

AMADOR COUNTY BOARD OF SUPERVISORS
COUNTY ADMINISTRATION CENTER
BOARD OF SUPERVISORS CHAMBERS
810 Court Street
Jackson, CA 95642

Please Note: All Board of Supervisors meetings are tape-recorded.

Anyone who wishes to address the Board must speak from the podium and should print their name on the Board Meeting Speaker list, which is located on the podium. The Clerk will collect the list at the end of the meeting.

Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

REGULAR SESSION ADDENDUM AGENDA

DATE: Tuesday, September 24, 2019
TIME: 9:00 AM
LOCATION: COUNTY ADMINISTRATION CENTER
BOARD OF SUPERVISORS CHAMBERS
810 Court Street
Jackson, CA 95642

1. ADDENDUM #3

- 3.a. Discussion & possible action regarding The Roads "Self-Help" Measure Committee Update
Suggested Action: Pleasure of the Board
[self-help measure summary 9-18-19.docx](#)
[Appendix A.pdf](#)
[Appendix B.pdf](#)
[Sample Ordinance - TAMC.pdf](#)
[Example Investment Plan - Madera .pdf](#)
[SB 1 - Self Help Competitive Program.pdf](#)
[Example Expenditure Plan - Monterey County.pdf](#)
[Self-help Measure Prospectus 8-15-19.pdf](#)
[Example Policies & Project Descriptions - Monterey.pdf](#)
[SB 1 - Self Help Formulaic Program.pdf](#)

Board of Supervisors Agenda Item Report

Submitting Department: Board of Supervisors

Meeting Date: September 24, 2019

SUBJECT

Discussion & possible action regarding The Roads "Self-Help" Measure Committee Update

Recommendation:

Pleasure of the Board

4/5 vote required:

No

Distribution Instructions:

File

ATTACHMENTS

- [self-help measure summary 9-18-19.docx](#)
- [Appendix A.pdf](#)
- [Appendix B.pdf](#)
- [Sample Ordinance - TAMC.pdf](#)
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Self-Help Measure Summary

September 19, 2019

To: The Amador County Board of Supervisors

From: The Roads Self-help Measure Ad Hoc Committee

Background:

Due to years of deferred maintenance caused by a lack of State funds and revenue decreases during the Great Recession, our Amador County roads have deteriorated in both the incorporated and un-incorporated areas of the county. Funding from the new gas tax provides new levels of funding for all jurisdictions, but it's not enough. There remain significant funding gaps that need to be bridged if we are to bring our roads up to an acceptable condition throughout the county. For example, just for the un-incorporated parts of Amador County it has been estimated from a 2015 study (Public Work website) that the County requires roughly \$6,000,000 annually for road maintenance and repair. Revenues from the State gas tax are projected to increase and plateau at about \$3,000,000 annually (Appendix A). Thus, leaving a funding gap of approximately \$3,000,000 annually needed for road maintenance and repair. The situation is even direr for the incorporated cities for Amador County (Appendix B).

Therefore, representatives of both the Cities and the County have met on a number of occasions to discuss the possibility of a self-help tax measure to provide additional funding for all jurisdictions in Amador County for road maintenance and repair. Projected revenue from a $\frac{1}{2}$ ¢ sales tax is estimated to be about \$3,000,000 annually based on the revenue collected from Measure M which is also a $\frac{1}{2}$ ¢ sales tax. In addition, population and road miles data were presented to the committee with the intention of using that information to develop a way of apportioning the estimated revenue. Discussions focused on determining an apportionment scheme for all 6 jurisdictions.

