman Highway 68 – CHOMP Roundabout

Mr. Zeller then proceeded to outline the 11 projects identified in the Measure, the projected funding for each and the timeline for project completion. His summary included the projection of leveraging Measure X funds at 2.4 times with grants and other fund sources. The ability to leverage funds along with debt financing would allow the projects to be delivered as quickly as possible, making them more cost-effective while reducing overall expenses.

After his presentation, committee members made the following comments:

1. This reinforces the importance of leveraging and the empowerment of Measure X.
2. The Agency should be at as many public events as possible to share this information.
3. There needs to be clarification on the Highway 156 section of your presentation. Measure X is funding the Castroville Blvd. Interchange, but this makes it seem like the entire highway.
4. Can you provide committee members with information to empower us to talk about this? (Yes, the Agency will provide the Committee members with information on Measure X and Senate Bill 1 to discuss with the public.)
5. Where does Monterey County stand in relations to other counties in getting these funds? (The larger regions tend to receive most of the available State funds; however, Monterey County has several projects that are positioned well to take advantage of the upcoming grant cycles.)
6. What can we do to help to get the word out about Measure X, SB 1 to move it along against the repeal efforts? (The Agency will provide the Committee members with information on Measure X and Senate Bill 1 to discuss with the public.)
7. Provide the committee with the list of what each city/county will get from SB 1.
8. Is any Measure X money being used to clean up ordinance in the FORA area? (No, ordinance clean-up on the Former Fort Ord is the responsibility of the Fort Ord Reuse Authority, and no Measure X funds will be used for this purpose. Further, the proposed alignment of the Fort Ord Regional Trail and Greenway project is in an area that has already been cleared of munitions.)

During the public comment session, Mr. Landesman said there was no mention of the Monterey

Branch Line and he wanted to know if there was anything in the plan for rail service. Mr. Zeller responded that Measure X includes funding for the Highway 1 Bus on Shoulder project, which parallels the Monterey Branch Line alignment, but there are no rail funds included in Measure X.

A link to Mr. Zeller's presentation can be found at:

<http://www.tamcmonterey.org/wp-content/uploads/2017/10/2017-1017-Integrated-Funding-Plan-XTOC.pdf>

6. **ANNOUNCEMENTS AND/OR COMMENTS**

Chair Dayton called for announcements and/or comments. He asked the committee that in addition to the email notification that includes an on-line link to the agenda, if they wanted to have the agenda printed and handed out at the committee meeting or sent to them by mail. The sign-in sheet was passed around for members to indicate their preference. The committee also requested that the draft minutes from this meeting be sent out as early as possible, while all the information presented to them was still fresh in their memories. The Agency agreed to send the draft minutes as soon as possible, post the presentations online and send them the links.

Ms. Wright announced that the first Measure X project started construction in King City during August and that there will be a ground-breaking ceremony in Gonzales on November 2, 2017 for the Alta Street project.

The next X-TOC meeting will be on January 16, 2018.

Committee members asked for the following items to be placed on the January 16, 2018 oversight committee agenda:

- A presentation by Independent Transportation Network (ITN)
- A presentation of TAMC's Measure X public information plan

7. **ADJOURNMENT**

Chair Dayton adjourned the meeting at 3:50 p.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

**Memorandum**

**To:** eXcellent Transportation Oversight Committee  
**From:** Theresa Wright, Community Outreach Coordinator  
**Meeting Date:** January 16, 2018  
**Subject:** **Election of Committee Chair and Vice Chair**

**RECOMMENDED ACTION:**

**RECEIVE** a call for nominations and **ELECT** Chair and Vice Chair of the eXcellent Citizens Oversight Committee, for the term beginning upon their election through the next election of officers at the beginning of the January 2019 meeting.

**SUMMARY:**

The first eXcellent Citizens Oversight Committee meeting was held on April 18, 2017. During that meeting, members elected Kevin Dayton to serve as Chair and Cesar Lara to serve as Vice Chair for 2017. The nominations and election of new officers to serve in 2018 will occur at the beginning of the January 2018 meeting.

**FINANCIAL IMPACT:**

None.

**DISCUSSION:**

The Policies and Project Descriptions for the Transportation Safety & Investment Plan required that a Citizens Oversight Committee representing a diverse range of community interest be formed within 6 months of voter approval of Measure X. The committee's duties are to review annual audits, review project deliveries and priorities and prepare annual reports regarding the administration of the program.

After receiving nominations from bona fide organizations, the Transportation Agency's Board of Directors appointed representatives to serve on the Citizens Oversight Committee on March 22, 2017. The first Citizens Oversight Committee meeting was held on April 18, 2017. During that meeting, nominations were sought to elect a Chair and Vice Chair for the committee. Members elected Kevin Dayton to serve as their Chair and Cesar Lara to serve as their Vice Chair for the remainder of 2017.

The nominations and election of new officers to serve a one year term in 2018 will occur at the beginning of the Citizens Oversight Committee meeting in January 2018.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** eXcellent Transportation Oversight Committee  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** January 16, 2018  
**Subject:** **2017 5-Year Integrated Funding Plan**

**RECOMMENDED ACTION:**

**RECEIVE** presentation on the final 2017 5-Year Integrated Funding Plan.

**SUMMARY:**

To ensure efficient coordination among various fund sources, the 2017 Integrated Funding Plan, identifies projects that are strong candidates for specific Senate Bill 1 grants, State Transportation Improvement Program funds, Measure X, and other matching funds, and can brought to construction over the next five years.

**FINANCIAL IMPACT:**

The Transportation Agency for Monterey County’s target share per the 2018 State Transportation Improvement Program Fund Estimate is \$30.9 million. Including the carry-over from the 2016 State Transportation Improvement Program, which amounts to \$23.15 million, the Transportation Agency’s total funding available for programming is \$54.05 million. Along with \$90 million of Measure X, Agency staff is proposing to match these funds with over \$221 million in Senate Bill 1 grants and other funding programs.

**DISCUSSION:**

Several of the strategic goals identified by the Transportation Agency Board of Directors are to deliver the Measure X regional program of projects, while strategically utilizing debt financing to expedite delivery, and leveraging as much matching funds as possible. With the passage of California Senate Bill 1 (Beall), several new transportation funding programs were created from which the Transportation Agency will potentially be able to leverage Measure X and other existing fund sources. To ensure coordination between the various fund sources, which all have different requirements and eligibility, the Transportation Agency prepared a proposed 2017 Integrated Funding Plan (**Attachment 1**) that coincides with the 2018 State Transportation Improvement Program cycle. The 2017 Integrated

Funding Plan is designed to identify projects that will be strong candidates for specific matching fund programs, and to identify a funding pathway to bring projects to construction over the next five years. A draft Integrated Funding Plan project list was approved by the Transportation Agency Board of Directors at the December 6, 2017 meeting. The attached project list includes Board member comments and subsequent new project or funding information.

The primary sources of funding included in the 2017 Integrated Funding Plan are the regional share of Measure X, Monterey County's regional share of the State Transportation Improvement Program, and the various Senate Bill 1 formula and grant funding programs. Each of these different funding components have reports or applications that the Agency is required to prepare in order to program the funding. The reports and applications are described as follows:

2018 Regional Transportation Improvement Program:

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year.

Monterey County's 2018 Regional Transportation Improvement Program reflects TAMC's dedication to improving statewide and regional travel by constructing high-priority highway, regional road, rail, and bicycle and pedestrian transportation projects throughout the region. To that end, the Transportation Agency selected projects to program in the 2018 Regional Transportation Improvement Program that are either ready for construction or moving quickly through pre-construction phases; are regional priority projects in Measure X with multimodal features; are in the adopted or draft Sustainable Communities Strategy; and are excellent candidates for the Senate Bill 1 grant programs. The Executive Summary to the 2018 Regional Transportation Improvement Program is included as **Attachment 2**, with the full document included as a web attachment.

Measure X Strategic Expenditure Plan:

Starting in May of 2015, the Transportation Agency engaged in a public outreach effort to inform the public about our transportation needs, funding challenges and the self-help option. The Transportation Agency for Monterey County placed the Transportation Safety & Investment Plan (Measure X) on the November 8, 2016 ballot and the measure was approved with 67.7% approval from Monterey County voters. The measure is anticipated to generate an estimated \$20 million annually for a total of \$600 million over thirty years through a retail transactions and use tax of a three-eighths' of one-percent (3/8%).

The Policies and Project Descriptions for Measure X identified which projects and programs will receive Measure X revenue, and the amounts they will receive, but not the dates they will receive these funds. Recognizing that not all \$600 million in projects can be delivered at the outset of the program, the Measure X Policies and Project Descriptions document requires that the Transportation Agency for Monterey County adopt a Strategic Plan that prioritizes the projects and establishes a timeline for their implementation within twelve months of the sales tax taking effect. The Executive



Summary for the Measure X Strategic Expenditure Plan is included as **Attachment 3**, and the full document is included as a web attachment.

