AGENDA

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

EXECUTIVE COMMITTEE
Members are: Jane Parker (Chair),
Kimbley Craig (1st Vice Chair), Fernando Armenta (2nd Vice Chair),
Jerry Edelen (Past Chair),
Dave Potter (County representative), Alejandro Chavez (City representative)

Wednesday, March 5, 2014
TAMC Conference Room
55-B Plaza Circle, Salinas

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

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the Agency Secretary to make inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

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

2. **PUBLIC COMMENTS:** Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of Transportation Agency and Executive Committee. Comments on items on today's agenda may be given when that agenda item is discussed.
BEGINNING OF CONSENT AGENDA: Approve the staff recommendations for item 3.1 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 enclosed minutes from the Executive Committee meeting of February 5, 2014. – Rodriguez  

END OF CONSENT AGENDA

4. RECEIVE update on federal legislative activities. – Watson/Schlesinger  

5. DISCUSS implications of Monterey-Salinas Transit survey and potential future sales tax as relates to future regional transportation financing strategies and PROVIDE direction to staff. – Hale  

6. RECEIVE the draft Transportation Agency for Monterey County 2013 Annual Report. – Cook  

7. RECEIVE report on the Draft 2014 Monterey County Regional Transportation Plan. – Cook  

8. RECEIVE draft agenda for TAMC Board meeting of March 26, 2014. – Hale  

9. ADJOURN

Next Executive Committee meeting is:  
Wednesday, April 2, 2014  
Please mark your calendars.
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

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.
1. CALL TO ORDER: Chair Parker called the meeting to order at 9:00 a.m. Board members present: Armenta, Chavez, Craig, Edelen, Parker, and alternate Jayne Mohammadi for Potter. Staff present: Goel, Green, Hale, Leonard, Myers, Muck, Rodriguez, Watson and Zeller. Others present: Agency Counsel Reimann. Committee member Chavez arrived after approval of the consent agenda.

2. PUBLIC COMMENTS: None.

3. CONSENT AGENDA
On a motion by Board member Armenta and seconded by Board member Craig, the committee voted 5 – 0, with Boardmember Chavez not present, to approve the consent agenda.

3.1 APPROVED minutes from the Executive Committee meeting of January 8, 2014.

3.2 APPROVED out-of-state travel for Ariana Green, Transportation Planner to attend the 2014 Transportation Research Board Tools of the Trade Conference.

3.3 APPROVED agency membership in the American Public Transit Association (APTA) and APPROVED out-of-state travel for two staff or one staff and one Board member to the APTA Legislative Conference in Washington, DC in March 2014 and to the APTA Rail Conference in Montreal, Canada in June 2014.

END OF CONSENT
4. The Executive Committee **PROVIDED INPUT** on the draft Regional Surface Transportation Program 2014 Guidelines and Policies.

Mike Zeller, Senior Transportation Planner, reported that the Transportation Agency periodically programs Regional Surface Transportation Program funds to local and regionally-significant projects. He noted that The Transportation Agency in the past has placed Regional Surface Transportation Program funding into three categories: fair-share, competitive and Transportation for Livable Communities (TLC).

Monterey County and the cities receive fair-share Regional Surface Transportation Program funds based on their population. The three-year estimated funding of Regional Surface Transportation Program for fiscal years 2014/15, 2015/16, and 2016/17 is $14.1 million. The County of Monterey also receives an additional estimated $725,000 annually in Regional Surface Transportation Program funding directly from the state for the management of county roads.

Transportation Agency staff provided an update at the January meetings of the Executive, Technical Advisory, and Bicycle & Pedestrian Committees on the guidelines and grant application. Since the committee presentations, the guidelines have gone through several revisions to take into account comments received from the jurisdictions. Examples of updates that received approval from the committees included providing funding for Intersection Control Evaluation studies to explore roundabouts as alternatives to signalized intersections; moving the grant application due date from April 3, 2014 to May 1, 2014; and adding additional points for maintenance projects in the grant application.

Mr. Zeller discussed two key policy issues with the Committee. The first issue was whether or not to deprogram funds from inactive competitive grants and Transportation for Livable Communities projects and use those funds to increase the available share for this grant cycle. This action is in response to the State audit, calling on the Agency to institute a strict three-year “timely use of funds” policy. This policy was supported by the Executive Committee. Fair-share projects would not be affected by this action, and jurisdictions could reapply for grant funds.

The second policy issue discussed was the distribution of fair-share versus competitive funding. The historical practice has been for the jurisdictions to receive fair-share allocations of $3.6 million over three years distributed by population, with the remainder going to competitive grants. A proposal from the County of Monterey would set a one-time split of 80% fair-share and 20% competitive funding, reverting to the current distribution after this three-year cycle. The Executive Committee was in consensus for adjusting the amount of fair-share to competitive funding, but recommended that options related to this issue be presented to the Board of Directors for final determination.

Bob Murdoch, Monterey County Public Works Director, expressed the support for flexible funding for annual maintenance including: signing, striping and guardrails. He noted that maintenance should be a priority. James Serrano, City of Salinas
commented that RSTP program is the most flexible funding program, after the gas tax. He asked if the City of Salinas could get more fair-share funding this time, noting the city has five projects, and the city has included complete streets features in their projects. There was also some discussion about whether the State would allow the Agency to adjust the distribution of funds, and whether such a change could jeopardize future funding availability. Board Chair Parker expressed concerns regarding preserving regional funding, and that she doesn’t want to see TAMC lose funding. She also noted that she understands the county’s needs.

5. On a motion by Committee member Chavez and seconded by Past Chair Edelen, the committee voted 6 – 0 to **RECOMMEND** that the Board authorize Executive Director to submit the three year budget to the Board of Directors for approval.

Rita Goel, Director of Finance & Administration, presented the draft Agency three-year budget for fiscal years 14/15 through 16/17. The assumptions on which this budget was based had been reviewed by the Executive Committee in November 2013. Ms. Goel reported that the authorization to submit the draft budget for fiscal year 14/15 is necessary to meet deadlines of federal and state funding agencies.

She noted that although at the November 2013 meeting the Executive Committee had recommended eliminating the state and federal legislative consultants; Board member Potter had requested that staff include state advocacy funds in the budget. Vice Chair Craig and Alternate Mohammadi expressed their concerns with discontinuing the federal legislative advocate. Staff noted that there are very few funds that are eligible to expend for this purpose, and that the return on investment has declined since federal earmarks are no longer in existence. She also noted that the agency has a strong relationship with Congressman Farr’ office, which has been very helpful on our requests in recent years. She added that staff works provides input via statewide agencies and the American Public Works Association on legislative issues at a national level. Board member Edelen asked staff to look into combining services of the state and federal consultants with either the County of Monterey or City of Salinas to save funding.

Finance Director Goel noted that in the budget year there is another reduction by AMBAG in the Federal Highway Planning funds from $100,000 to $65,000. Ms. Goel reported that the next steps in the budget process are to present the draft to the Board of Directors in February and in May to bring the final budget to the Executive Committee for review and the Board of Directors for adoption.
6. **REVIEWED** and **PROVIDED DIRECTION** on draft fiscal year 2014/15 Work Program Activities.

Todd Muck, Deputy Executive Director, reported on the annual Transportation Agency for Monterey County Work Program which describes the activities that the Agency will undertake during the next fiscal year, and provides the basis for the 2014/15 Agency budget. Board members had no comments on the proposed activities in the Work Program.

7. **RECEIVED** update on Caltrans incurred cost audit and next steps.

Executive Director Hale reported that on January 16, 2014 the Agency received the final report of the Caltrans Audit that was done on March 20, 2012. She noted that the general theme is to have better definition of policies, better documentation of compliance and fewer contract amendments. Director Hale noted although the agency continues to disagree with several of the audit findings, staff will work with Kome Ajise, Caltrans Deputy Director for Planning and Modal Programs, to develop an action plan, which will then be brought forward to the TAMC Board. Mr. Ajise had indicated that it was unlikely that any funds would be withheld from the Agency.

Ms. Hale noted that staff has already taken several actions in response to the audit, including developing a new contract checklist. Staff will be bringing forward policy updates to the Board as appropriate, such as the updated RSTP program policies and an RSTP contract with recipient agencies, as well as an updated contract template and updated procurement policies.

8. **RECEIVED** report on draft agenda for TAMC Board meeting of February 26, 2014.

Executive Director Hale reviewed the February 26, 2014 draft agenda and took committee comments.

9. **ADJOURNMENT**

   Chair Edelen adjourned the meeting at 11:08 a.m.

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Back to Agenda
Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: March 5, 2014
Subject: Federal Legislative Update

RECOMMENDED ACTION

RECEIVE update on federal legislative activities.

SUMMARY

Paul Schlesinger of Alcalde & Fay and staff will present a verbal report at the meeting.

FINANCIAL IMPACT

No financial impact.