The apportionment scheme developed by the ad hoc committee is:

- The first assumption is that the transactional tax would be $\frac{1}{2}$ ¢, which would result in roughly \$3,000,000 annually based on a similar $\frac{1}{2}$ ¢ measure in existence (Measure M)
- Each of the five (5) incorporated Cities and the County will receive a base allocation from the first \$1,000,000 of proceeds collected
 - The cities of Sutter Creek and Plymouth would receive a base allocation of \$100,000 each annually
 - Amador City would receive a base allocation of \$75,000 annually
 - The cities of Ione and Jackson would each receive a base allocation of \$112,500 each annually
 - And the County would receive a base allocation of \$500,000 annually
- The remaining \$2,000,000+/- will be split amongst the six (6) jurisdictions according to the percentage of the population residing in their respective jurisdiction

The actual population data and the estimated amounts are shown in the tables in the prospectus including 10 year projection of the revenues for each jurisdiction.

This apportionment scheme and revenue estimates were shared with all the governing boards of the jurisdictions involved before or on August 27, 2019.

At the August 27, 2019 meeting of the Amador Board of Supervisors, the Board had some questions regarding how self-help measures work, how much additional funding would be available by being a self-help county and how would that work, the status of mileage based revenue schemes, and the use of road miles in the apportionment scheme.

Since its discussion on the Board of Supervisors agenda, the self-help measure ad hoc committee has met twice to discuss the questions and concerns of the various governing boards and councils that would have ultimately have to approve placing such a measure on the ballot for consideration by the public. Included in these discussions were representatives from the Board of Supervisors, the 5 incorporated cities, and Amador County Transportation Commission. The committee discussed the aforementioned items and reviewed numerous documents describing them.

- The ad committee heard from ACTC about their road model and traffic counts for Amador County and how it could be used to prioritize road maintenance and repair project lists. In the ACTC database are pavement condition indexes (PCIs) for all roads and their level of traffic. The ACTC staff illustrated how these data could be used to prioritize the roads in most need of maintenance and repair.
- With respect to extra funding from SB1 due to being a self-help county there are two ways for that to occur: 1) through a formulaic distribution program, and 2) through a competitive program. The formulaic plan is population based; however, for self-help entities that are small there's a minimum base allocation of \$100,000 annually. The competitive program tends to be for larger projects, and there's a preference for projects that are shovel ready which would be ideal for helping close the funding gap on the Pine Grove Corridor project.
- In addition, the ad hoc committee studied a number of other documents pertaining to self-help measures by other California Counties:
 - Sample Ordinance – Monterey County
 - Example Expenditure Plan – Monterey County
 - Example Investment Plan – Madera County
 - Example Policies & Project Descriptions – Monterey County

The committee felt that the measure put in place by Monterey County would serve as good model for Amador's planned ordinance since there are multiple jurisdictions involved.

What the Measure Entails:

- A ½ ¢ transactional tax
- A apportionment scheme as outlined in the attached prospectus
- It was decided that a ten (10) year sunset clause should be imposed so that there will be a need to demonstrate effective progress with the tax payer's money
- The money could be spent on road repair and maintenance within the right-of-way of the road, which could include sidewalks in urban areas and brush clearing in the county
- There should be an oversight committee to examine how the funding is being spent
- Each jurisdiction should submit a list of road project which could be prioritized using the ACTC road/traffic model and database

Follow-up Questions and Comments:

1. Mileage-Based Revenue Collection: In 2018, SB 1328 created the California Road Usage Charge (RUC) Technical advisory committee whose purpose was to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection scheme as an alternative to the gas tax system. A final report from a pilot program of an earlier bill (SB 1077) on this subject exists. The committee is currently reviewing this document.
2. The committee reviewed the apportionment scheme and felt the current scheme is simple and easy to understand. However, there was a desire to see a regional element included in the distribution. To that end, it was proposed that the extra-funding that our self-help coalition could receive, as a result of being a self-help community, can be directed toward more regional projects and use the ACTC road model. In particular the Pine Grove Corridor Improvement Project could be a beneficiary of the competitive process, and in the future Latrobe Road.