#### Matching Fund Applications:

1. Local Partnership Program Formula Funds: The objective of the Local Partnership Program is to reward counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements or that have enacted fees solely dedicated to transportation. In the initial programming cycle, 2017-18 through 2019-20, program funds will be distributed 50% via formula and 50% via a competitive program. The Transportation Agency will receive \$769,000 and \$760,000 in FY2017/18 and FY 2018/19 respectively. Programming requests are due to the California Transportation Commission by December 15, 2017, and the proposed programming is included in **Attachment 1**.
2. Solutions for Congested Corridors Competitive: Agency staff is proposing to submit a grant application for the construction of the Marina-Salinas Multimodal Corridor (Imjin Road Segment) in the amount of \$19 million as the Agency's first priority project. Since only Regional Transportation Planning Agencies are eligible applicants for this program, the City of Monterey has requested that TAMC submit an application on the City's behalf for the Lighthouse Curve Trail Widening project in the amount of \$8 million, which will be noted as the Agency's second priority for this competitive program. Grant applications are due to the California Transportation Commission by January 31, 2018.
3. Transit and Intercity Rail Capital Program: The Agency has been coordinating with the California State Transportation Agency on the potential of receiving a grant to fully fund the Salinas Rail Extension project. This application would include the full funding of the Kick Start project as well as development of stations in both Castroville and Pajaro/Watsonville, and the expansion of the layover facility in Salinas. This vision is supported by the draft 2018 California State Rail Plan, which includes the project in the 2022 scenario. The Agency will be seeking a grant request of \$121 million for this project.

#### ATTACHMENTS:

- ▢ 2017 Integrated Funding Plan - Final
- ▢ 2018 Regional Transportation Improvement Program Executive Summary
- ▢ Measure X Strategic Expenditure Plan Executive Summary

#### WEB ATTACHMENTS:

- [2018 Regional Transportation Improvement Program](#) (full document)
- [2017 Measure X Strategic Expenditure Plan](#) (full document)

**Transportation Agency for Monterey County**  
**Integrated Funding Plan (all dollars in \$1,000s)**

Summary of Funding Sources	STIP - 2016	STIP - 2018	STIP - ITIP (2020)	Developer Fees	Measure X	RSTP / TDA 2%
	\$ 42,006	\$ 30,900	\$ 5,000	\$ 8,250	\$ 90,005	\$ 1,402
	SB 1 Congested Corridors	SB 1 Local Partner Formula	SB 1 Trade Corridors	State Rail Grant	Secured Matching Funds	Other Matching Funds
\$ 44,000	\$ 2,829	\$ 16,000	\$ 121,000	\$ 22,315	\$ 32,734	

  

	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	Funding
<b>State Route 68 Safety &amp; Traffic Flow</b>		Env't		Design	ROW	Con	\$ 59,400
STIP - 2016		\$ 1,700					\$ 1,700
STIP - 2018		\$ 1,700		\$ 5,000			\$ 6,700
Measure X					\$ 1,000	\$ 25,000	\$ 26,000
SB 1 Congested Corridors						\$ 25,000	\$ 25,000
<b>State Route 156 - A: Castroville Boulevard Interchange</b>			Des & ROW			Con	\$ 42,950
STIP - 2016			\$ 17,825		\$ 1,975		\$ 19,800
Measure X					\$ 2,150		\$ 2,150
Developer Fees					\$ 5,000		\$ 5,000
SB 1 Trade Corridors					\$ 16,000		\$ 16,000
<b>State Route 156 - B: Blackie Road Extension</b>		Env't	Des & ROW			Con	\$ 6,500
STIP - 2018					\$ 2,000		\$ 2,000
Measure X			\$ 2,000		\$ 2,000		\$ 4,000
Developer Fees		\$ 250					\$ 250
SB 1 Local Partner Formula		\$ 250					\$ 250
<b>US 101 Safety Improvements - South County</b>		Study		Env't		Design	\$ 26,424
Measure X		\$ 255					\$ 255
STIP - 2018				\$ 5,000		\$ 16,169	\$ 21,169
STIP - ITIP (2020)				\$ 5,000			\$ 5,000
<b>Holman Highway 68 - B: Pacific Grove</b>		Study	Env't		Design	Con	\$ 6,802
RSTP / TDA 2%		\$ 150	\$ 352				\$ 502
Measure X			\$ 150			\$ 4,850	\$ 5,000
SB 1 Local Partner Formula					\$ 1,300		\$ 1,300
<b>Highway 1 Rapid Bus Corridor</b>		Study	Env't	Design		Con	\$ 40,234
Measure X		\$ 750	\$ 1,500			\$ 12,750	\$ 15,000
Other Matching Funds	\$ 234					\$ 25,000	\$ 25,234
<b>Marina-Salinas Multimodal Corridor</b>		Design	Con				\$ 39,650
STIP - 2016	\$ 1,650						\$ 1,650
Measure X		\$ 16,000					\$ 16,000
SB 1 Congested Corridors		\$ 19,000					\$ 19,000
Developer Fees		\$ 3,000					\$ 3,000
<b>Fort Ord Trails and Greenway</b>		Env't	Design		Con		\$ 15,400
Measure X		\$ 600		\$ 6,000			\$ 6,600
RSTP / TDA 2%	\$ 500						\$ 500
SB 1 Local Partner Formula	\$ 500	\$ 600					\$ 1,100
Other Matching Funds				\$ 7,200			\$ 7,200
<b>Salinas Rail Extension</b>		Con	Con				\$ 162,171
STIP - 2016	\$ 18,856						\$ 18,856
Secured Matching Funds	\$ 22,315						\$ 22,315
State Rail Grant		\$ 24,200	\$ 24,200	\$ 24,200	\$ 24,200	\$ 24,200	\$ 121,000
<b>Habitat Preservation / Advance Mitigation</b>							\$ 5,300
Measure X		\$ 300	\$ 1,775		\$ 2,925		\$ 5,000
Other Matching Funds		\$ 300					\$ 300
<b>Safe Routes to Schools</b>							\$ 3,914
Measure X		\$ 667	\$ 667	\$ 667	\$ 667	\$ 667	\$ 3,335
SB 1 Local Partner Formula		\$ 179					\$ 179
RSTP / TDA 2%		\$ 400					\$ 400
<b>Senior and Disabled Transportation</b>							\$ 2,500
Measure X		\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 2,500
<b>Commuter Bus, Salinas Valley Transit Centers</b>							\$ 4,165
Measure X		\$ 833	\$ 833	\$ 833	\$ 833	\$ 833	\$ 4,165
<b>Planning, Programming, &amp; Monitoring</b>							\$ 1,031
STIP - 2018		\$ 231	\$ 234	\$ 189	\$ 189	\$ 189	\$ 1,031



# TAMC

TRANSPORTATION AGENCY  
FOR MONTEREY COUNTY

## 2018 Regional Transportation Improvement Program

December 2017

Fiscal Years 2018/19 to 2022/23



# 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2018 RTIP)

## Table of Contents

<b>A. Overview and Schedule</b> .....	<b>1</b>
Section 1. Executive Summary .....	1
Section 2. General Information.....	3
Section 3. Background of Regional Transportation Improvement Program .....	4
Section 4. Completion of Prior RTIP Projects.....	5
Section 5. RTIP Outreach and Participation .....	6
<b>B. 2018 STIP Regional Funding Request</b> .....	<b>8</b>
Section 6. 2018 STIP Regional Share and Request for Programming .....	8
Section 7. Integrated Funding with Regional Improvement Program Projects .....	10
Section 8. Interregional Transportation Improvement Program (ITIP) Funding.....	13
Section 9. Projects Planned Within the Corridor .....	14
<b>C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP</b> .....	<b>17</b>
Section 10. Regional Level Performance Evaluation.....	17
Section 11. Regional and Statewide Benefits of RTIP .....	19
<b>D. Performance and Effectiveness of RTIP</b> .....	<b>20</b>
Section 12. Evaluation of Cost Effectiveness of RTIP .....	20
Section 13. Project Specific Evaluation .....	21
<b>E. Detailed Project Information</b> .....	<b>22</b>
Section 14. Overview of Projects Programmed with RIP Funding .....	22
<b>F. Appendices</b> .....	<b>23</b>
Section 15. Projects Programming Request Forms.....	34
Section 16. Board Resolution of 2018 RTIP Approval .....	35
Section 17. Detailed Project Programming Summary Table.....	36

## **A. Overview and Schedule**

### **Section 1. Executive Summary**

Monterey County's **2018 Regional Transportation Improvement Program** reflects Transportation Agency for Monterey County (TAMC)'s dedication to improving statewide and regional travel by constructing high-priority highway, regional road, rail, and bicycle and pedestrian transportation projects throughout the region. The Transportation Agency adopts the Regional Transportation Improvement Program (RTIP) every two years for consideration by the California Transportation Commission (CTC) for inclusion in the State Transportation Improvement Program (STIP).

To further our progress in improving safety and mobility, since May 2015 the Transportation Agency has engaged in an effort to inform the public about our transportation needs, funding challenges and the self-help option. After extensive input from a wide variety of community stakeholders, TAMC adopted a Transportation Safety & Investment Plan to be funded by a 3/8% local transportation sales tax. This plan, which became Measure X on the November 8, 2016 ballot, was approved by 67.7% of Monterey County voters. The measure is anticipated to generate \$20 million annually, or \$600 million over thirty years. The revenue from Measure X funds critical safety, mobility, and maintenance projects and programs in three categories:

- \$360 million (60%) to Local Road Maintenance, Pothole Repairs & Safety
- \$160 million (27%) to Regional Road Safety & Congestion Improvements
- \$80 million (13%) to Pedestrian & Bike Safety and Mobility Projects

Building on the success of Measure X, the Transportation Agency Board of Directors held a strategic planning session in September 2017. Two key goals identified by the Board of Directors were to accelerate the delivery Measure X regional projects, while leveraging as much in matching funds as possible. With the passage of Senate Bill 1 (Beall), there are several new transportation funding programs to which TAMC can apply to match Measure X dollars, including the enhanced State Transportation Improvement Program.