DISCUSSION

Attachment 1 is a memo on federal legislative activities from TAMC’s federal legislative consultant Paul Schlesinger of Alcalde & Fay. Key activities include a hearing on the Federal Transit Administration’s (FTA’s) “New Starts” capital investment program, update on FTA leadership changes, fiscal year 2014-15 budgets and sequestration, transportation appropriations, the highway trust funds and reauthorization efforts. Attachment 2 is a memo on the New Starts hearing held on December 11, 2013. Mr. Schlesinger and staff will give a verbal report at the meeting.

Approved by: [Signature]
Debra L. Hale, Executive Director

Date signed: 3/8/14
Reviewed by Counsel: N/A
Admin/Finance Approval: N/A

Regular Agenda

Attachments:
1. Alcalde & Fay memo: Federal Legislative Update
2. Alcalde & Fay memo: New Starts Hearing
MEMORANDUM

TO: Debbie Hale, Christina Watson
FROM: Paul Schlesinger, Perrin Badini
SUBJECT: Federal Legislative Update

New Starts
On December 11, 2013, the House Transportation and Infrastructure Committee’s Subcommittee on Highways and Transit held a hearing entitled, “Examining the Current and Future Demands on FTA’s Capital Investment Grants,” to receive testimony related to the Federal Transit Administration’s (FTA) Fixed Guideway Capital Investment Grants program, commonly known as “New Starts.” During the hearing, the Subcommittee examined changes made to the New Starts program in the surface transportation reauthorization bill enacted last year and highlighted the expansion in available project eligibility and growth in applications for the approximately $2 billion in annual funding. Attached is a summary of this hearing.

Federal Transit Administration Leadership
Peter Rogoff, long-time FTA Administrator, has been nominated to serve as Under Secretary of Transportation for Policy. Therese McMillan is assuming his duties as Administrator.

FY 2014/2015 Budgets and Sequestration
On December 26, 2013, the President signed into law the Bipartisan Budget Act of 2013, which established top-line discretionary spending caps for Fiscal Years (FY) 2014 and 2015. The budget deal was previously approved by the House and Senate despite some opposition from conservatives seeking deeper cuts in discretionary spending, as well as from others who wanted an extension of long-term unemployment benefits. The final agreement effectively replaces $63 billion in sequester cuts over two years (approximately $43 billion in FY 2014 and $20 billion in FY 2015) and trims an additional $23 billion in long-term deficits. For FY 2014, the plan would cap discretionary spending at approximately $1.021 trillion, about halfway between what the House and Senate originally proposed, with increases in spending split evenly between defense and non-defense programs.

FY 2014 Transportation Appropriations
With a deal on top-line spending in place, the House and Senate Appropriations Committees worked diligently over the holiday recess period to reach an agreement on a final omnibus spending package covering government operations for the final eight months of FY 2014, before current stopgap spending was scheduled to expire on January 15, 2014. The final $1.012 trillion bipartisan spending package (HR 3547, The Consolidated Appropriations Act, 2014) was approved by the House and Senate on January 15th and 16th, respectively, and signed into law.
by the President on the 17th. The omnibus spending bill incorporates all 12 annual appropriations bills into one “Omnibus” bill and funds the government through the remainder of FY 2014, which ends on September 30, 2014. The measure would provide an overall 2.6% increase in discretionary spending from the $986.3 billion sequester-set level for FY 2013. For your reference, please find below a chart detailing the spending levels included in the transportation section of the Omnibus bill for programs of particular interest.

<table>
<thead>
<tr>
<th>Program</th>
<th>FY 2013 Final Enacted Level</th>
<th>FY 2014 House Appropriations Committee-Passed</th>
<th>FY 2014 Senate Appropriations Committee-Passed</th>
<th>FY 2014 Omnibus Enacted Level</th>
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<tr>
<td>FTA Formula Programs (total)</td>
<td>$8.461 billion</td>
<td>$8.595 billion</td>
<td>$8.595 billion</td>
<td>$8.595 billion</td>
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<tr>
<td>Urbanized Area (Sec. 5307)</td>
<td>$4.389 billion</td>
<td>$4.458 billion</td>
<td>$4.458 billion</td>
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<td>Bus and Bus Facilities (Sec.5339)</td>
<td>$421.2 million</td>
<td>$427.8 million</td>
<td>$427.8 million</td>
<td>$427.8 million</td>
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<tr>
<td>New Starts (Sec. 5309)</td>
<td>$1.855 billion</td>
<td>$1.815 billion</td>
<td>$1.943 billion</td>
<td>$1.943 billion</td>
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<tr>
<td>AMTRAK (total)</td>
<td>$1.5 billion</td>
<td>$952 million</td>
<td>$1.45 billion</td>
<td>$1.4 billion</td>
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<tr>
<td>TIGER Grants</td>
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<td>$0</td>
<td>$550 million</td>
<td>$600 million</td>
</tr>
<tr>
<td>FHWA Federal-Aid Highways</td>
<td>$39.699 billion</td>
<td>$40.256 billion</td>
<td>$40.256 billion</td>
<td>$40.256 billion</td>
</tr>
</tbody>
</table>

**Highway Trust Fund & MAP-21 Reauthorization**

Both the House Transportation and Infrastructure Committee and Senate Environment and Public Works Committee recently held hearings to receive testimony and discuss priorities for the next surface transportation reauthorization bill and the looming threat of the Highway Trust Fund reaching insolvency as soon as August, according to recent Congressional Budget Office reports. In his opening remarks, Chair Bill Shuster (R-PA) announced that it was his intention to have a bill drafted and ready for Committee action by the “late spring or early summer,” and that in the interim there would be several additional hearings and roundtable discussions so that the Committee members could meet with stakeholders to hear their “policy priorities and concerns”. Chair Shuster said it was his hope to have the bill approved by the Committee and on the House floor before the August recess in order to provide adequate time to conference with the Senate on their version. Similarly, Chair Barbara Boxer (D-CA) said that she wanted to have a five- or six-year reauthorization bill ready for Committee mark-up in April, but that the bill would not include a fix for the Highway Trust Fund, as that falls under the jurisdiction of the Finance Committee. Boxer went on to explain that the bill she and Ranking Member David Vitter (R-LA) would be drafting will “lay out a marker for the tax writers to meet”.

MEMORANDUM: New Starts Hearing

The House Transportation and Infrastructure Committee’s Subcommittee on Highways and Transit held a hearing on December 11th entitled, “Examining the Current and Future Demands on FTA’s Capital Investment Grants”, to receive testimony related to the Federal Transit Administration’s (FTA) Fixed Guideway Capital Investment Grants program, commonly known as “New Starts.” At this hearing, the Subcommittee examined the changes made to the New Starts program in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and highlighted the expansion in available project eligibility and growth in applications for the approximately $2 billion in annual funding.

In his opening remarks, Chairman Tom Petri (R-WI) noted that New Starts originally was intended to support new systems, or new extensions to existing systems, but that MAP-21 significantly expanded New Starts eligibility. Projects that would expand the capacity of an existing corridor by at least 10 percent are now eligible for New Starts funding, increasing the possibility that a handful of expensive projects in large urban areas could monopolize funding at the expense of traditional new starts in the rest of the country. Chairman Petri expressed his intent that federal investment in public transportation projects through this program be appropriately targeted, equitable, and cost-effective.

In her opening remarks, Ranking Member Grace Napolitano (D-CA), touched on complaints from transit agencies about the lengthy and cumbersome grant agreement process for New Starts projects. She stated that MAP-21 streamlined the steps to expedite grant approval and added new eligibility for the program, but questioned whether the new eligibility requirement, such as for Core Capacity projects, should still be eligible for New Starts funding.

FTA Administrator Peter Rogoff began by testifying that MAP-21 placed new emphasis on improving the efficiency of grant program operations through the consolidation of some of the programs and streamlining some grant processes. As a result, he said, the FTA has taken additional steps to improve the New Starts program’s accountability, streamline its administration, and allocate resources to projects that are making the most difference.

But, he stated, the New Starts program faces significant challenges. The final FY 2013 appropriation for New Starts was $380 million below the President’s request. Recent budget cuts and spending reductions imposed by sequestration have taken a toll. He remarked that in FY 2013, FTA had more than 30 New Starts projects in the pipeline for which FTA was unable to make new funding commitments. It was the first time in 20 years in which FTA has been unable to begin funding for any New Start.

Rogoff said that in FY 2013, FTA was forced to reduce the payout level on all existing grant agreements. He closed by stating that demand for the program’s resources, coupled with reduced appropriations, will exacerbate FTA’s inability to assist projects at predictable funding levels, and that FTA wants to work with Congress to secure funding levels needed to fully realize the potential of the New Starts program.