New County Revenues from SB 1 (Beall, 2017) - ALL New Revenues*

COUNTY	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	
Alameda	\$ 7,140,000	\$ 18,510,000	\$ 26,130,000	\$ 29,780,000	\$ 31,610,000	\$ 33,070,000	\$ 34,590,000	\$ 36,250,000	\$
Alpine	\$ 140,000	\$ 350,000	\$ 500,000	\$ 570,000	\$ 600,000	\$ 630,000	\$ 660,000	\$ 700,000	\$
Amador	\$ 660,000	\$ 1,680,000	\$ 2,380,000	\$ 2,670,000	\$ 2,810,000	\$ 2,920,000	\$ 3,050,000	\$ 3,190,000	\$
Butte	\$ 2,340,000	\$ 5,960,000	\$ 8,480,000	\$ 9,490,000	\$ 10,000,000	\$ 10,430,000	\$ 10,860,000	\$ 11,340,000	\$
Calaveras	\$ 1,000,000	\$ 2,550,000	\$ 3,640,000	\$ 4,050,000	\$ 4,280,000	\$ 4,460,000	\$ 4,650,000	\$ 4,850,000	\$
Colusa	\$ 790,000	\$ 1,990,000	\$ 2,840,000	\$ 3,140,000	\$ 3,310,000	\$ 3,440,000	\$ 3,570,000	\$ 3,730,000	\$
Contra Costa	\$ 5,960,000	\$ 15,460,000	\$ 21,820,000	\$ 24,870,000	\$ 26,400,000	\$ 27,630,000	\$ 28,900,000	\$ 30,280,000	\$
Del Norte	\$ 410,000	\$ 1,040,000	\$ 1,490,000	\$ 1,640,000	\$ 1,730,000	\$ 1,800,000	\$ 1,870,000	\$ 1,950,000	\$
El Dorado	\$ 2,100,000	\$ 5,440,000	\$ 7,700,000	\$ 8,760,000	\$ 9,280,000	\$ 9,700,000	\$ 10,150,000	\$ 10,620,000	\$
Fresno	\$ 7,160,000	\$ 18,290,000	\$ 26,010,000	\$ 29,120,000	\$ 30,770,000	\$ 32,090,000	\$ 33,440,000	\$ 34,900,000	\$
Glenn	\$ 960,000	\$ 2,420,000	\$ 3,440,000	\$ 3,820,000	\$ 4,030,000	\$ 4,180,000	\$ 4,350,000	\$ 4,520,000	\$
Humboldt	\$ 1,860,000	\$ 4,720,000	\$ 6,740,000	\$ 7,500,000	\$ 7,920,000	\$ 8,250,000	\$ 8,590,000	\$ 8,950,000	\$
Imperial	\$ 3,240,000	\$ 8,170,000	\$ 11,700,000	\$ 12,910,000	\$ 13,590,000	\$ 14,150,000	\$ 14,690,000	\$ 15,310,000	\$
Inyo	\$ 1,150,000	\$ 2,910,000	\$ 4,150,000	\$ 4,600,000	\$ 4,850,000	\$ 5,050,000	\$ 5,250,000	\$ 5,460,000	\$
Kern	\$ 6,740,000	\$ 17,250,000	\$ 24,510,000	\$ 27,540,000	\$ 29,120,000	\$ 30,390,000	\$ 31,690,000	\$ 33,110,000	\$
Kings	\$ 1,410,000	\$ 3,580,000	\$ 5,110,000	\$ 5,670,000	\$ 5,970,000	\$ 6,230,000	\$ 6,470,000	\$ 6,750,000	\$
Lake	\$ 1,000,000	\$ 2,540,000	\$ 3,630,000	\$ 4,050,000	\$ 4,280,000	\$ 4,450,000	\$ 4,640,000	\$ 4,840,000	\$
Lassen	\$ 970,000	\$ 2,470,000	\$ 3,520,000	\$ 3,920,000	\$ 4,130,000	\$ 4,290,000	\$ 4,470,000	\$ 4,670,000	\$
Los Angeles	\$ 43,150,000	\$ 111,800,000	\$ 157,870,000	\$ 179,860,000	\$ 190,910,000	\$ 199,780,000	\$ 208,930,000	\$ 218,870,000	\$