To ensure efficient coordination among the various fund sources, TAMC has prepared an Integrated Funding Plan that overlaps with its **2018 Regional Transportation Improvement Program**. The Integrated Funding Plan identifies projects that are strong candidates for specific SB 1, STIP and other matching funds, and can be brought to construction over the next five years. Utilizing this Plan, the Transportation Agency can begin construction on three of the eight Measure X regional projects in the next five years:

- State Route 68 Safety & Traffic Flow
- State Route 156 Safety Improvements – Castroville Boulevard Interchange
- State Route 156 Safety Improvements – Blackie Road Extension
- Marina-Salinas Multimodal Corridor (Imjin Safety & Traffic Flow)

Also, under this plan an additional Measure X project will become construction-ready:

- US 101 – South County improvements

**Transportation Agency for Monterey County**  
**Integrated Funding Plan (all dollars in \$1,000s)**

	2018/19	2019/20	2020/21	2021/22	2022/23	Funding
<b>State Route 68 Safety &amp; Traffic Flow</b>	<b>Env't</b>		<b>Design</b>	<b>ROW</b>	<b>Con</b>	<b>\$ 59,400</b>
<i>STIP - 2016</i>	\$ 1,700					\$ 1,700
<i>STIP - 2018</i>	\$ 1,700		\$ 5,000			\$ 6,700
<i>Measure X</i>				\$ 1,000	\$ 25,000	\$ 26,000
<i>SB 1 Congested Corridors</i>					\$ 25,000	\$ 25,000
<b>State Route 156 - A: Castroville Boulevard Interchange</b>		<b>Des &amp; ROW</b>		<b>Con</b>		<b>\$ 42,950</b>
<i>STIP - 2016</i>		\$ 17,825		\$ 1,975		\$ 19,800
<i>Measure X</i>				\$ 2,150		\$ 2,150
<i>Developer Fees</i>				\$ 5,000		\$ 5,000
<i>SB 1 Trade Corridors</i>				\$ 16,000		\$ 16,000
<b>State Route 156 - B: Blackie Road Extension</b>	<b>Env't</b>	<b>Des &amp; ROW</b>		<b>Con</b>		<b>\$ 6,500</b>
<i>STIP - 2018</i>				\$ 2,000		\$ 2,000
<i>Measure X</i>		\$ 2,000		\$ 2,000		\$ 4,000
<i>Developer Fees</i>	\$ 250					\$ 250
<i>SB 1 Local Partner Formula</i>	\$ 250					\$ 250
<b>US 101 Safety Improvements - South County</b>	<b>Study</b>		<b>Env't</b>		<b>Design</b>	<b>\$ 26,424</b>
<i>Measure X</i>	\$ 255					\$ 255
<i>STIP - 2018</i>			\$ 5,000		\$ 16,169	\$ 21,169
<i>STIP - ITIP (2020)</i>			\$ 5,000			\$ 5,000
<b>Marina-Salinas Multimodal Corridor</b>	<b>Design</b>	<b>Con</b>				<b>\$ 39,650</b>
<i>STIP - 2016</i>	\$ 1,650					\$ 1,650
<i>Measure X</i>		\$ 16,000				\$ 16,000
<i>SB 1 Congested Corridors</i>		\$ 19,000				\$ 19,000
<i>Developer Fees</i>		\$ 3,000				\$ 3,000
<b>Planning, Programming, &amp; Monitoring</b>						<b>\$ 1,031</b>
<i>STIP - 2018</i>	\$ 231	\$ 234	\$ 189	\$ 189	\$ 189	\$ 1,031

2017

# Strategic Expenditure Plan



1.	Executive Summary .....	1
2.	Introduction and Background.....	4
2.1.	Introduction.....	4
2.2.	Measure X Background .....	4
2.3.	Purpose of the Strategic Plan .....	5
3.	Regional Project Prioritization .....	6
3.1.	Prioritization Criteria .....	7
3.2.	Prioritization Results .....	12
4.	Integrated Funding Plan.....	13
5.	Sales Tax Revenues.....	15
5.1.	Sales Tax Revenue Forecast.....	15
5.2.	Sales Tax Revenue Forecast Approach.....	16
5.3.	Economic Factors .....	17
5.4.	Historical Taxable Sales .....	17
5.5.	Inflationary and Real Growth.....	19
6.	Strategic Plan Approach.....	21
6.1.	General Approach.....	21
6.1.	Plan Development Process .....	21
6.2.	Goals & Guiding Principles .....	22
6.3.	Strategic Program Delivery Strategy.....	24
7.	Management of Risks .....	26
7.1.	Risk Management Overview .....	26
7.2.	Cost, Scope, and Schedule Risk.....	26
7.3.	Sales Tax Revenue Risks.....	27
7.4.	State Revenue Risks.....	27
7.5.	Federal Revenue Risks .....	28
8.	Strategic Plan Policies.....	30
8.1.	Policy 1 – Local Road Maintenance Program Apportionments.....	30
8.2.	Policy 2 - Use of Pay-As-You-Go Financing.....	30
8.3.	Policy 3 - Use of Measure X Debt Financing.....	30
8.4.	Policy 4 – Use of Inter-Project Loans .....	31
8.5.	Policy 5 – Programming Methodology for Regional Projects.....	32
8.6.	Policy 6 - Investment of Cash Balance .....	32
9.	Cash Flow Model .....	33
10.	Regional Program Project Sheets .....	36



## 1. Executive Summary

### Background

Starting in May of 2015, the Transportation Agency engaged in a public outreach effort to inform the public about our transportation needs, funding challenges and the self-help option. The Transportation Agency for Monterey County placed the Transportation Safety & Investment Plan (Measure X) on the November 8, 2016 ballot and the measure was approved with 67.7% approval from Monterey County voters. The measure is anticipated to generate an estimated \$20 million annually for a total of \$600 million over thirty years through a retail transactions and use tax of a three-eighths' of one-percent (3/8%). The revenue from Measure X funds critical safety, mobility, and maintenance projects and programs in three categories:

- \$360 million (60%) to Local Road Maintenance, Pothole Repairs & Safety
- \$160 million (27%) to Regional Road Safety & Congestion Improvements
- \$80 million (13%) to Pedestrian & Bike Safety and Mobility Projects

### Sales Tax Revenues

As noted above and described in more detail in Chapter 4, Measure X sales tax revenues estimated in the 2016 Transportation Safety and Investment Plan were forecast in constant dollars and estimated to be \$600 million through March 31, 2047. However, given economic activity in Monterey County since the time Measure X was being developed, the Transportation Agency has assumed a beginning sales tax revenue value of \$24,839,186 for Fiscal Year 2017-2018. From this base year amount, the Transportation Agency forecasts future revenues. As historic Monterey County taxable sales data serves as a proxy for sales tax revenues, the Transportation Agency's financial advisor, KNN Public Finance, evaluated historical growth averages and recommended that the Measure X sales tax revenue forecast assume a long-term average growth rate of 3.21 percent for planning purposes. This information is incorporated into the cash flow model provided in Chapter 9.

### Project Prioritization

One of the purposes of the Strategic Plan is to establish the relative priority among the projects contained in the Measure X Transportation Safety & Investment Plan as far as the sequence in which they will be implemented. The eight projects that will be prioritized using the criteria provided by the Transportation Agency Board of Directors are:

- Highway 68 - Safety & Traffic Flow
- US 101 Safety Improvements - South County
- State Route 156 Safety Improvements
- Marina-Salinas Multimodal Corridor (Imjin Safety & Traffic Flow)
- Highway 1 Rapid Bus Corridor
- Holman Highway 68 Safety & Traffic Flow – A (Community Hospital of the Monterey Peninsula Roundabout)
- Holman Highway 68 Safety & Traffic Flow – B (Pacific Grove Complete Streets)
- Fort Ord Regional Trail and Greenway

Measure X regional projects are prioritized for programming based on five key criteria as recommended by the Transportation Agency Board of Directors and identified in the Measure X Policies and Project Descriptions document. A rating of High (green), Medium (yellow), and Low (red) is used for each criterion to evaluate the projects. Presented as a summary here, the full project prioritization and supporting documentation can be found in Chapter 3.

	Project Readiness	Matching Funds	Fair Geographic Distribution	Congestion Need & Safety Benefit	Cost Effectiveness & Connectivity
Fort Ord Regional Trail and Greenway					
Highway 1 Rapid Bus Corridor					
Highway 68 - Safety & Traffic Flow					
Holman Highway 68 Safety & Traffic Flow - A (CHOMP Roundabout)					
Holman Highway 68 Safety & Traffic Flow - B (Pacific Grove)					
Marina-Salinas Multimodal Corridor					
State Route 156 Safety Improvements					
US 101 Safety Improvements - South County					

First Five Years

The 2017 Measure X Strategic Expenditure Plan is a five-year planning document, coordinated with the 2018 State Transportation Improvement Program cycle. To manage the various available funding sources with eligible Measure X projects, Chapter 4 presents the Integrated Funding Plan, which incorporates the results of the project prioritization to identify projects that can start or are nearing construction in the first five years of Measure X. Those projects expected to start construction are:

- State Route 68 Safety & Traffic Flow
- State Route 156 Safety Improvements (Castroville Boulevard Interchange)
- Marina-Salinas Multimodal Corridor (Imjin Safety & Traffic Flow)
- Fort Ord Regional Trail and Greenway

*Accelerating Project Delivery through Financing*

Many local transportation sales tax programs successfully implement a debt financing strategy in order to expedite the delivery of regional projects. On a “pay as you go” basis, it can become more difficult to deliver the program within the thirty-year life of the sales tax due to construction cost escalation and fluctuating or insufficient annual sales tax revenues. In the case of Measure X, issuing bonds or other debt financing instruments may be necessary primarily to ensure sufficient cash flow to deliver regional projects as they become ready for construction.