All the witnesses, except for Randal O’Toole (Cato Institute), expanded on Rogoff’s remarks by testifying on the importance, success, and continued need for federal investment in the New Starts Program in their communities. Greg Hughes (Chairman, Utah Transit Authority) and Mayor Chris Coleman of St. Paul,
Minnesota, both stated that because of investments in New Starts funding, communities along their transit lines have seen increased economic development. Mr. Forrest Claypool (President, Chicago Transit Authority) and Mr. Hughes commented on the importance of core capacity and how increasing the existing footprint of transit systems is critical. Mayor Coleman, who is also the new President of the National League of Cities (NLC), also commented that in many NLC communities, transit investments are key, and while few local communities have the ability to fully fund projects, New Starts has been a key partner.

During questioning, Chairman Petri asked Administrator Rogoff if the New Starts program should include incentives for transit agencies to deliver projects on time and on budget, and/or penalize agencies that do not. Rogoff stated that there is already an incentive for agencies to finish early and under budget because of their cost sharing requirements. Because FTA provides half the cost or less, transit agencies also enjoy cost savings that accrue when a project delivers on-budget and on-time. Chairman Petri also questioned whether FTA should change the federal-local match percentage. Rogoff cited longstanding debate on parity with highway projects, which are generally 80-20 federal-local money, and New Starts projects, which are 50-50, but he is concerned that an 80 percent federal match would reduce the number of projects they could fund. He stated that as much as he would like to be on parity with highways, he enjoys the headroom that a 50 percent federal match allows.

Ranking Member Napolitano questioned Administrator Rogoff on the Core Capacity program, and asked if it takes away from the chief purpose of New Starts; building new lines and extensions of existing lines. Rogoff responded that the goal is to provide opportunities where the demand is, whether the project is a traditional new start project, or Core Capacity, makes no difference. Napolitano expressed her view that the New Starts program is at a crossroad, since federal funding for the program has been flat for a number of years, and was cut in 2013 due to sequestration. She asked about the FTA’s ability to handle these cuts, as well as the viability of Public-Private Partnerships (P3s). Rogoff responded that the Administration supports additional funding for the program, and his hope that the current budget deal will give more normal appropriations for the next two years. He stated there needs to be a process going forward to keep pace with the demand of projects, and that P3s are an opportunity, but not a panacea to replace federal funding.

Representatives Roger Williams (R-TX), Richard Nolan (D-MN), Michael Capuano (D-MA), Albio Sires (D-NJ) and Elizabeth Esty (D-MA) then questioned Rogoff regarding projects in their respective districts and states. Congressman DeFazio (D-OR) questioned the state of the highway trust fund, repeating the concern that if Congress did not have a new source of money before October 1st, 2014 what this would do to transit programs. Rogoff responded by stating that 80 percent of the program’s funding is from the trust fund and because he cannot be obligating money to projects without a predictable, dedicated source of money behind them, FTA might have to close many suburban and rural transit programs where 100 percent of their capital budget is federal money.

Lastly, Ranking Member Napolitano continued questioning Rogoff on the merits of P3s. He stated that there is a universe of projects that he “would not pencil out if private partners” wanted to take some of the risk, but noted that after the Obama administration funded a pilot program early in the first term with three private partnerships projects, two of the private investors left before the project was completed because of the economic downturn, and it has caused some concern moving forward with P3s. But, he went on to further say that no two projects are alike and he is trying to be as open minded as possible about P3s. The main thing FTA needs to know is that non-federal financing will continue to be there to match the FTA’s financing, and private investors will continue to accept the risks.
Memorandum

To: Executive Committee
From: Debra Hale
Meeting Date: March 5, 2014
Subject: Future Regional Transportation Financing Strategies

RECOMMENDED ACTION:

DISCUSS implications of Monterey-Salinas Transit survey and potential future sales tax as relates to future regional transportation financing strategies and PROVIDE direction to staff.

SUMMARY:

There are limited means for funding the regional transportation needs in Monterey County. Transportation Agency Executive Committee members held a joint meeting with the Monterey-Salinas Transit Finance Committee to review their recent survey and how it may affect the Transportation Agency’s ability to raise future funds via a transportation sales tax.

FINANCIAL IMPACT:

No direct financial impact. A ½ cent transportation sales tax would raise approximately $25 million per year in revenues. An 1/8 of a cent, as is being contemplated by MST, would raise approximately $6.25 million per year. Funding from traditional sources, such as federal and state fuel taxes, one-time bonds and earmarks or stimulus packages, continue to dwindle and have become unreliable for the long-term.

DISCUSSION:

At its January 27 meeting, the MST Board of Directors voted to direct staff to take further action towards placing on the ballot an MST 1/8 cent sales tax in November 2014. Attachment 1 is the staff report from that meeting. The Board approved allocating funding for: procuring consultant services for program of public information and outreach and ballot member development, producing and distribute informational mailings and developing a stand-alone website.
In a December 2013 survey of Monterey County likely voters conducted on behalf of MST, showed 71% (definitely/probably yes) indicated that they would support a 1/8 cent sales tax for Monterey-Salinas Transit. The final timing and amount of an MST sales tax as well as potential local taxes in the cities of Salinas, Monterey and Marina could affect the ability of the Transportation Agency to pursue its own transportation sales tax in the future. The total allowed sales tax within each jurisdiction is limited to 10%. If all proposed taxes are approved, all areas within the county would still be more than ½% below the limit.

Staff seeks direction on continuing to research and develop public support for a future transportation sales tax, including public information/outreach activities, development of an expenditure plan and coalition building.

Approved by: Debra L. Hale, Executive Director

Date signed: 3/20/14

Regular Agenda

Counsel Approval: N/A
Admin/Finance Approval: N/A

Attachments: 1. MST Staff Report
2. MST Presentation on Poll Results
To: Board of Directors

From: C. Sedoryk, General Manager/CEO

Subject: Receive Results of Likely Voter Survey and Provide Direction

RECOMMENDATION:

Receive results of Likely Voter Survey and provide further direction and budget authority as necessary.

FISCAL IMPACT:

The Board may provide direction for staff to pursue the following activities for which staff has provided estimated costs:

- Procure consulting services for program of public information and outreach and ballot measure development ($40,000)
- Produce and distribute informational mailings ($50,000)
- Develop stand-alone website ($10,000)

Funding for these activities are included in the approved FY 2014 budget.

POLICY IMPLICATIONS:

Your Board approves procurement of services in excess of $25,000.

DISCUSSION:

In March of 2013, your board directed staff to begin activities to initiate an 1/8th cent sales tax initiative for the November 2014 General Election ballot to support transit and mobility services for seniors, disabled individuals, jobs access for low income residents, and capital infrastructure investments. At that time, the Board further directed staff to keep the Transportation Agency of Monterey County (TAMC) staff and board informed of related activities through joint meetings of the MST Finance Committee and the TAMC Executive Committee.

Staff retained the services of TBWB Strategies and Tulchin Research to develop survey materials to test voter support for such a measure. During the month of December 2013, 700 likely voters in Monterey County were surveyed in order to assess their support for a possible November 2014 revenue measure to fund Monterey Salinas Transit services. Draft results of the survey were shared with the MST Finance
Committee and the TAMC Executive Committee at their meeting of January 13, 2014. The MST Finance Committee recommends that the MST Board authorize staff to move forward with “Step 1” as outlined in the presentation and recommended by the staff of TBWB Strategies and Tulchin Research to include developing public information messages and materials, directly engaging internal and external stakeholders and community leaders, and drafting an expenditure plan.

At your January 27, 2014, meeting the Board will receive a final report on the initial survey and staff will seek further direction from your Board regarding whether to develop a final ballot measure and place the measure on the November 2014 ballot and possible next steps. Depending on the direction your Board provides, staff may seek additional budget authority to implement activities approved by your Board which may include developing public information, community engagement and other related activities.

Prepared by: [Signature]
Survey Methodology

- From December 2-9, 2013, Tulchin Research conducted a random scientific telephone survey of 700 likely November 2014 voters in Monterey County, calling both landlines and cell phones.

- Interviews were conducted in both English and Spanish

- The margin of error for this survey is +/- 3.7 percentage points.
Voters Back Small One-Eighth of One Cent Sales Tax for Monterey Salinas Transit – Support Is Above 2/3 Threshold

Now, I would like to read you a summary of a ballot measure that may appear on the ballot soon. Please tell me if you would vote yes or no. Shall Monterey-Salinas Transit, also known as M.S.T., provide and maintain transit services for senior citizens, veterans, and the disabled... funded by 1/8 of 1 cent per dollar sales tax, requiring citizen oversight and annual independent financial and performance audits?

- Definitely Yes: 34%
- Probably Yes: 34%
- Lean Yes: 3%
- Lean No: 1%
- Probably No: 8%
- Definitely No: 18%
- Undecided: 3%

Total Yes: 71%
Total No: 28%

Support by Supervisor District

- District 1: +59%
- District 2: +39%
- District 3: +46%
- District 4: +61%
- District 5: +36%
Support by Ethnicity

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<th>Ethnicity</th>
<th>Total Yes</th>
<th>Total No</th>
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<td>Caucasian Voters</td>
<td></td>
<td>25%</td>
</tr>
<tr>
<td>Latino Voters</td>
<td>45%</td>
<td>10%</td>
</tr>
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</table>

+45

+52
Memorandum

To: Executive Committee
From: Andy Cook, Senior Transportation Planner
Meeting Date: March 5, 2014
Subject: 2013 Annual Report

RECOMMENDED ACTION:
RECEIVE the draft Transportation Agency for Monterey County 2013 Annual Report.