Madera	\$ 2,040,000	\$ 5,180,000	\$ 7,400,000	\$ 8,200,000	\$ 8,630,000	\$ 8,990,000	\$ 9,350,000	\$ 9,740,000	\$
Marin	\$ 1,620,000	\$ 4,170,000	\$ 5,920,000	\$ 6,700,000	\$ 7,100,000	\$ 7,430,000	\$ 7,760,000	\$ 8,120,000	\$
Mariposa	\$ 640,000	\$ 1,620,000	\$ 2,320,000	\$ 2,580,000	\$ 2,720,000	\$ 2,830,000	\$ 2,940,000	\$ 3,070,000	\$
Mendocino	\$ 1,490,000	\$ 3,790,000	\$ 5,420,000	\$ 6,030,000	\$ 6,370,000	\$ 6,630,000	\$ 6,910,000	\$ 7,200,000	\$
Merced	\$ 2,700,000	\$ 6,860,000	\$ 9,800,000	\$ 10,890,000	\$ 11,480,000	\$ 11,960,000	\$ 12,450,000	\$ 12,970,000	\$
Modoc	\$ 940,000	\$ 2,370,000	\$ 3,390,000	\$ 3,770,000	\$ 3,980,000	\$ 4,130,000	\$ 4,300,000	\$ 4,480,000	\$
Mono	\$ 690,000	\$ 1,760,000	\$ 2,520,000	\$ 2,810,000	\$ 2,960,000	\$ 3,090,000	\$ 3,210,000	\$ 3,350,000	\$
Monterey	\$ 2,950,000	\$ 7,570,000	\$ 10,740,000	\$ 12,090,000	\$ 12,800,000	\$ 13,370,000	\$ 13,940,000	\$ 14,570,000	\$
Napa	\$ 1,150,000	\$ 2,930,000	\$ 4,160,000	\$ 4,700,000	\$ 4,970,000	\$ 5,190,000	\$ 5,420,000	\$ 5,670,000	\$
Nevada	\$ 1,170,000	\$ 3,010,000	\$ 4,260,000	\$ 4,820,000	\$ 5,100,000	\$ 5,330,000	\$ 5,560,000	\$ 5,820,000	\$
Orange	\$ 14,730,000	\$ 38,240,000	\$ 53,950,000	\$ 61,580,000	\$ 65,390,000	\$ 68,460,000	\$ 71,620,000	\$ 75,060,000	\$
Placer	\$ 3,030,000	\$ 7,860,000	\$ 11,110,000	\$ 12,650,000	\$ 13,420,000	\$ 14,050,000	\$ 14,690,000	\$ 15,400,000	\$
Plumas	\$ 780,000	\$ 1,990,000	\$ 2,820,000	\$ 3,180,000	\$ 3,360,000	\$ 3,520,000	\$ 3,670,000	\$ 3,840,000	\$
Riverside	\$ 11,850,000	\$ 30,570,000	\$ 43,260,000	\$ 49,070,000	\$ 52,020,000	\$ 54,390,000	\$ 56,830,000	\$ 59,490,000	\$
Sacramento	\$ 8,800,000	\$ 22,720,000	\$ 32,160,000	\$ 36,480,000	\$ 38,670,000	\$ 40,440,000	\$ 42,250,000	\$ 44,220,000	\$
San Benito	\$ 660,000	\$ 1,690,000	\$ 2,400,000	\$ 2,680,000	\$ 2,840,000	\$ 2,950,000	\$ 3,070,000	\$ 3,210,000	\$
San Bernardino	\$ 11,470,000	\$ 29,620,000	\$ 41,890,000	\$ 47,560,000	\$ 50,420,000	\$ 52,730,000	\$ 55,110,000	\$ 57,690,000	\$
San Diego	\$ 16,510,000	\$ 42,730,000	\$ 60,360,000	\$ 68,710,000	\$ 72,900,000	\$ 76,270,000	\$ 79,750,000	\$ 83,530,000	\$
San Francisco**	\$ 3,360,000	\$ 8,620,000	\$ 12,230,000	\$ 13,780,000	\$ 14,580,000	\$ 15,240,000	\$ 15,890,000	\$ 16,620,000	\$
San Joaquin	\$ 4,770,000	\$ 12,240,000	\$ 17,350,000	\$ 19,570,000	\$ 20,700,000	\$ 21,620,000	\$ 22,560,000	\$ 23,590,000	\$