The cash flow model presented in Chapter 9 shows sales tax revenues exceeding authority-wide annual debt service at around 2.0x or better. In addition, fiscal year 2016-2017 unaudited data shows a significant increase in sales tax revenues over initial projections during the development of Measure X. These metrics suggest that there is additional debt capacity on an authority-wide basis. This debt capacity, however, may be only available to projects in the regional program. Should the Transportation Agency not be able to fund projects for the regional program on a pay-as-you-go basis or through inter-program loans then bond financing could be an option to ensure that project expenditures are funded.

To this end, Transportation Agency staff has conducted an extensive debt financing review with the Agency’s financial advisors, KNN Public Finance, to determine potential debt financing strategies to include in the cash flow model. The initial cash flow model presented in Chapter 9 includes \$43 million of debt financing within the first five years of the program, which will require further study and approval by the Transportation Agency Board of Directors.

*Local Road Maintenance & Pay-As-You-Go Programs*

Pay-as-you-go financing involves paying for capital expenditures with available cash on hand and, as such, no debt is incurred under pay-as-you-go financing.

Pay-as-you-go financing by Measure X is used for the apportionments to the Habitat Preservation / Advance Mitigation, Safe Routes to Schools, Senior and Disabled Transportation, the Commuter Bus, Salinas Valley Transit Centers and Vanpools programs, and the Local Road Maintenance fund.

The Local Road Maintenance funds are allocated quarterly to all Monterey County jurisdictions. The formula distribution for these funds is based on 50% road miles and 50% population. The formula is updated as new information becomes available using Department of Finance population figures and center line miles as reported by the California Department of Transportation.

*Strategic Expenditure Plan Updates*

The Strategic Expenditure Plan is a five-year programming document. It provides a snapshot of anticipated cash flow, as well as a commitment of funds to specific projects for the next five years of Measure X. In order to effectively reflect upon actual revenues and project progression, this plan sets a goal for updates every two years.

# Transportation Agency for Monterey County

**DRAFT**

## Measure X - Transportation Safety & Investment Plan

### Cash Flow Analysis - with Financing

Investment Rate of Return	0.02
TAMC Administration - 1%	0.01
TAMC Administration - Direct Costs	0.005
Board of Equalization Administrative Fees	0.015

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23
<b>Revenues</b>						
Measure X Sales Tax Revenue	\$ 24,839	\$ 25,286	\$ 25,792	\$ 26,437	\$ 27,230	\$ 28,101
<i>Growth</i>	N/A	1.8%	2.0%	2.5%	3.0%	3.2%
Prior Year Carry-over		\$ 7,354	\$ 5,526	\$ 39,231	\$ 38,655	\$ 37,826
Measure X Interest Earned	\$ -	\$ 147	\$ 111	\$ 785	\$ 773	\$ 757
Bond Proceeds			\$ 43,691			
<b>Total Revenues</b>	<b>\$ 24,839</b>	<b>\$ 32,787</b>	<b>\$ 75,120</b>	<b>\$ 66,453</b>	<b>\$ 66,658</b>	<b>\$ 66,684</b>
<b>Expenditures</b>						
Administrative Expenses	\$ 1,455	\$ 753	\$ 768	\$ 787	\$ 811	\$ 837
<i>County Election Costs</i>	\$ 715	-	-	-	-	-
<i>Board of Equalization Fees</i>	\$ 373	\$ 379	\$ 387	\$ 397	\$ 408	\$ 422
<i>Administration - Salaries/Benefits/Overhead</i>	\$ 245	\$ 249	\$ 254	\$ 260	\$ 268	\$ 277
<i>Administration - Direct Costs</i>	\$ 122	\$ 125	\$ 127	\$ 130	\$ 134	\$ 138
Local Road Maintenance	\$ 14,031	\$ 14,720	\$ 15,014	\$ 15,390	\$ 15,851	\$ 16,359
<i>Carmel</i>	\$ 167	\$ 175	\$ 179	\$ 183	\$ 189	\$ 195
<i>Del Rey Oaks</i>	\$ 61	\$ 64	\$ 65	\$ 67	\$ 69	\$ 71
<i>Gonzales</i>	\$ 171	\$ 179	\$ 183	\$ 187	\$ 193	\$ 199
<i>Greenfield</i>	\$ 356	\$ 373	\$ 381	\$ 390	\$ 402	\$ 415
<i>King City</i>	\$ 316	\$ 331	\$ 338	\$ 346	\$ 357	\$ 368
<i>Marina</i>	\$ 560	\$ 588	\$ 599	\$ 614	\$ 633	\$ 653
<i>Monterey</i>	\$ 882	\$ 926	\$ 944	\$ 968	\$ 997	\$ 1,029
<i>Pacific Grove</i>	\$ 480	\$ 504	\$ 514	\$ 526	\$ 542	\$ 560
<i>Salinas</i>	\$ 3,562	\$ 3,737	\$ 3,811	\$ 3,907	\$ 4,024	\$ 4,153
<i>Sand City</i>	\$ 23	\$ 24	\$ 24	\$ 25	\$ 26	\$ 27
<i>Seaside</i>	\$ 865	\$ 907	\$ 926	\$ 949	\$ 977	\$ 1,008
<i>Soledad</i>	\$ 491	\$ 515	\$ 525	\$ 538	\$ 555	\$ 572
<i>County</i>	\$ 6,097	\$ 6,397	\$ 6,525	\$ 6,688	\$ 6,889	\$ 7,109
Regional Safety, Mobility & Walkability Projects	\$ 2,000	\$ 11,788	\$ 20,106	\$ 11,621	\$ 12,169	\$ 46,488
<i>Construction Cost Index</i>	0.0%	4.0%	4.0%	4.0%	4.0%	4.0%
<i>Debt Service</i>			\$ 2,622	\$ 2,622	\$ 2,622	\$ 2,622
<i>Highway 68 - Safety &amp; Traffic Flow</i>	\$ -	\$ -	\$ -	\$ -	\$ 1,170	\$ 30,416
<i>US 101 Safety Improvements - South County</i>	\$ -	\$ 265	\$ -	\$ -	\$ -	\$ -
<i>State Route 156 Safety Improvements - A (Castroville Blvd)</i>	\$ -	\$ -	\$ -	\$ -	\$ 2,616	\$ -
<i>State Route 156 Safety Improvements - B (Blackie Road)</i>	\$ -	\$ -	\$ 2,250	\$ -	\$ -	\$ -
<i>Marina-Salinas Multimodal Corridor</i>	\$ -	\$ 8,320	\$ 8,653	\$ -	\$ -	\$ -
<i>Highway 1 Rapid Bus Corridor</i>	\$ -	\$ 811	\$ 1,687	\$ -	\$ -	\$ 8,066
<i>Holman Highway 68 Safety &amp; Traffic Flow - A (CHOMP Roundabout)</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Holman Highway 68 Safety &amp; Traffic Flow - B (Pacific Grove)</i>	\$ -	\$ -	\$ 162	\$ -	\$ -	\$ 2,950
<i>Habitat Preservation / Advance Mitigation</i>	\$ -	\$ 312	\$ 1,920	\$ -	\$ 3,422	\$ -
<i>Fort Ord Regional Trail and Greenway</i>	\$ -	\$ -	\$ 649	\$ 6,749	\$ -	\$ -
<i>Safe Routes to Schools</i>	\$ 667	\$ 693	\$ 721	\$ 750	\$ 780	\$ 811
<i>Senior and Disabled Transportation</i>	\$ 500	\$ 520	\$ 541	\$ 562	\$ 585	\$ 608
<i>Commuter Bus, Salinas Valley Transit Centers and Vanpools</i>	\$ 833	\$ 867	\$ 901	\$ 937	\$ 975	\$ 1,014
<b>Total Expenditures</b>	<b>\$ 17,485</b>	<b>\$ 27,261</b>	<b>\$ 35,889</b>	<b>\$ 27,798</b>	<b>\$ 28,832</b>	<b>\$ 63,684</b>
<b>Revenues, less Expenditures</b>	<b>\$ 7,354</b>	<b>\$ 5,526</b>	<b>\$ 39,231</b>	<b>\$ 38,655</b>	<b>\$ 37,826</b>	<b>\$ 3,000</b>

# Transportation Agency for Monterey County

**DRAFT**

## Measure X - Transportation Safety & Investment Plan

### Cash Flow Analysis - with Financing

#### CASH BALANCE AND BONDING ANALYSIS

##### Debt and Debt Service Coverage

##### Debt Service #1

Total Principal	\$	43,691				
Interest Rate		4.0%				
Annual Debt Service	\$	2,622				
Bond Year		<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	
Principal Beginning Balance	\$	43,691	\$ 42,817	\$ 41,908	\$ 40,962	
Principal Payment	\$	(874)	\$ (909)	\$ (946)	\$ (984)	
Principal Ending Balance	\$	42,817	\$ 41,908	\$ 40,962	\$ 39,978	
Interest Expense	\$	(1,748)	\$ (1,713)	\$ (1,676)	\$ (1,638)	
Debt Service #1	\$	2,622	\$ 2,622	\$ 2,622	\$ 2,622	
Net Sales Tax Revenue Debt Service Coverage		9.69x	9.93x	10.23x	10.56x	



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

**Memorandum**

**To:** eXcellent Transportation Oversight Committee  
**From:** Ariana Green, Associate Transportation Planner  
**Meeting Date:** January 16, 2018  
**Subject:** Measure X Safe Routes to School Program

**RECOMMENDED ACTION:**

**RECEIVE** presentation and **PROVIDE** input on and the draft Measure X Safe Routes to School Program Guidelines.

**SUMMARY:**

The Safe Routes to School Program is a Measure X-funded initiative. The proposed Guidelines set a vision and identify goals, objectives and types of projects and programs that can be funded through the program.