SUMMARY:
The 2013 Annual Report, which addresses Agency accomplishments for 2013 and future planning activities, will be distributed throughout the County during the month of April.

FINANCIAL IMPACT:
Costs to design, print, translate and distribute the Annual Report are included in the Agency budget. Staff expects actual costs for the report will total approximately $56,000.

DISCUSSION:
The Annual Report is a public outreach tool that the Agency has distributed since 2005. The Draft 2013 report is focused on a “Moving Forward” theme now that significant priorities that the Agency has worked to deliver, like the US 101 Prunedale Improvement Project, are nearing completion. The report will summarize Agency accomplishments in the last year, as well as describe important projects that are still in need of funding.

The Draft Annual Report text is included as an Attachment. A draft report will be provided at the meeting.

Approved by: Debra L. Hale, Executive Director
Date signed: 3/18/14

Regular Agenda
Attachment: Draft 2013 Annual Report Text

Counsel Review: N/A
Admin/Finance Review: Yes
TRANSPORTATION AGENCY FOR MONTEREY COUNTY
2013 ANNUAL REPORT

COVER

(Images: Moving Forward Cover Concept - Multi-modal photos)

DRAFT
Introduction:

The mission of the Transportation Agency for Monterey County is to proactively fund and plan a transportation system that enhances mobility, safety, access, environmental quality and economic activities by investing in regional transportation projects for Monterey County residents, businesses and visitors.

The Transportation Agency is governed by a 17-member Board of Directors representing the five county Supervisorial Districts, each of Monterey County’s 12 incorporated cities, and ex-officio members representing Caltrans, Monterey-Salinas Transit, the Association of Monterey Bay Area Governments (AMBAG), the Monterey Bay Unified Air Pollution Control District, the Monterey Regional Airport, and the City of Watsonville.

2013 in Review: Working Quickly to Complete Transportation Priorities

In 2013, the Transportation Agency distributed over $125.82 million in federal, state and local funds for high priority projects. These funds have been focused on improving safety, eliminating major bottlenecks and enhancing regional connections important to the Monterey County economy. Transportation highlights from 2013 include rapid progress made on US 101 to construct a new interchange at San Juan Road and to move toward completion of the US 101 Prunedale Improvement Project.

Important activities also included ongoing support for public transit services operated by Monterey-Salinas Transit and roadway safety and traveler information projects.

Significant progress made toward delivering these priority projects is described to the left.

Moving Forward: Planning, Funding and Delivering a Balanced Transportation System

With work winding down on major highway projects, the Transportation Agency for Monterey County is moving forward in 2014 to plan and fund a balanced transportation system that provides for safe, convenient and healthy travel options. The Agency’s efforts will include a continued focus on regional roadway safety projects across the County, and will also increase the emphasis on: rail connections to the rest of the state; transit improvements for commuters, the
elderly and people with disabilities; and sidewalks, bike lanes, paths and streets that accommodate safe travel without an automobile.

To make our plans a reality, we must raise the money. This task has become increasingly difficult, because the State of California is facing a fiscal cliff – which we will all fall off of as funding drops. Our most important funding source is the gas tax that motorists pay when filling-up at the pump. It has been 20 years since gas taxes have been increased – since 1994, when gasoline cost $1.11 cents a gallon! Due to increases in fuel efficiency and inflation, today's gas tax revenues only buy half as much as in 1994. Our Agency will need to work with elected officials and the public to create new funding sources if we want to continue to move our transportation system forward in the future.

Significant projects being planned by the Agency in 2013 are described to the right.

**Other Projects**

**Monterey-Salinas Transit (MST) Service:** The Transportation Agency distributed state and local funds needed to operate MST busses across Monterey County, including transportation for the elderly and persons with disabilities.

**511 Traveler Information System:** The Transportation Agency approved initiating a low-cost 511 traveler information system for Monterey County, which is one of the few areas in the state without this service. 511 is a phone- and web-based system that provides information on: vehicle travel times for major highways, transit schedules, carpooling and emergency detours.

**Freeway Service Patrol:** The Agency provides roving tow trucks that in 2013 assisted over 2,244 motorists on Highway 1 and US 101 during peak travel times. These tow trucks reduce traffic congestion and improve safety by quickly clearing accidents, stalled vehicles, and roadway hazards. Increased service is being provided in the US 101 Prunedale corridor in the current construction zone.

**Freeway Callboxes:** The Agency funded and managed the freeway callbox program in Monterey County, which provides emergency phone access for stranded motorists on roads and highways in areas lacking cell phone service.

**“Complete” Streets:** The Agency completed a needs assessment of streets countywide to identify where improvements to sidewalks, paths, bike lanes and roads are needed for safe, comfortable travel by pedestrians and bicyclists. In coordination with cities and the county, the Agency developed a so-called “Complete Streets” guidebook and checklist for designing and constructing projects to meet the needs of all travelers.
Marina-Salinas Multimodal Corridor: The Agency initiated a study to identify a corridor between Marina and Salinas, through the former Fort Ord, for commuters, students and other travelers. The goal is to have a corridor that can provide faster bus service, safer routes for walkers, and more pleasant travel for bicyclists. The Agency plans to complete the study in 2014.

Financial Section

Transportation Expenditures, 2013

- Bike & Pedestrian: $1.53 Million
- Bus: $17.0 Million
- Rail: $0.45 Million
- Highways: $103.1 Million
- Local Roads: $1.61 Million
- Operations: $2.13 Million
- Total: $125.82 Million

Excludes Caltrans-funded projects

For more budget details go to: www.tamcmonterey.org/information/budget/index.html

Transportation Funding Sources, 2013

(pie chart)

- Federal: $98.05 Million
- State: $21.78 Million
- Local: $1.02 Million
ACCOMPLISHMENTS IN 2013

US 101—San Juan Road Interchange: A new interchange quickly began to take shape on US 101 at San Juan Road, which will improve safety and reduce congestion for motorists who have up to this time negotiated heavy traffic while turning onto US 101 from Dunbarton Road, San Juan Road, and the Red Barn Flea Market at this Monterey County gateway. The project will redirect traffic accessing US 101 from these roads, and Cole Road in San Benito County, to one new interchange just north of the Red Barn. The Transportation Agency expects construction of the interchange and connecting roadways to be open to traffic by the end of 2014.

US 101 - Prunedale Improvement Project: In 2013, significant progress was made to move toward completion of this critical safety project on US 101 through Prunedale. In October, the new US 101 Crazy Horse Canyon Road interchange opened to the public, forever eliminating left turns across busy US 101 onto Crazy Horse Canyon Road and providing safe access to and from Echo Valley Road. In May, a new Sala Road interchange opened to traffic, which also permanently eliminated left turns onto Espinosa Road just north of Salinas. Construction continued with an overpass over Espinosa Road, which will soon complete major work in this area. A continuous median barrier will be constructed from Russell/Espinosa, to Crazy Horse Canyon Road, eliminating remaining left turn conflicts through this corridor. Construction of the Prunedale Improvement Project is expected to be complete in 2015.
PROJECTS IN PROGRESS

Long-Range Transportation Plan: To build our region’s transportation future in a more sustainable way, the Transportation Agency is preparing a 20-year Regional Transportation Plan. After a series of public meetings in 2013, the Transportation Agency approved a 20-year scenario for investing in transportation projects that will achieve greenhouse gas reduction targets set by the state. The scenario identifies improvements on our local roads and highways, as well as increased investment in bus and rail transit, sidewalks, bike lanes and paths to create a wider range of transportation choices throughout Monterey County.

Total 20-year Project Costs: $8.69 Billion  
Total Funding: $4.17 Billion

Passenger Rail Service Extension to Monterey County: This project will provide a safe, healthy alternative to driving on US 101 by establishing new daily passenger rail service between Salinas and Sacramento. Service will be operated by the Amtrak Capitol Corridor, with new stations planned in Pajaro/Watsonville, Castroville and Salinas. Major stops in Gilroy, San Jose and Oakland will allow convenient transfers to Caltrain and BART service to San Francisco and nearby destinations. In 2013, the Agency created the Kick Start project, which fully-funds the first phase of the improvements focused on bringing two trains to Salinas and Gilroy.

Total Cost: $135,700,000  
Kick Start Project Cost: $68,030,000  
Funding Secured: $68,030,000
Imjin Road Widening: Imjin Road, a two-lane roadway between Reservation Road and Highway 1 in the City of Marina, is currently congested during commute periods. This roadway serves as a regional connection between the City of Salinas and the Monterey Peninsula, linking commuters with residential areas, places of employment, and educational institutions. This route also serves as a primary alternative for travel on Highway 68. The Transportation Agency worked with the City of Marina to request state funds to evaluate and design a project that would widen the route from two to four lanes. Designs for the project will improve auto, bicycle, transit and pedestrian travel and reflect the results of the Marina to Salinas Multimodal Corridor study described in this report.