SB1 Road Repair and Accountability Act of 2017 - New Local Streets & Roads Funding - Ten Year Projections

Estimated: 11-Jan-18

	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22</u>	<u>2022-23</u>	<u>2023-24</u>	<u>2024-25</u>	<u>2025-26</u>	<u>2026-27</u>	<u>TenYr Total</u>
AMADOR COUNTY											
AMADOR	1,320	3,424	4,851	5,488	5,813	6,075	6,344	6,638	6,925	7,221	54,099
IONE	54,159	140,488	199,002	225,139	238,500	249,243	260,287	272,323	284,087	296,247	2,219,476
JACKSON	33,092	85,840	121,593	137,563	145,727	152,291	159,039	166,393	173,581	181,011	1,356,129
PLYMOUTH	6,902	17,903	25,359	28,690	30,392	31,761	33,169	34,702	36,202	37,751	282,830
SUTTER CREEK	17,661	45,812	64,893	73,416	77,773	81,276	84,878	88,803	92,639	96,604	723,754
County of Amador	642,205	1,665,867	2,380,000	2,670,000	2,810,000	2,920,000	3,050,000	3,190,000	3,320,000	3,450,000	26,098,072
Total Cities & County: Amador	755,339	1,959,334	2,795,699	3,140,296	3,308,206	3,440,646	3,593,716	3,758,859	3,913,433	4,068,833	30,734,361



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ORDINANCE NO. 2016-01

TRANSPORTATION AGENCY FOR MONTEREY COUNTY TRANSPORTATION SAFETY AND INVESTMENT PLAN AND RETAIL TRANSACTIONS AND USE TAX ORDINANCE

Agency Counsel Summary

This ordinance adopts a Transportation Safety and Investment Plan and imposes a retail transactions and use tax of three-eighths of one percent (3/8%) over a period of thirty (30) years for the purposes of improving safety on local roads and highways, repairing potholes, maintaining streets and roads, reducing traffic congestion, improving transportation for seniors, young people, and people with disabilities, and making walking and biking safer, pursuant to an expenditure plan that has been approved by all affected jurisdictions. Tax revenues are to be allocated with 60% of funds dedicated to local road maintenance, pothole repairs and safety projects and 40% of funds dedicated to regional safety and mobility projects. The ordinance also provides bonding authority to the Transportation Agency for Monterey County, based upon tax proceeds, and requires the establishment of a Citizen Oversight Committee and the conducting of annual independent audits.

Preamble

Our transportation system in Monterey County is aging and the county roads and city streets are crumbling. There are still significant safety concerns and traffic jams, such as those on Highway 68, Highway 156 and US 101. These issues stifle our regional economy and make it more difficult for our vulnerable populations – the elderly, children and the disabled – to get around.

Community leaders have joined with the Transportation Agency for Monterey County to develop this Transportation Safety & Investment Plan, which identifies solutions to regional safety and local road needs of the highest priority.

The Transportation Agency for Monterey County's local elected officials want to make our transportation system better by filling potholes, making our roads safer, and reducing traffic. Representative of the County's diversity, our Board has one elected official from each of our twelve cities, and all five county supervisors.

Working with our local, state, and federal partners, our Agency has made great progress on making our highways safer and reducing traffic, ranging from large projects, such as US 101 at San Juan Road; to rail or bus service; to smaller projects such as neighborhood sidewalks, bicycle paths and bike racks, but we still have over \$2 billion dollars in unfunded road maintenance, safety and traffic reduction needs in Monterey County.