**FINANCIAL IMPACT:**

The largest and most consistent source of funding for the Safe Routes to School next 30 years will come from Measure X - approximately \$667,000 annually, or \$20 million over the 30-year life of the program. To broaden the reach of the program, Measure X money will be leveraged to bring in more state and federal dollars to plan and build safe routes to school projects and fund education and encouragement programs.

**DISCUSSION:**

In 1969, 50% of children walked or bicycled to school. Forty years later, that number has dropped to less than 15%. Roughly 39% commute by school bus, and 45% are driven to or from school in vehicles. Back then, 5% of children between the ages of 6 and 11 were overweight or obese. Today, 20% of children are overweight or obese on average, with that percentage nearing 50% in some communities in Monterey County. These statistics point to a rise in preventable childhood diseases, worsening air quality and congestion around schools caused in large part by the choice to drive.

The Measure X Safe Routes to School program is intended to reverse these trends by funding projects and programs that improve children’s health by making walking and bicycling safer and easier. The

program will result in projects that provide the following benefits:

- Improved safety for children walking and biking to school;
- Better connections between schools, residential areas and vocational training programs;
- Enhanced air quality; and
- Healthier transportation choices for school children and parents.

The Measure X Safe Routes to School Program is consistent with local, State and Federal goals to provide safe access to and from school and will apply the 6 E's to ensure programs and projects funded are comprehensive and inclusive. The Six E's of Safe Routes to School are: evaluation, engineering, education, encouragement, enforcement and equity.

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

The proposed program budget includes equal support for both infrastructure and non-infrastructure projects that work toward the 6 E's. The Program is funded through a combination of local, state and federal funds. The draft Measure X Safe Routes to School Guidelines proposes to encourage leveraging of funds by providing grant support including grant writing, conceptual design services and grant matching funds to agencies and organizations applying for state and federal funding. The Measure X Safe Routes To School Program will greatly expand bicycle and pedestrian safety education with the lofty goal of reaching all 2nd and 5th graders in Monterey County. These bicycle and pedestrian safety educational programs will take place at elementary schools in the Salinas Valley, Marina and Salinas over the next two years. In FY 19/20, mini grants will be available to fund a variety of activities including school-based safe routes to school encouragement programs, high school bike maintenance shop classes, Bike safety instructor certification, traffic gardens, enhanced traffic safety equipment, crossing guard equipment and training and neighborhood enforcement programs.

The Draft Measure X Safe Routes to School Program Guidelines will be reviewed by the TAMC Bicycle and Pedestrian Committee, Technical Advisory Committee and Board of Directors in February 2018. The program will officially kick-off in FY 18/19.

#### **ATTACHMENTS:**

- Draft Measure X Safe Routes to School Program Guidelines

# SAFE ROUTES TO SCHOOL PROGRAM

---

A COUNTYWIDE EFFORT FUNDED THROUGH MEASURE X



Transportation Agency for Monterey County







## Contents

EXECUTIVE SUMMARY .....	3
MEASURE X .....	4
COUNTYWIDE SAFE ROUTES TO SCHOOL PROGRAM OVERVIEW .....	4
Program Purpose .....	4
Program Goals.....	5
Evaluation (& Planning).....	5
Engineering .....	5
Education .....	6
Encouragement.....	7
Enforcement .....	7
Equity .....	7
Safe Routes to School Task Force .....	8
Countywide Collaboration .....	8
PROGRAMS .....	9
Evaluation Programs .....	9
Data Collection.....	9
Planning.....	9
Annual Report .....	9
Engineering Programs.....	9
Grant Support .....	9
Traffic Safety Enhancements .....	9
Education Programs.....	10
Bike and Pedestrian Safety Rodeos .....	10
Balance Bike Kits & Clinics.....	10
Street Smarts Community Awareness Campaigns.....	10
High School/Community Bike Shop Classes.....	10
Encouragement Programs .....	11
Online Safe Routes to School Resource Hub .....	11
Safe Routes to School Mini Grants.....	11
Monterey County Bike Month Challenge .....	12
Enforcement Program.....	12



Crossing Guards ..... 12

Community Enhanced Enforcement ..... 12

Equity Program ..... 12

Safety Gear Access ..... 12

Bikes for Kids ..... 13

Open Streets Events in Disadvantaged Communities ..... 13

FUNDING ..... 14

BUDGET (5 years) ..... 16

Priority projects ..... 16

DRAFT

# MEASURE X SAFE ROUTES TO SCHOOL PROGRAM GUIDELINES

## EXECUTIVE SUMMARY

Children are at a disadvantage have limited transportation options. Too young to drive, they must rely on an adult to drive them or on other forms of transportation to get around such as transit, carpooling, bicycling and walking. The majority of children are driven to school in Monterey County which is one of the leading causes of traffic congestion on local roads in the morning and afternoon. Chaotic drop-off zones in front of schools caused by increased driving creates an unsafe environment for students walking and bicycling. The Measure X Safe Routes to School program is aimed at developing better and safer options than driving the majority of children to school, educating children and the surrounding community how to safely walk and bicycle, and encouraging children to use active transportation that will lead to a healthier lifestyle.

The Measure X Safe Routes to School Guidelines contains the following sections:

**Measure X** – Measure X is a local transportation sales tax measure that will provide the most consistent source of funding for the program over the next 30 years.

### Program Overview

- Goals (6 E's) – The Program goals are divided into 6 categories: Evaluation, Engineering, Education, Encouragement, Enforcement and Equity.
- Task Force – A Safe Routes to School Task Force will meet quarterly to provide recommendations to staff and facilitate collaboration with agencies and organizations around the county pursuing similar goals of child safety and health.
- Countywide Collaboration – Collaboration with other agencies working towards safe routes to school objectives is an important goal of the program and critical to achieving a deep and comprehensive impact.

**Programs** - The various Safe Routes to School Programs are designed to achieve each of the 6 E's goals (Evaluation, Engineering, Education, Encouragement, Enforcement and Equity)

**Funding** – This section identifies potential sources of funding for the Measure X Safe Routes to School Program.

**Budget** – This section identifies the Program budget for fiscal years 2018 – 2023 as well as priority projects that will be the focus of grant applications, planning, programming and construction.



## MEASURE X

The Transportation Agency for Monterey County placed the Transportation Safety & Investment Plan (Measure X) on the November 8, 2016 ballot. Measure X, approved by 67.7% of Monterey County voters, is anticipated to generate an estimated \$20 million annually, for a total of \$600 million over thirty years. The funding source is a retail transactions and use tax of a three-eighths' of one percent (3/8%). The revenue from the sales tax measure can only be used to fund transportation safety and mobility projects in Monterey County.

Based on extensive community and stakeholder input, the Measure X plan established priorities to:

- Maintain local roads and repair potholes
- Increase safety and reduce congestion
- Improve transportation for youth, seniors, people with disabilities and working families
- Make walking and biking safer

Measure X funds are divided into two programs:

1. Local road maintenance, pothole repairs and safety: 60% of Measure X funds are allocated to the County of Monterey and incorporated cities for local street and road safety and maintenance improvements.
2. Regional safety, mobility and walkability: 40% of Measure X funds are allocated to regional safety and congestion relief, transit and bicycle/pedestrian projects.

Of the regional funding, 8 percent is set aside for a countywide Safe Routes to Schools program.

## COUNTYWIDE SAFE ROUTES TO SCHOOL PROGRAM OVERVIEW

### Program Purpose

The purpose of the countywide safe routes to school program is to improve the safety and health of children by funding projects and programs (such as sidewalks, bikeways and educational programs) that promote safe walking and bicycling to school and vocational training.

In 1969, 50% of children walked or bicycled to school. Forty years later, that number has dropped to less than 15%. Roughly 39% commute by school bus, and 45% are driven to or from school in vehicles. Back then, 5% of children between the ages of 6 and 11 were overweight or obese. Today, 20% of children are overweight or obese on average, with that percentage nearing 50% in some communities in Monterey County. These statistics point to a rise in preventable childhood diseases, worsening air quality and congestion around schools caused in large part by the choice to drive. This program is intended to reverse these trends by funding projects that improve children's health by making walking and bicycling safer and easier.

The program will result in projects that provide the following benefits:

- Improves safety for children walking and biking to school
- Creates better connections between schools, residential areas and vocational training programs such as Rancho Cielo
- Enhances air quality
- Provides healthier transportation choices for school children and parents

### Program Goals

The Countywide Safe Routes to School Program is consistent with local, State and Federal goals to provide safe access to and from school and will apply the 6 E's to ensure programs and projects funded are comprehensive and inclusive. The Six E's of Safe Routes to School are: evaluation, engineering, education, encouragement, enforcement and equity.

### Evaluation (& Planning)

Before attempting to improve safe access to schools, it is important to first understand existing societal, financial and physical barriers. Evaluating parent and student perceptions, agency and school policies and infrastructure surrounding schools will help identify the greatest barriers to walking and biking to school. Safe Routes to School plans should be developed to identify and prioritize programs and projects needed to overcome barriers identified through the evaluation process. The Countywide Safe Routes to School Program will support efforts to evaluate school-based transportation needs and develop or update safe routes to school plans.

Annual evaluation of the Countywide Safe Routes to School Program will help decision-makers assess if the program is successfully meeting desired goals or if changes are needed to improve performance.