Total Cost: $16,800,000
Funding Secured: $3,300,000

Highway 156 Widening and Interchange Improvements, Phase 1: This high priority project will meet critical safety needs and reduce traffic congestion by adding 4 lanes between Castroville and US 101 adjacent to Highway 156. The existing highway will be converted into a frontage road for safe access to the Oak Hills community, and to provide a designated route for bicyclists to access the coast. The project will also remove the signal and construct a new interchange at Castroville Boulevard. The Transportation Agency studied ways to fund this project in 2013, since the State of California is not able to pay for the project. The Agency agreed to research the feasibility of installing an electronic, temporary toll facility as a way to finance the project, similar to other toll freeways in California. A citizen's advisory committee is part of this effort. This funding strategy, if approved, could bring the project to construction by 2018.

Total Cost: $268,000,000
Funding Secured: $44,200,000

US 101 South Monterey County Freeway Upgrade: With improvements to US 101 in North Monterey County nearing completion, the Agency is next planning significant safety upgrades to US 101 in South Monterey County. This project will eliminate highway crossings and construct frontage roads between Salinas and Chualar for access to farms. The Agency continued to work with a coalition of Central Coast counties in 2013 to secure state funding for these improvements, which are important for moving Central Coast goods to market.

Total Cost: $80,334,105
Funding Secured: $5,000,000
Memorandum

To: Executive Committee
From: Andy Cook, Senior Transportation Planner
Meeting Date: March 5, 2014
Subject: Draft 2014 Monterey County Regional Transportation Plan

RECOMMENDED ACTION:

SUMMARY:
The Transportation Agency must adopt a Regional Transportation Plan by June 2014 to meet state planning requirements. The plan identifies projects to be funded over a twenty year timeframe with revenues forecasted to be available over that planning horizon. The 2014 plan is consistent with a Sustainable Communities Strategy developed by the Association of Monterey Bay Governments pursuant to Senate Bill 375.

FINANCIAL IMPACT:
All projects that seek state or federal funds must be included in the Regional Transportation Plan. Tasks to prepare the plan are included in the adopted Agency budget. The draft plan identifies $8.69 billion in total transportation costs countywide, of which $4.42 billion is prioritized for funding based on revenues assumed over the lifetime of the plan.

DISCUSSION:
The Transportation Agency prepares a Regional Transportation Plan every four years, which provides a basis for actions to allocate state and federal funding to transportation projects in Monterey County. The Agency prepares its plan in coordination with AMBAG, which prepares a Metropolitan Transportation Plan for the three-county Monterey Bay Area in its role as the federal Metropolitan Planning Organization for this region. These plans outline the Agency’s priorities for meeting future transportation and mobility needs, consistent with the policy goals and objectives adopted by the Board, as well as within the constraints of a transportation revenue forecast over the 20-year planning horizon of the document.

The next Regional Transportation Plan will be adopted by June 2014. This plan must comply with Senate Bill 375, which requires that Regional Transportation Plans be consistent with a Sustainable Communities Strategy. This coordinated land use and transportation strategy is designed to achieve greenhouse gas emissions targets set by the state for each region; the
system-wide performance of the projects identified in the regional plan must be evaluated relative to these greenhouse gas targets. The Monterey Bay Area targets call for a 0% increase by 2020, and a 5% decrease by 2035 based on 2005 levels.

The Draft 2014 Regional Transportation Plan is included as a Web Attachment. Staff has prepared the document in coordination with AMBAG as part of the process to develop a Sustainable Communities Strategy. The three main components of the plan (the policy, financial and action/project list elements), which were reviewed and approved by the Board in 2013, are incorporated into the document. Specifically, the draft incorporates policy goals and objectives approved by the Board for project evaluation purposes, as well as the list of projects recommended in August 2013 for the Sustainable Communities Strategy Preferred Scenario. AMBAG has analyzed the performance of the draft plan for Monterey County relative to the regional greenhouse gas targets and determined that the projects and funding assumptions included in the plan achieve the targets and are consistent with the Draft Sustainable Communities Strategy.

AMBAG serves as lead agency for the Draft Environmental Impact Report (EIR) prepared for the transportation plans and Sustainable Communities Strategy. That environmental document has been prepared through a coordinated process with the transportation agencies in the three county Monterey Bay Area to evaluate the program-level environmental impacts of the transportation plans for each county.

AMBAG released its Draft Metropolitan Transportation Plan, Sustainable Communities Strategy and a Draft EIR on February 12 for a required 45-day public review period that closes on April 8. AMBAG has scheduled three Monterey County public workshops and hearings on these documents in early March, which will be held in Salinas, Greenfield and Marina. To align the review process for these coordinated documents, staff requested Board authorization in February to release the Draft Monterey County Regional Transportation Plan on March 7 for a 30-day public review period closing April 8. As part of this process, staff will schedule a noticed public hearing on the draft plan at the March 26 Board of Directors meeting. The document will be posted to the Agency website and will be distributed to member jurisdictions, state and federal resource agencies, citizen advisory committees and other public stakeholders.

Any public testimony or written comments received by the Agency and AMBAG on the draft plan for Monterey County will be addressed in the final document, which staff expects to present to the Board on May 28 for adoption. AMBAG adoption of the final Metropolitan Transportation Plan, Sustainable Communities Strategy and the Draft EIR is scheduled on June 11, 2014.

Approved by:

Debra L. Hale, Executive Director

Date signed: 3/20/14

Regular Agenda

Counsel Approval: N/A

Admin/Finance Approval: N/A

Web Attachment: Draft 2014 Monterey County Regional Transportation Plan
Agenda Item: 3.3.1 Web Attachment
Summary

Draft 2014 Monterey County Regional Transportation Plan

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In Coordination with:
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The preparation of this report was financed in part through grants from the United States Department of Transportation (DOT) and facilitated by the Metropolitan Planning Organization, the Association of Monterey Bay Area Governments. Additional financial assistance was provided by the California State Department of Transportation.
1. Introduction

The Transportation Agency for Monterey County is designated by the State of California to serve as the Regional Transportation Planning Agency for the County. The mission of the Agency is to proactively fund and plan a transportation system that enhances mobility, safety, access, environmental quality and economic activities by investing in regional transportation projects serving the needs of Monterey County residents, businesses and visitors.

The Transportation Agency for Monterey County’s 2014 Regional Transportation Plan is a road map to meeting our transportation challenges and achieving these goals.

The Transportation Agency is governed by a 17-member Board of Directors representing the five county Supervisorial Districts, each of Monterey County’s 12 incorporated cities, and ex-officio members representing Caltrans, Monterey-Salinas Transit, the Association of Monterey Bay Area Governments (AMBAG), the Monterey Bay Unified Air Pollution Control District, the Monterey Regional Airport, and the City of Watsonville.

The Transportation Agency prepares the Regional Transportation Plan every four years, which provides a basis for actions to allocate state and federal funding to transportation projects. The Agency prepares its plan in coordination with AMBAG, which prepares a Metropolitan Transportation Plan for the three-county Monterey Bay Area in its role as the federal Metropolitan Planning Organization for this region. These plans outline the Agency’s priorities for meeting future transportation and mobility needs, consistent with the policy goals and objectives adopted by the Agency, as well as within the constraints of transportation revenues forecasted over the 20-year planning horizon of the document.

Regionally Significant Transportation Issues

The 2014 Regional Transportation Plan attempts to address two major challenges and one opportunity confronting Monterey County:

The first challenge is decreasing revenues dedicated to transportation in a period of increasing needs. Taxing fuel sales has been the primary source of funding for transportation for the last 60 years plus years. It has been 20 years since gas taxes have been increased. Since 1994, when gasoline cost $1.11 cents a gallon, increases in inflation and fuel efficiency have eroded the buying power of the gas tax to a point where this revenue source only buys half as much as in 1994.

Local street and road maintenance needs are significantly underfunded. The 2014 Regional Transportation Plan identifies approximately $3.84 billion in costs for local streets and roads operations, maintenance and rehabilitation across Monterey County, of which only 11.5% is assumed to be funded in the plan. According to the most recent California Statewide Local Streets and Roads Needs Assessment sponsored by the League of California Cities and the California Association of Counties, pavement conditions in Monterey County have deteriorated from an “at risk” score of 63 on a 100 point scale in 2008, to a score of 50 in 2012, which the study considers to be on verge of falling into critical condition.

The second challenge, resulting from the first, is state and federal transportation revenues available to Monterey County are decreasing and becoming less consistent. Most new state
transportation funding in the last ten years has been from one-time bond programs that allocate funds competitively. The elimination of federal earmarks has significantly reduced the amount of federal funding received for local transit and road projects. While Monterey County has successfully received some of the state competitive bond funds, those funds are no longer available. The general trend has forced agencies implementing projects to work harder while receiving less funding.