- **GOAL EVAL 1:** School-based programs are evaluated using standardized methods consistent with State and Federal funding requirements
- **GOAL EVAL 2:** All school-based program data is housed in a central resource hub
- **GOAL EVAL 3:** Safe Routes to School plans are developed for every school district
- **GOAL EVAL 4:** Countywide Safe Routes to School Program is evaluated annually

### Engineering

Engineering goals are related to improving the physical environment to create safe and inviting infrastructure. Improving bicycle and pedestrian facilities is a vital component of safe routes to school because it creates viable alternatives to driving.

Safe routes to school plans and program evaluation data provide a solid foundation for design and engineering, and help jurisdictions prioritize and secure grant funding. City and County engineers are responsible for developing and/or approving designs for short-term and long-term capital improvements in their jurisdiction.

- **GOAL ENG 1:** Zero collisions involving bike or pedestrians that result in injury or death
- **GOAL ENG 2:** Planned network of safe and comfortable bicycle and pedestrian infrastructure connecting schools to parks, community centers and sports fields

- **GOAL ENG 3:** Streets designed for all modes, ages and abilities
- **GOAL ENG 4:** Permanent infrastructure for kids to learn and practice safe travel behaviors (traffic gardens)
- **GOAL ENG 5:** Innovative transportation features to enhance pedestrian/bicyclist safety and comfort
- **GOAL ENG 6:** High-priority safe routes to school projects designated in the community's short-term and long-term capital improvement programs

### Education

Safe routes to school education should be comprehensive and reach students, guardians, school staff and neighborhood residents surrounding schools, and address issues of safety, traffic and health. Safe routes to school education is particularly powerful and transformative when it is started from a young age and reinforced at home, school and in the community.

- **GOAL EDU 1: All children in Monterey County receive pedestrian and bicycle safety education by 5<sup>th</sup> grade**
  - Incorporate bicycle and pedestrian safety education into the curriculum in all elementary schools
  - All children by 2<sup>nd</sup> grade receive pedestrian safety training in school; all children by 5<sup>th</sup> grade receive bike safety trainings in school
  - Preschool staff, parents and guardians are trained to teach bike and pedestrian safety to preschoolers
- **GOAL EDU 2: Parents, guardians, teachers, school staff and surrounding neighborhood community are educated on safe driving, bicycling and walking in support of safe routes to school efforts**
  - Online safe routes to school resource hub developed and managed by TAMC
  - Family Rides/Family Bike Fair
  - School Pool program and app
- **GOAL EDU 3: High School students know the basics of bike maintenance and can learn advanced bike maintenance skills.**
  - Bike Shops/fix-it stations on all high school campuses
  - Bike maintenance classes included in high school curriculum

### Encouragement

Special events or year-round incentive-based programs help motivate students, guardians and school staff to change their commute to school and form new and healthier habits.

- **GOAL ENC 1:** The majority of children arrive to school by bus, carpool, bike, scooter/skateboard or walking
- **GOAL ENC 2:** All K-12 schools have safe routes to school encouragement programs
- **GOAL ENC 3:** All K-12 schools participate in Monterey County Bike Month Challenge

### Enforcement

Enforcement near schools strengthens safe routes to school education, reduces traffic violations and improves safety. Police, crossing guards, school staff, parents and members of the community can all contribute to improving the environment surrounding schools.

- **GOAL ENF 1: Crossing Guards at all Elementary Schools**
  - Training and funding for crossing guards (Safe Routes to School National Partnership online crossing guard training)
- **GOAL ENF 2: Community-enhanced enforcement**
  - Volunteers from neighborhood lead walking school buses or “keep eyes on the street”
- **GOAL ENF 3: Enforce traffic laws in school zones without overburdening offenders financially**
  - Diversion program: require school zone traffic offenders to assist with crossing guard duty (Austin, TX program model)

### Equity

The Countywide Safe Routes to School Program is supported by public funds and is intended to be equitable. This means ensuring that disadvantaged and special needs populations are included and served through the Program.

- **GOAL EQ 1: Countywide Safe Routes to School Program resources are distributed equitably**
  - Program resources include direct funding and staff time
- **GOAL EQ 2: Measure X Safe Routes to School Task Force includes advocates for disadvantaged populations**
- **GOAL EQ 3: Children have access to active transportation and safety/security equipment (ex//safety lights, bike locks, helmets, etc...) regardless of income status**



### Safe Routes to School Task Force

The Countywide Safe Routes to School Task Force is a stakeholder group that provides recommendations on program goals, implementation and budget. Members include representatives from agencies and organizations with shared goals of improving the health and wellness of children and safe access to schools in Monterey County.

The Task Force will meet quarterly to review and provide input on the program and coordinate safe routes to school related efforts in Monterey County.

<b>TASK FORCE MEMBERS Representing</b>
North County School District
South County School Districts
Monterey Bay Peninsula Unified School District
Pacific Grove Unified School District
Carmel School District
Salinas School Districts
Monterey County Office of Education
Public Works Departments
Law Enforcement
Monterey County Health Department
Non-Profits/Advocacy Groups
CSU Monterey Bay
Hartnell College
Naval Postgraduate School
Middlebury Institute of International Studies
Monterey Peninsula College
Monterey-Salinas Transit

### Countywide Collaboration

Multiple agencies in the county share similar goals to reduce childhood obesity, improve safety and increase transportation options for disadvantaged residents. Central to the success of the Measure X Safe Routes to School program will be the ability to effectively collaborate with other agencies to reach program goals. To ensure regular opportunities for communication and collaboration, agencies and organizations will be invited to participate in the Safe Routes to School Task Force. Furthermore, the Transportation Agency for Monterey County will provide letters of support and partner on grant opportunities on proposals that will help meet program goals.





## PROGRAMS

### Evaluation Programs

#### Data Collection

The Evaluation Program will support to school-base safe routes to school programs and safe routes to school plans by providing standardized data collection resources. Data collection materials and methodology will be consistent with State and Federal funding requirements. Student and parent surveys, walking audit forms and bike and pedestrian tally forms will be provided on the online Safe Routes to School Resource Hub managed and maintained by the Transportation Agency for Monterey County.

#### Planning

TAMC staff will provide support in the preparation of planning grant applications as needed to ensure all school districts have safe routes to school plans. See “Grant Support” program for more information.

#### Annual Report

Transportation Agency staff will collect school-based safe routes to school program surveys and tally forms to analyze and include in the annual Safe Routes to School Program report. Transportation Agency staff will also collect and analyze collision and injury data annually for each jurisdiction from the Office of Traffic Safety (OTS), Statewide Integrated Traffic Records System (SWITRS) and other relevant sources. The report will be made available to the community online and hard copies will be made available upon request.

### Engineering Programs

#### Grant Support

Agencies seeking state or federal funding to design and construct safe routes to school improvements in Monterey County may apply to the Grant Support Program. The Grant Support Program will provide grant writing assistance, development of conceptual designs and/or matching funds depending on agency need. The annual budget for the Grant Support Program is approximately \$279,000 and will be distributed through a competitive application process. Application deadlines will leave adequate time to meet current state and federal grant application deadlines. Grant Support Applications will be available online.

#### Traffic Safety Enhancements

Agencies may apply to the Transportation Agency to fund traffic safety enhancement features such as rapid-flashing beacons, signage, intersection murals and traffic gardens.

Traffic gardens are permanent spaces where children and members of the community can practice traffic safety skills without having to interact with motorized vehicles. Traffic gardens include features such as stop signs, crosswalks or roundabouts to help simulate scenarios a pedestrian or bicyclist might encounter on the street. Traffic gardens can be painted onto an existing school blacktop, or be constructed in a park setting. Transportation Agency staff will work with interested schools/communities to help plan, design and fund traffic gardens in Monterey County. Locations for



traffic gardens can be explored during safe routes to school planning, city parks and recreation planning or through meeting with school or school district administrators. Traffic garden design resources and information will be provided online. \$26,000 will be available each year to support the development of traffic gardens and fund other traffic safety enhancements near schools in Monterey County. Applications will be available online.

### Education Programs

#### Bike and Pedestrian Safety Rodeos

Transportation Agency staff will contract with an organization to provide pedestrian safety rodeos to 2<sup>nd</sup> graders and bicycle safety rodeos to 5<sup>th</sup> graders. Transportation agency staff will coordinate with other programs and grant-funded projects providing pedestrian and bicycle rodeos in Monterey County to work toward meeting the goal of all children receiving pedestrian and bicycle safety education by 5<sup>th</sup> grade. Schools may request pedestrian and bicycle rodeos year-round through the Transportation Agency. Applications will be available online.

#### Balance Bike Kits & Clinics

Balance bike clinics focus on equipping adults with the knowledge, skills and equipment to teach preschoolers the basics of safe bicycling and walking. The Transportation Agency will contract with certified consultants to provide a complete Balance Bike Kit and training for adults and preschoolers. Balance Bike Kits will include a fleet of balance bikes and helmets to be owned, maintained and stored by the school. Certified consultants will train preschool teachers, staff and parental guardians to properly fit helmets and bikes and to teach bicycling and walking safety to children. Schools may apply to the Transportation Agency for refresher clinics as needed (e.g. due to school staff/parental guardian turnover).

The Balance Bike Kits & Clinics program will have an annual budget of approximately \$8,000 and funds will be distributed through a “first come, first served” application process. Interested preschools may apply year-round for a Balance Bike Kit & Clinic. Schools that do not have a Balance Bike Kit will have priority over schools reapplying for additional equipment. Applications will be available online.

#### Street Smarts Community Awareness Campaigns

Transportation Agency will run countywide “Street Smarts” public awareness campaigns focused on safe access to schools. Campaigns will run in English and Spanish and use a variety of methods and media outlets to reach a broad audience including parents, guardians, teachers, school staff and the greater community. Transportation Agency will coordinate with other community awareness campaigns related to safe walking and bicycling.

#### High School/Community Bike Shop Classes

The Transportation Agency will support bike maintenance education by working with high school and school district staff to include bike maintenance instruction in the general curriculum and by supplying fix-it stations through the Bicycle Secure Program.



The Bicycle Secure Program provides fix-it station and helps identify the appropriate location and orientation for installation. It is the responsibility of the school to install the facility securely in a safe and convenient location, and maintain the facility.

Transportation Agency will also provide support to High School/Community Bike Shop programs that fix-up abandoned bikes and donate them to students who cannot afford to buy a bicycle.

### Encouragement Programs

#### Online Safe Routes to School Resource Hub

The Monterey County Safe Routes to School Resource Hub will be maintained by the Transportation Agency for Monterey County. Transportation Agency staff will work with school districts to provide links to the Online Safe Routes to School Resource Hub from school district websites and/or individual school webpages.

The website will include but is not limited to the following information:

- Countywide Safe Routes to School Program information (guidelines, application forms and annual reports)
- Listing of Safe Routes to School Programs in Monterey County
- School Pool Portal and information
- Listing of Safe Routes to School plans and infrastructure projects
- Safe Routes to School Program Resources
  - “How to start your own Safe Routes to Schools program”
    - Step by Step Guides
    - Templates
    - Case studies/examples
    - Local mentor network (network of parents/schools that have experience running a program)
    - Link to register events
    - E-newsletter with tips
    - Contacts
  - “Fund your SRTS Program”
    - Local/State/Federal Funding opportunities
- Contacts

#### Safe Routes to School Mini Grants

Safe Routes to School Mini Grants support school-based programs that encourage active and low-emission travel to school. Examples of eligible programs include:

- Year-round “Walk & Roll” programs
- Walk/Bike to School Days



- School Pools (carpool, walking school buses and bike brigades using TAMC’s ridematching software tool)
- Other suggested programs will be considered

School staff or parental guardians are eligible to apply for reimbursable grant funds, safety gear, program incentives and Transportation Agency staff support to start or improve a school-based safe routes to school program. Safe Routes to School Mini Grant has an annual budget of approximately \$52,000, and funds will be distributed through a “first come, first served” year-round application process. Grant awardees will be required to participate in the Monterey County Bike Month Challenge, report on their safe routes to school program activity and submit a budget with actual expenditures in order to receive reimbursement. Safe routes to School Mini Grants may not be used for staff salaries, fundraising, cash prizes or gift cards more than \$20 in value. Applications will be available online.

### Monterey County Bike Month Challenge

The Monterey County Bike Month Challenge is a mileage-based competition held during the month of May. Schools participating in the Challenge will receive positive publicity and recognition, and will be eligible to receive prizes. Schools receiving Safe Routes to School Mini Grants will be automatically enrolled in the Bike Month Challenge. Participation in the Bike Month Challenge will be tracked using a mobile phone app. Information about the Bike Month Challenge and how to participate will be available online.

### Enforcement Program

Enforcement near schools strengthens safe routes to school education, reduces traffic violations and improves safety. Police, crossing guards, school staff, parents and members of the community can all contribute to improving the environment surrounding schools.

### Crossing Guards

Transportation Agency will work with schools and local law enforcement to develop diversion programs that require school zone traffic offenders to assist with crossing guard duty. Access to volunteer crossing guards training resources will be provided on the Online Safe Routes to School Hub.

### Community Enhanced Enforcement

Transportation Agency staff will work with local law enforcement and community centers to provide opportunities to train neighborhood volunteers to lead walking school buses or “keep eyes on the street” while children are traveling to and from school.

### Equity Program

#### Safety Gear Access

Every child should have access to equipment that will increase their visibility on the street and reduce their chances of injury. The Transportation Agency will purchase and give away safety

### Bikes for Kids

Transportation Agency will work with local law enforcement, schools and high school/community bike shop classes to give repaired bikes to kids in need (see “High School/Community Bike Shop Classes” under Education Programs).

### Open Streets Events in Disadvantaged Communities

Support events that encourage active lifestyles and safe walking and bicycling in disadvantaged communities. Provide sponsorships for events like Ciclovía Salinas.



Figure 1 Ciclovía Salinas 2015

## FUNDING

Measure X will provide a dedicated local source of funding for safe routes to school programs and projects for thirty years. The annual allotment of Measure X funds to the Safe Routes to School Program is estimated to be \$667,000 or \$20 Million over 30 years. Although this budget is a substantial amount of money, it is insufficient to achieve the above goals of the Safe Routes to School Program. Therefore, it is important to identify and pursue other sources of funding and utilize Measure X money as matching funds as much as possible. The table below includes a list of potential local, state and federal funding sources for the Countywide Safe Routes to School Program.

Source	Capital Improvement	Evaluation & Planning	Education, Encouragement & Enforcement	Equipment/Tools	Maintenance
<b>Local</b>					
City Sales Tax	X	X	X	X	X
Regional Sales Tax (Measure X)	X	X	X	X	X
RSTP (Formula & Competitive)	X	X		X	X
TDA 2%	X	X		?	?
SAFE				X	
AB2766	X				
Foundations	X	X	X	X	?
Businesses & Corporations	X		X	X	
Developer Impact Fees	X		X		
Other?					
<b>State</b>					
Active Transportation Program	X	X	X	?	
Highway Safety Improvement Program	X				
California Kids' Plates				X	
Caltrans Sustainable Transportation Planning		X	X		
California Office of Traffic Safety		X	X		
Caltrans Planning & Environmental Justice Grant	X	X			



Source	Capital Improvement	Evaluation & Planning	Education, Encouragement & Enforcement	Equipment/Tools	Maintenance
Community Based Transportation Grants		X			
State Highway Operations & Protection Program (SHOPP)	X	X			
SB1	X				X
<b>Federal</b>					
Federal Highway Administration Recreation Trails Program?	X				
Centers for Disease Control			X		

DRAFT

## BUDGET (5 years)

The Measure X Safe Routes to School Program budget includes support for both infrastructure and non-infrastructure projects that work toward the 6 E's. The Program is funded through a combination of local, state and federal funds. The largest and most consistent source of funding for the next 30 years will come from Measure X in the amount of approximately \$667,000 annually. To broaden the reach of the program, Measure X money will be leveraged to bring in more state and federal dollars to plan and build safe routes to school projects and fund education and encouragement programs. The draft Measure X Safe Routes to School Guidelines provides grant support including grant writing, conceptual design services and grant matching funds to agencies and organizations applying for state and federal funding.

<b>Estimated Measure X Safe Routes to School Program Budget</b>					
<b>Description</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>
Evaluation & Planning	\$314,422	\$314,422	\$135,000	\$135,000	\$135,000
Engineering Grant Assistance	\$309,185	\$278,714	\$278,714	\$278,714	\$278,714
Education Programs	\$247,745	\$247,745	\$252,201	\$252,201	\$252,201
Enforcement Programs	See Mini Grant Program				
Equity Programs	\$53,495	\$55,495	\$55,495	\$55,495	\$55,495
Mini Grant Program	\$3,960	\$51,930	\$51,930	\$51,930	\$51,930
Program Administration	\$13,350	\$13,350	\$13,350	\$13,350	\$13,350
<b>TOTALS*</b>	<b>\$999,066</b>	<b>\$1,016,955</b>	<b>\$849,612</b>	<b>\$849,612</b>	<b>\$849,612</b>
<b>*Total budget varies year-to-year due to availability of non-Measure X funding including state, federal, and local sources.</b>					

## Priority projects

The priority projects identified for fiscal years 2018 – 2023 were determined based on need for safe routes to school planning, education and infrastructure improvements. Priority projects are focused in communities with transportation disadvantaged populations or those that have a history of pedestrians and bicyclists being hit by motor vehicles.

<b>PRIORITY PROJECTS FYs 2018-2023</b>	
Seaside & Marina Safe Walking & Biking to School Plan*	Castroville Complete Streets
Pajaro Complete Streets	Pacific Grove Highway 68 Corridor Improvements
South County Safe Routes to School Plan	Bike/Pedestrian Rodeos & Traffic Gardens (Salinas Valley/South County, Seaside & Marina, and North County)
Street Smarts Campaign (countywide)	School Pool (countywide)
Note: *TAMC (and partners) were awarded a Caltrans Sustainable Transportation Planning Grant for the Seaside & Marina Safe Walking & Biking to School Plan in December 2017.	





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

**Memorandum**

**To:** eXcellent Transportation Oversight Committee  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** January 16, 2018  
**Subject:** Measure X Senior & Disabled Transportation Program

**RECOMMENDED ACTION:**

**RECOMMEND** the Transportation Agency Board of Directors program \$1.5 million of Measure X funds for the Senior & Disabled Transportation Program of Projects, as follows:

- The Veterans Transition Center of California - Mobility Opportunities for Veterans - \$258,689
- Blind and Visually Impaired Center - Orientation and Mobility Training - \$178,550
- Josephine Kernes Memorial Pool - Kernes Pool Transportation Voucher Program - \$147,000
- Alliance on Aging - Senior Transportation Specialist Project - \$170,000
- ITN Monterey County - Dignified Transportation of Seniors and Visually Impaired Adults - \$745,761

**SUMMARY:**

Measure X sets aside \$500,000 per year for senior and disabled transportation services. The Transportation Agency Board established the guidelines and issued the call for projects in October, 2017, with applications due December 1, 2017. A review committee composed of members of the eXcellent Transportation Oversight Committee and the Monterey-Salinas Transit Mobility Advisory Committee members ranked the applications, and provided funding recommendations.