Optimistically, the current backlog in local street and road maintenance needs provides an opportunity to build smarter when funding becomes available. Anticipating the opportunity to build smarter, the Transportation Agency adopted Complete Street Guidelines in 2013. These guidelines are designed to facilitate incorporating active transportation features that improve opportunities to walk, bicycle and access transit when streets are repaved or new roads are built. In addition to creating a more desirable place to live and work, active transportation is proving to benefit public health, social equity and our local economy.

**Planning for Sustainable Communities**

In 2008, California Senate Bill 375 was passed requiring Metropolitan Planning Organizations to prepare a Sustainable Communities Strategy. The Sustainable Communities Strategy integrates land use and transportation planning by coordinating transportation investments with land use patterns to reduce greenhouse gas emissions targets set by the state for each region. Besides meeting emissions goals, the Sustainable Communities Strategy also accommodates regional housing needs, and represents an important statewide effort to build healthy communities and ensure convenient, safe access to high quality transportation options.

SB 375 requires that the Regional Transportation Plan be consistent with the Sustainable Communities Strategy. To develop this strategy, the Transportation Agency coordinated with AMBAG, regional transportation planning partners and member jurisdictions to craft a Policy Element, a Financial Element and a regional list of transportation investments which achieve regional greenhouse gas emissions targets and support the Sustainable Communities Strategy. The list of projects identified for funding in the Regional Transportation Plan was identified through coordination with member jurisdictions and selected based on extensive public outreach and evaluation of project performance relative to adopted goals and policy objectives. AMBAG likewise developed a sustainable land use pattern in conjunction with local jurisdictions that is supportive of the countywide transportation project lists. For more information on the Sustainable Communities Strategy, refer to AMBAG’s *Monterey Bay 2035: Moving Forward*.

**Plan Components**

The following summary describes the main components of the 2014 Regional Transportation Plan:

- The Policy Element;
- The Financial Element and fund estimate;
- Transportation Investments included in the plan; and
- Environmental Documentation.
2. Policy Element:

A Framework for Meeting Long-term Mobility Needs

The Policy Element of the Regional Transportation Plan provides a framework for selecting and evaluating transportation projects to meet Monterey County’s mobility needs over the twenty-year lifetime of the plan. To develop a list of transportation improvements that support land use assumptions in the regional Sustainable Communities Strategy, the Policy Element of the 2014 Regional Transportation Plan incorporates goals, objectives and performance measures that are oriented toward achieving a balanced transportation system. This policy framework moves away from automobile-oriented goals and measures and instead evaluates how well the planned system transports people and goods.

To accomplish this, the Policy Element of the plan (Figure 1 below) is derived from the Smart Mobility Framework developed by Caltrans, which has been used by other regions across California to address state sustainability planning requirements. This Policy Element is also designed to be consistent with the goals, policies and measures included in the Monterey Bay Area Metropolitan Transportation Plan. The element includes the following broad set of goals, which are tied to objectives and performance measures:

- **Access & Mobility:** Improve ability of Monterey County residents to meet most daily needs without having to drive. Improve the convenience and quality of trips, especially for walk, bike, transit, car/vanpool and freight.

- **Safety & Health:** Design, operate, and manage the transportation system to reduce serious injuries and fatalities, promote active living, and lessen exposure to pollution.

- **Environmental Stewardship:** Protect and enhance the County’s built and natural environment. Act to reduce the transportation system’s emission of Greenhouse Gasses.

- **Social Equity:** Reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged populations. Demonstrate that planned investments do not adversely impact transportation-disadvantaged populations.

- **Economic Benefit:** Invest in transportation improvements – including operational improvements – that re-invest in the Monterey County economy, improve economic access and improve travel time reliability and speed consistency for high-value trips. Optimize cost-effectiveness of transportation investments.

The Policy Element is structured around identifying both short-term and long-term strategies and actions for meeting mobility needs, evaluating the performance of the planned system according to the 2020 and 2035 thresholds for meeting state greenhouse gas targets, as described in Chapter 4.
Figure 1: *Regional Transportation Plan Goals, Policies and Performance Measures*

<table>
<thead>
<tr>
<th>Goals</th>
<th>Policy Objectives</th>
<th>Performance Measures</th>
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<tbody>
<tr>
<td><strong>Access &amp; Mobility</strong></td>
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</table>
| Improve ability of Monterey County residents to meet most daily needs without having to drive. Improve the convenience and quality of trips, especially for walk, bike, transit, car/vanpool and freight. | • To improve safe, attractive and affordable access to work, school, goods and other key destinations by walking, bicycling and transit.  

• Improve travel time and travel time reliability for pedestrian and bicycle trips between key origins and destinations.  

• Improve travel time reliability and speed consistency for transit, car/vanpool and freight trips between key origins and destinations.  

• Improve the quality of walk, bicycle, car/vanpool and transit trips. | • Percentage of work trips that are 30 minutes or less by mode.  

• Improve average work trip travel time. |
| **Safety & Health** | | |
| Design, operate, and manage the transportation system to reduce serious injuries and fatalities, promote active living, and lessen exposure to pollution. | • To decrease fatalities and injuries for all travel modes. Pedestrian and bicyclist fatalities and injuries will not be higher than their proportion of total trips.  

• Improve health by increasing percentage of trips made by healthy transportation options (bicycle, pedestrian and transit trips).  

• Decrease the quantities of harmful airborne pollutants and congested vehicle miles traveled. | • Number of fatalities and injuries per capita.  

• Bicycle, pedestrian and transit mode share.  

• Congested vehicle miles of travel.  

• Harmful airborne pollutants (tons/day). |
### Environmental Stewardship

**Protect and enhance the County's built and natural environment. Act to reduce the transportation system's emission of Greenhouse Gasses.**

- Reduce Greenhouse Gas emissions consistent with regional targets.
- Avoid or minimize impacts to local, state and federally defined sensitive areas.
- Conserve farmland resources.

**Performance Measures**

- Projected Greenhouse Gas emissions in 2020 and 2035.
- Impacts to open space (acres).
- Impacts to farmland conservation (acres).

### Social Equity

**Reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged populations. Demonstrate that planned investments do not adversely impact transportation-disadvantaged populations.**

- Demonstrate that planned investments reduce or eliminate disparities in Access & Mobility, Economic Benefit, and Safety & Health objectives between transportation-disadvantaged and non-transportation disadvantaged populations.
- Demonstrate that transportation-disadvantaged communities do not experience disproportionate impacts from transportation construction or operations.

**Performance Measures**

- Distribution of investments.
- Equitable transit access: Low income and minority populations within 1/2 mile of a high quality transit stop.

### Economic Benefit

**Invest in transportation improvements – including operational improvements – that re-invest in the Monterey County economy, improve economic access and improve travel time reliability and speed consistency for high-value trips. Optimize cost-effectiveness of transportation investments.**

- Improve regional accessibility for freight and reduce truck hours of delay.
- Prioritize enhancement and maintenance of the existing transportation system. Maintain streets and roads in a condition rated good or higher according to the Pavement Management Index.

**Performance Measures**

- Jobs near transit (percent).
- Truck delay (hours).
- Maintain the transportation system (percent of funding).
3. Financial Element:

Investing in our Transportation System

Projects in the Regional Transportation Plan are constrained by available revenues. The Financial Element identifies the revenues that the Transportation Agency reasonably expects to be available to fund projects over the life of the plan. Actual revenues secured for transportation over the next twenty years will be dependent on variables such as the local, state and national economy, and the public’s willingness to approve additional revenues to maintain and improve our transportation infrastructure.

The Agency coordinated with AMBAG and regional transportation planning partners in the Monterey Bay area to develop a 20-year fund estimate of local, state and federal transportation revenues assumed to be available for transportation projects. A detailed summary of the fund sources included in the Financial Element is included in Chapter 3 of the 2014 Regional Transportation Plan. The 20-year fund estimate is included as appendix to that document.

The financial estimate identifies a total of approximately $4.42 billion in transportation funding for transportation projects through the 2035 horizon year of the plan, in current year dollars. Figure 2 below summarizes the Financial Element by funding source. The fund estimate assumes that the primary burden for funding transportation improvements will fall to regions and localities. The most important source of existing funding is the gas tax that motorists pay when filling-up at the pump. As mentioned previously, the gas tax that motorists pay at the pump pays for a shrinking percentage of transportation costs and needs. The Regional Transportation Plan assumes that new sources of funding are needed to fully fund transportation priorities identified in the plan.

Figure 2: Transportation Funding by Source

![Pie chart showing transportation funding sources]

Figure 3 below summarizes the Financial Element by discretionary vs. dedicated revenues. The bulk of the funding available is considered dedicated to specific projects or types of projects, limiting the amount of flexibility available to the Agency to move funding to different types of projects. Dedicated funding includes sources such as the Monterey County Regional...
Development Impact Fee program and federal grants for public transit. Discretionary funds are eligible for allocation to a wider range of types of projects. State Transportation Improvement Program and Regional Surface Transportation Program funds are the largest source of discretionary funds allocated by the Agency.