**FINANCIAL IMPACT:**

At their October 25, 2017 the Transportation Agency Board voted to use \$1.5 million of Measure X funds for the initial Senior & Disabled Program's 3-year cycle covering fiscal years 2017/18, 2018/19 and 2019/20.

**DISCUSSION:**

The Senior & Disabled Transportation Services Program is part of the Regional Safety, Mobility and Walkability Measure X Program. The purpose of this program is to increase transportation services for seniors and persons with disabilities to support their ability to live independently in their homes

and communities. Per Measure X policies, this program is intended to fund non-profit transportation services to support seniors and persons with disabilities.

As spelled out in the policies and project descriptions of Measure X, the goals of this program are to:

- Give seniors more transportation options
- Support independent travel by people with disabilities
- Provide safer and more reliable senior transportation services

The grant application was comprised of five sections with a total of 90 points possible. The five sections and corresponding score criteria were designed and approved by the Transportation Agency Board to favor projects and programs that will meet the transportation needs of seniors and people with disabilities throughout Monterey County. Below is a summary of the application sections and corresponding score criteria. The score sheet with detailed criteria is **Attachment 1**.

Section	Score Criteria	Points
1) Applicant Information	Applicant experience	20
2) Project Description and Project Implementation Timeline	Project feasibility and readiness	20
3) Project Benefits	Project need and relative level of urgency	20
4) Communities Served	Geographic equity	15
5) Project budget	Cost effectiveness and project funding leverage	15

In October and November 2017, the eXcellent Transportation Oversight Committee and the Monterey-Salinas Transit Mobility Advisory Committee nominated committee members to the grants review committee:

- Cesar Lara, Building Healthy Communities, TAMC Measure X Oversight Committee
- Kalah Bumba, Salinas Senior Center, TAMC Measure X Oversight Committee
- Ronn Rygg, United Way, MST Mobility Advisory Committee
- Maureen McEachen, Visiting Nurses Association, MST Mobility Advisory Committee
- Kathleen Murray-Philips, Monterey County Dept. Area Agency on Aging, MST Mobility Advisory Committee
- Virginia Murillo, TAMC staff

The Transportation Agency received five completed grant applications, totaling \$1.7 million in requested Measure X Senior & Disabled Transportation Program grant funding. Each application was reviewed and scored by the review committee. **Attachment 2** provides an overview of projects and their score averages by the review committee. After considering the scores and factoring in geographic

equity, the following projects are recommended by the review committee for grant funding:

- The Veterans Transition Center of California - Mobility Opportunities for Veterans - \$258,689
- Blind and Visually Impaired Center - Orientation and Mobility Training - \$178,550
- Josephine Kernes Memorial Pool - Kernes Pool Transportation Voucher Program - \$147,000
- Alliance on Aging - Senior Transportation Specialist Project - \$170,000
- ITN Monterey County - Dignified Transportation of Seniors and Visually Impaired Adults - \$745,761

With this recommendation, the review committee is recommending a reduction of ITN Monterey County's request to accommodate the Alliance on Aging's request.

**ATTACHMENTS:**

- 1 - Grant Application Scoring Criteria
- 2 - Summary of Applications and Scores



**MEASURE X SENIOR & DISABLED PROGRAM:**  
**GRANT APPLICATION SCORING SHEET**

<b>Criteria</b>	<b>Possible Points</b>
<p><b>1. Applicant experience:</b> Organization has demonstrated knowledge experience serving seniors and/or people with disabilities.</p> <ul style="list-style-type: none"> <li>• Applicant has experience providing social services for seniors and/or people with disabilities:               <ul style="list-style-type: none"> <li>○ More than 5 years: <b>10 points</b></li> <li>○ 3 – 5 years: <b>7 points</b></li> <li>○ 1 – 3 years: <b>5 points</b></li> <li>○ 2 - 3 years: <b>3 points</b></li> <li>○ 1 – 2 years: <b>2 points</b></li> <li>○ Less than 1 year: <b>1 point</b></li> </ul> </li> <li>• Applicant has experience providing transportation services for seniors and/or people with disabilities:               <ul style="list-style-type: none"> <li>○ More than 5 years: <b>10 points</b></li> <li>○ 3 – 5 years: <b>7 points</b></li> <li>○ 1 – 3 years: <b>5 points</b></li> <li>○ 2 - 3 years: <b>3 points</b></li> <li>○ 1 – 2 years: <b>2 points</b></li> <li>○ Less than 1 year: <b>1 point</b></li> </ul> </li> </ul>	<b>20 points</b>

<b>Criteria</b>	<b>Possible Points</b>
<p><b>2. Project feasibility and readiness:</b> Project readiness for implementation and ability to implement the project within the 3-year funding timeline.</p> <ul style="list-style-type: none"> <li>• Project is ready for implementation within 3 months of funding award, and has a reasonable schedule for implementation: <b>20 points</b></li> <li>• Project will be ready for implementation within 6 months of funding award, and has a reasonable schedule for implementation: <b>15 points</b></li> <li>• Project will be ready for implementation within 1 year of funding award, and has a reasonable schedule for implementation: <b>10 points</b></li> <li>• Project will be ready for implementation within the 3-year timeline of funding award, and has a reasonable schedule for implementation: <b>5 points</b></li> <li>• Project will not be ready for implementation within the 3-year timeline of funding award: <b>1 point</b></li> </ul>	<b>20 points</b>

Criteria	Possible Points
<p><b>3. Project need and relative level of urgency:</b> The project fills a gap in transportation services for seniors and/or people with disabilities.</p> <ul style="list-style-type: none"> <li>• The applicant has documented how the project fills a gap in the transportations needs for seniors and/or people with disabilities, <u>and</u> clearly and convincingly explains how the project fills this gap and will meet an important community need: <b>20 points</b></li> <li>• The applicant elaborates on how the project fills a gap in the transportations needs for seniors and/or people with disabilities, <u>and</u> convincingly explains how the project will fill this gap and will meet an important community need: <b>15 points</b></li> <li>• The applicant somewhat explains how the project fills a gap in the transportations needs for seniors and/or people with disabilities, and explains how the project will fill this gap and will meet an important community need: <b>10 points</b></li> <li>• The applicant minimally explains how the project fills a gap in the transportations needs for seniors and/or people with disabilities, and explains how the project will fill this gap and will meet an important community need: <b>5 points</b></li> <li>• The applicant does not adequately explain how the project fills a gap in the transportation needs for seniors and/or people with disabilities: <b>0 point</b></li> </ul>	<b>20 points</b>

Criteria	Possible Points
<p><b>4. Geographic Equity:</b> Percent of seniors and/or people with disabilities in Monterey County served or eligible to use service and communities served.</p> <ul style="list-style-type: none"> <li>• Eligibility coverage: <ul style="list-style-type: none"> <li>○ 76% to 100% of seniors and/or persons with disabilities in Monterey County will be served or are eligible to use the proposed project service: <b>5 points</b></li> <li>○ 51% to 75% of seniors and/or persons with disabilities in Monterey County will be served or are eligible to use the proposed project service: <b>4 points</b></li> <li>○ 26% to 50% of seniors and/or persons with disabilities in Monterey County will be served or are eligible to use the proposed project service: <b>3 points</b></li> <li>○ Less than 25% of seniors and/or persons with disabilities in</li> </ul> </li> </ul>	<b>15 points</b>

Monterey County will be served or are eligible to use the proposed project service: **2 points**

- Geographic regional significance:
  - Provides service countywide and service to destinations outside of the county: **10 points**
  - Provides service countywide: **7 points**
  - Serves more than two geographic areas or jurisdictions: **4 points**
  - Serves one geographic area or jurisdiction: **2 points**

<b>Criteria</b>	<b>Possible Points</b>
<p><b>5. Project cost effectiveness:</b> Project ability to leverage other public or private funding sources.</p> <ul style="list-style-type: none"><li>• Project leverages other public or private funding sources, and this funding request accounts for less than 25% of the project budget: <b>15 points</b></li><li>• Project leverages other public or private funding sources, and this funding request accounts for 26% - 50% of the project budget: <b>10 points</b></li><li>• Project leverages other public or private funding sources, and this funding request accounts for 51% - 75% of the project budget: <b>5 points</b><ul style="list-style-type: none"><li>○ Project does not leverage other public or private funding sources, and this funding request accounts for 100% of the project budget: <b>1 point</b></li></ul></li></ul>	<b>15 points</b>



**MEASURE X SENIOR & DISABLED PROGRAM: GRANT APPLICATION SUMMARY**

Applicant	Project Title	Summary	Total Request	Total Project Budget	Rank	Average Score	Average Rank
The Veterans Transition Center of California	Mobility Opportunities for Veterans	Transportation for elderly and disabled veterans in Monterey County	\$258,689	\$321,659	1	80.17	2.50
Blind and Visually Impaired Center	Orientation & Mobility Training	Provide orientation & mobility training, which is used to help people with vision loss maintain travel independence.	\$178,550	\$247,050	2	75.17	2.67
Josephine Kernes Memorial Pool	Kernes Pool Transportation Voucher Program	Transportation voucher assistance for senior and disabled residents of Monterey County to participate in therapeutic adaptive aquatic sessions at Kernes Pool.	\$147,000	\$196,425	3	74.50	3.00
Alliance on Aging	Senior Transportation Specialist Project	Transportation information, training and support for seniors	\$170,000	\$201,208	4	72.67	3.33
ITN Monterey County	Dignified Transportation of Seniors and Visually Impaired Adults	Provide individualized transportation for seniors and visually impaired adults on a daily basis.	\$945,750	\$1,611,768	5	70.83	3.50