Figure 3: **Dedicated vs. Discretionary Funding**

Figure 3 also identifies new revenues. This category represents new discretionary funding sources included in the financial estimate based on regional efforts to plan and secure these funds in the future. These new revenues are included to document the level of funding needed to deliver regional projects to achieve greenhouse gas targets and implement the Sustainable Communities Strategy. This approach is allowed by the Federal Highways Administration and has been used by other regional agencies in California to develop Regional Transportation Plans to comply with Senate Bill 375. New revenues included in the 2014 Monterey County Regional Transportation Plan include a transportation sales tax measure, a new transit-only sales tax, and toll funding being studied by the Agency to construct the State Route 156 West Corridor project (described in Chapter 4).
4. Transportation Investments

The 2014 Regional Transportation Plan identifies a range of transportation investments to be funded over the lifetime of the document that support the goals and policy objectives of plan, as well as the region’s Sustainable Communities Strategy. The Agency coordinated with member jurisdictions to assemble a list of transportation projects for consideration in the plan. The list of projects was evaluated through a scenario planning process undertaken by AMBAG. After conducting quantitative and qualitative assessments of how different project scenarios performed relative to the adopted goals and policy objectives (described in Chapter 3 of the plan), the Agency selected a preferred project scenario.

Figure 4 summarizes the total distribution of funding to project categories in the 2014 Regional Transportation Plan. The plan assumes increased investment relative to the previous plan in active transportation projects (supporting bicycling and walking), public transit improvements, and local streets and roads projects. Local streets and roads improvements are important for implementing Complete Streets projects that ensure that pedestrian, bicycle and transit facilities appropriate to the type of street and location are included in each project.

Figure 4: Distribution of Transportation Expenditures by Project Type

Although the Regional Transportation Plan highlights large projects that improve the regional transportation system, maintaining local streets and roads, public transit, airports, and providing for active transportation are equally important to the quality of life in Monterey County. These improvements support the Sustainable Communities Strategy and are part of a planned system that achieves the region’s greenhouse gas reduction targets. Investments are divided into four corridors identified on the following maps: North Monterey County Gateways, the Inland Salinas Valley/US 101 Corridor, the Salinas-Monterey Corridor, and the Coastal/State Route 1 Corridor. Detailed information about these projects, including project descriptions and project costs are included in the Draft 2014 Regional Transportation Plan as an appendix.
Map 1: North Monterey County Gateways

Regional routes connecting Monterey County to the San Francisco Bay Area and Northern California are critical to the Monterey County economy, serving commuters and students, visitors to Monterey County, transporting county goods to market and providing access to medical facilities. Planned improvements on these gateway routes will expand transportation options, improve safety and support the county’s leading industries: agricultural and tourism.

A. Rail Extension to Salinas: This project will provide a safe, healthy alternative to driving on US 101 by establishing new daily passenger rail service between Salinas and Sacramento. Service will extend Capitol Corridor trains, with new stations planned in Pajaro/Watsonville, Castroville and Salinas. Major stops in Gilroy, San Jose and Oakland will allow convenient transfers to Caltrain and BART service to San Francisco and nearby destinations. In 2013, the Agency created the Kick Start project, which fully-funds the first phase of the improvements focused on bringing two trains daily to Salinas and Gilroy.

B & C. State Route 156 West Corridor: The Transportation Agency and Caltrans are researching the feasibility of installing an electronic toll facility as a way to finance the project, similar to other toll freeways in California. A citizen’s advisory committee is part of this effort. This funding strategy, if approved after additional environmental review, could bring the full project to construction by 2018.

B. Phase 1: This high priority project will meet critical safety needs and reduce traffic congestion by adding four lanes between Castroville and US 101 adjacent to Highway 156. The existing highway will be converted into a frontage road for safe access to the Oak Hills community, and to provide a designated route for bicyclists to access the coast. The project will also remove the signal and construct a new interchange at Castroville Boulevard.

C. Phase 2: This project will complete the State Route 156 West Corridor by replacing the existing interchange at US 101 with a new interchange connecting to the four lane freeway constructed during Phase 1. This improvement is necessary to improve operations and increase capacity to serve existing and projected travel volumes.

D. State Route 156/Blackie Road: This project will construct a new road connecting the existing Blackie Road in Castroville with Castroville Boulevard at the State Route 156 interchange that is part of Project B above. This road will provide a new connection from the major distribution center in south Castroville to State Route 156, reducing truck traffic and reducing congestion on Merritt Street through town.

E. Monterey County G12 Operational and Capacity Improvements: This project will widen San Miguel Canyon Road to four lanes between Castroville Boulevard and Hall Road, and Hall Road between San Miguel Canyon Road and Elkhorn Road. Class II bike lanes will be installed and maintained throughout widened segment. Traffic signal and intersection improvements will be constructed on San Miguel Canyon Road at Castroville Boulevard. Intersection improvements will be constructed on Hall Road at Sill Road and Willow Road. Intersection improvements will also be constructed on San Miguel Canyon Road at Moro Road and Langley Canyon Road.
North Monterey County Gateways

- **A**: Rail Extension to Salinas
- **B**: SR 156 West Corridor
- **C**: SR 156 West Corridor—U.S. 101/SR 156 Interchange
- **D**: SR 156/Blackie Road Project
- **E**: Monterey County G12 Operational and Capacity Improvements

Agenda Item: 3.3.1 Web Attachment
Map 2: Inland Salinas Valley/US 101 Corridor

The inland US 101 Corridor includes the City of Salinas and the South Monterey County cities of Gonzales, Soledad, Greenfield and King City. This corridor serves as both a significant county commute corridor and an important interregional corridor for goods movement and Monterey County’s agricultural industry. Planned improvements in the 2014 Regional Transportation Plan will enhance mobility and expand travel options in the City of Salinas. The projects in the plan will also improve access to transportation for the South Monterey County cities for work, recreation, education and travel outside of Monterey County. Improvements to US 101 will upgrade this facility to improve safety and operations and enhance capacity.

A. **US 101 Salinas Corridor**: This project will widen US 101 to six lanes from Boronda Road to south of the Airport Boulevard interchange within the existing right-of-way where feasible to increase capacity and improve operations at existing interchanges.

B. **US 101 Sanborn Road Improvements**: This project will construct operational improvements at the US 101 Sanborn Road interchange at the southbound off-ramp and Elvee Drive/Sanborn Road intersection. This area is currently a bottleneck during peak travel times on Sanborn Road, which is an important route for goods movement providing access to agricultural coolers and truck facilities in south Salinas. Traffic queues on the off-ramp during peak travel times also impact the US 101 mainline.

C. **US 101 Harris Road Interchange**: The project will construct a new interchange on US 101 at Harris Road south of Salinas, which will provide access to US 101 for the industrial facilities on Harris Road and in Spreckels. The project will connect to improvements planned in Project D below.

D. **US 101 South County Frontage Roads/Freeway Upgrade**: This project will eliminate highway crossings to improve safety and enhance highway capacity, and construct frontage roads between Salinas and Soledad for access to farms and cities. The first phase of this project will construct a two lane frontage road on the west side of US 101 between the Abbott Street Interchange and Chualar. This phase will also close Abbott Street between US 101 and Harris Road, construct a two lane frontage road on the east side of US 101 from Harris Road to Chualar and construct a new overcrossing at or near Spence Road. The Agency is working with a coalition of Central Coast counties in to secure state funding for these improvements, which are important for moving goods to market.

E. **US 101 Gloria Road Interchange (Gonzales)**: The project will re-align and reconstruct the Gloria Road / US 101 interchange in Gonzales. A Caltrans Project Study Report (PSR) was completed for this project in 2009.

F. **US 101 North Interchange (Soledad)**: This project will modify the north Soledad interchange and construct related ramp improvements, which could accommodate future widening of US 101 mainline to six lanes.

G. **US 101 South Interchange (Soledad)**: This project will modify south Soledad interchange and construct related ramp improvements to accommodate possible future widening of US 101 mainline to six lanes as well as the planned SR 146 Bypass from Front Street to Metz Road.
H. State Route 146 Bypass: This project will realign State Route 146 and construct a new two lane arterial around the south edge of Soledad, connecting the South Soledad interchange with Metz Road with a crossing of the Union Pacific Railroad tracks. This facility will serve interregional traffic traveling to the Pinnacles National Park.

I. US 101 Walnut Avenue Interchange (Greenfield): This project will reconstruct the existing tight-diamond interchange with a wider Walnut Avenue overcrossing and implement signal improvements at the ramp intersections. A Caltrans Project Study Report (PSR) was completed for this project in 2011.

J. US 101 1st Street Interchange (King City): This project will extend San Antonio Drive from Lonoak Road to First Street/US 101 interchange, including a grade separated crossing over the Union Pacific railroad tracks.

K. Amtrak Coast Daylight: The Transportation Agency is coordinating with the Central Coast Coordinating Council to extend once daily Amtrak California Pacific Surfliner service from San Luis Obispo to Downtown San Francisco. The planned project will include station stops in Salinas, Soledad and King City to provide interregional access to and from South Monterey County. New stations are being planned by the City of Soledad and King City for this service, which are included in the 2014 Regional Transportation Plan as separate projects.

L. Salinas Bus Rapid Transit (North Main Street and East Alisal Routes): This project will expand transit access and improve travel options in the City of Salinas by constructing high quality Bus Rapid Transit improvements on the following routes: 1) North Main Street between the downtown Salinas Transit Center and Boronda Road, and 2) Monterey-Salinas Transit Line 41 service in the East Salinas/Alisal corridor.

M. South Monterey County Regional Transit Improvements (Salinas to King City): This project is designed to expand regional transit access in South Monterey County. The project will expand Monterey-Salinas Transit Line 23 service between King City and Salinas to provide 30 minute headways and construct Bus Rapid Transit improvements on the existing route through Salinas to eliminate bottlenecks at major intersections that can impact on-time performance on this line.
Map 3: Salinas-Monterey Corridor

The Salinas-Monterey Corridor includes two major regional commute routes between Salinas that connect employment centers in Salinas and on the Monterey Peninsula. These routes include State Route 68 between Salinas and Monterey and the Blanco Road-Reservation Road-Imjin Parkway route connecting Salinas to State Route 1 through Marina. Both of these routes are conventional two lane roadways that are congested during peak travel times.

The corridor has numerous constraints in serving the major commute flows between these communities. Projects to either widen State Route 68 between Salinas and Monterey or construct a bypass through the former Fort Ord have not been pursued due to significant cost and environmental factors. Blanco and Reservation Roads have served as an alternative to travel on State Route 68, but improvements to Blanco Road are constrained by impacts to prime farmlands. Beginning with the closure of Fort Ord in 1994, the regional plan began identifying the Blanco-Reservation-Imjin route for multi-modal regional improvements, which were subsequently included in the Fort Ord Base Reuse Plan and refined in the Regional Transportation Plans that followed.

The 2014 Regional Transportation Plan identifies improvements to both regional routes, which are necessary to accommodate commute needs in this corridor.

A. Salinas-Marina Multi-Modal Corridor: The Transportation Agency is in the process of identifying a preferred alternative and conceptual designs for a transit, bicycle and pedestrian corridor between Salinas and Marina to provide travel options for commuters. The planned project will accommodate high quality transit service via a dedicated busway or priority at signals, as well as improvements for bicyclists and pedestrians along an alignment through the former Fort Ord. The preferred alignment for this project will connect the Salinas Transit Center with the Monterey Branch Line at 8th Street.

B. Marina-Salinas Corridor Widening: This project will add capacity serving commute flows between Salinas and Marina by constructing a four lane commute corridor between Salinas and State Route 1 through Marina. The project will widen Davis and Reservation Roads between Blanco Road and the existing four lane section of Reservation Road at Intergarrison Road. The project also includes widening of Imjin Road to four lanes between Reservation Road and Imjin Parkway, and interchange improvements at State Route 1 and Imjin Parkway. This project will be planned and constructed in coordination with Project A described above.

C. State Route 68 Commuter Improvements: This project will add capacity on State Route 68 to serve commuters on that facility by widening the roadway to 4 lanes between the existing 4 lane highway at Toro Park and Corral de Tierra Road.

D. State Route 68 Corral de Tierra Intersection Improvements: This project, sponsored by the County of Monterey, will make operation improvements to the Corral de Tierra intersection, which is currently a bottleneck for regional commuter on State Route 68. The project will construct dual left turn lanes on westbound SR 68, a merge lane on southbound Corral de Tierra, and a right turn lane on northbound Corral de Tierra.
Map 4: Coastal Corridor/State Route 1

State Route 1 between Castroville and Carmel serves as a commute corridor for work trips between Salinas and Marina during weekdays, and provides interregional access to the Monterey Peninsula and coast from the San Francisco Bay Area and Northern California on weekends, holidays and peak travel periods. The 2014 Regional Transportation Plan accommodates travel needs in this corridor through a combination of transit, rail and roadway improvements.

A. MST State Route 1 Bus on Shoulder: To improve travel times and on-time performance for regional transit between Salinas and Monterey through Marina, this project will construct bus improvements in the State Route 1 corridor between Marina and Fremont Boulevard in Seaside, either through bus improvements on the State Route 1 shoulder, or by constructing a dedicated busway parallel to the existing freeway. Monterey-Salinas Transit has secured state legislation allowing a bus-on-shoulder project to proceed.

B. Monterey Branch Line Light Rail: This project will reconstruct the Monterey Branch Line between Castroville and Monterey and establish light rail service with stops serving Castroville, Marina, Seaside, Sand City and Monterey. The first phase of the project will reconstruct tracks, construct stations, purchase rolling stock and operate service between Marina and Monterey with 15 minute headways. The second phase of the project will reconstruct tracks and extend service to Castroville with connections to interregional rail service at the station planned as part of the Rail Extension project described under Monterey County Gateways above. The second phase would also include increased frequencies during peak periods. Reconstruction of the Salinas River Railroad Bridge for service between Marina and Castroville is included as a separate project in the plan.

C. State Route 1 Monterey Road Interchange: This project will construct a new interchange on State Route 1 north of the existing Fremont Boulevard interchange, connecting to Monterey Road, which is designed to serve future development on the former Fort Ord.

D. State Route 1 Sand City Widening: This project will widen State Route 1 to 6 lanes between Fremont Boulevard and State Route 218/Canyon Del Rey with interchange improvements at State Route 1 and Fremont Boulevard. The Regional Transportation Plan assumes that interchange improvements included in this project will be prioritized.

E. Del Monte Avenue Widening (Camino El Estero to Sloat Avenue): This project, sponsored by the City of Monterey, will widen Del Monte Avenue by adding an additional eastbound lane between Camino El Estero and Sloat Avenue. This project could also support future Bus Rapid Transit Service in this corridor.

F. State Route 1/State Route 68 (Holman Highway) Roundabout: This project, sponsored by the City of Monterey, will replace the existing signalized intersection on Holman Highway at State Route 1 with a roundabout. The project will allow for free movements through the intersection, reduce traffic queues onto State Route 1 and Holman Highway, and improve access to Community Hospital of the Monterey Peninsula. The project will also include bicycle and pedestrian improvements to fill this gap in the Coastal Bike Route.
Coastal Corridor/SR 1

A: MST SR 1 Bus on Shoulder
B: Monterey Branch Light Rail
C: SR 1/Monterey Rd. Interchange
D: SR 1/Sand City Widening and Fremont Blvd. Interchange Improvements
E: Del Monte Avenue Widening (Camino El Estero to Sloat Avenue)
F: SR 68 Holman Highway Roundabout
G: SR 68 Holman Highway Access to CHOMP
H: SR 1 Carmel Operational Improvements

Agenda Item: 3.3.1 Web Attachment
G. State Route 68 Holman Highway Access to CHOMP: This project will widen the Holman Highway between State Route 1 and Community Hospital of the Monterey Peninsula to four lanes, which will improve access to the hospital, connect to the roundabout included in Project F above.

H. State Route 1 Carmel Operational Improvements: This project, sponsored by the County of Monterey, will construct a northbound climbing lane on State Route 1 between Rio Road and Carmel Valley Road to relieve congestion on this facility.
5. Environmental Documentation

A Draft Environmental Impact Report (EIR) was prepared for the Monterey Bay Area Metropolitan Transportation Plan pursuant to the California Environmental Quality Act (CEQA). The EIR includes the Regional Transportation Plans prepared by Monterey, San Benito and Santa Cruz County Regional Transportation Planning Agencies, and analyzed the program-level environmental impacts associated with implementation of these plans. AMBAG serves as lead agency to prepare the environmental document.

The reader is referred to the Draft EIR more information on the environmental review of the Regional Transportation Plan, potential environmental impacts and mitigation measures.
The Draft 2014 Monterey County Regional Transportation Plan will be available for public review beginning on **March 7, 2014**. The draft can be accessed on the Transportation Agency website: [www.tamcmonterey.org/programs/rtp](http://www.tamcmonterey.org/programs/rtp). The document can also be obtained by contacting the TAMC offices. Comments can be directed to Andy Cook, Senior Transportation Planner at the Transportation Agency for Monterey County by the deadline listed below. Public testimony can also be provided at a public hearing on the plan to be held at the following date, time and location:

**March 26, 2014**  
TAMC Board of Directors Meeting  
Monterey County Agricultural Commission  
Conference Room  
1428 Abbott Street  
Salinas, CA 93901  
9:00am

Deadline for public comment:  
**April 8, 2014**