The challenge facing us is that we have fallen off the fiscal cliff when it comes to transportation revenues. Our primary transportation funding source, the gas tax, hasn't been raised for 20 years, and our cars are more fuel-efficient than ever. We can't count on the State and federal government to bail us out. Meanwhile, the cost of projects rises with inflation, and road repairs become more expensive the longer we wait.

This Transportation Safety and Investment Plan will help address our transportation needs in every community in Monterey County, to support and improve our quality of life.

The Board of Directors of the Transportation Agency for Monterey County ordains as follows:

Section 1. TITLE. This Ordinance shall be known as the "Transportation Safety and Investment Plan Ordinance". The Transportation Agency for Monterey County is referred to herein as "TAMC." This Ordinance shall be applicable in the incorporated and unincorporated territory of Monterey County, which is referred to herein as "County."

Section 2. SUMMARY. This Ordinance provides for: the adoption of a transportation expenditure plan, referred to herein after as the "Transportation Safety and Investment Plan", which is attached to this Ordinance as Exhibit "A" and hereby incorporated by reference as if fully set forth herein, to:

- Improve safety on local roads and highways
- Repair potholes
- Maintain streets and roads
- Reduce traffic congestion
- Improve transportation for seniors, young people, and people with disabilities, and
- Make walking and biking safer;

the imposition of a retail transactions and use tax of a three-eighths' of one-percent (3/8%) over thirty (30) years; the authority to issue bonds secured by such taxes; and, the ability of the TAMC to administer the tax proceeds and form of a citizen oversight committee, with the requirement to conduct annual independent audits.

Section 3. ADMINISTRATION OF PLAN. TAMC shall impose the transportation tax and enter into an agreement with the State Board of Equalization to collect the funds, shall allocate revenues derived therefrom and shall administer the Transportation Safety and Investment Plan, consistently with the authority cited herein.

Section 4. ADMINISTRATIVE COSTS. TAMC shall expend only that amount of the funds generated from this Ordinance for staff support, audits, annual reports and other administrative expenses, and contract services that are necessary and reasonable to carry out its responsibilities pursuant to Division 2 of the Revenue and Taxation Code. In no case shall the funds expended for salaries and benefits exceed one percent (1%) of the annual amount of revenue raised by this Ordinance net of the amount of fees paid to the State Board of Equalization and prior to the distribution of funds to the local jurisdictions as provided in the Transportation Safety and Investment Plan (Exhibit A).

Section 5. **AUTHORITY.** This Ordinance is enacted, in part, pursuant to the provisions of Division 19 (commencing with section 180000) of the Public Utilities Code and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code.

Section 6. **OPERATIVE DATE.** This Ordinance shall become effective on the Operative Date only if a two-thirds majority of the electors voting on the measure at a special election to be called for such purpose vote to approve the Ordinance. "Operative Date" means the first day of the first calendar quarter commencing more than 110 days after the adoption of this Ordinance.

Section 7. **PURPOSE.** This Ordinance is adopted to achieve the following, among other purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

A. To implement specific projects and programs in Transportation Safety and Investment Plan, as approved by the Monterey County Board of Supervisors, the city councils of all 12 cities in Monterey County and the Transportation Agency for Monterey County.

B. To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code and Section 180050 et. seq. of the Public Utilities Code which authorize the Authority to adopt this Ordinance which shall be operative if a two-thirds (2/3rds) majority of the electors voting on the measure vote to approve the imposition of the tax at an election called for that purpose.

C. To adopt a retail transactions and use tax ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

D. To adopt a retail transactions and use tax ordinance that imposes a County-wide transportation tax and provides a measure therefor that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Sales and Use Taxes.

E. The funds generated by this ordinance may only be used for transportation purposes including: the administration of the Expenditure Plan, as amended, defense or prosecution of legal actions related thereto, the construction, acquisition, maintenance, and operation of streets, roads, highways, including state highways and public transit systems and for related transportation purposes, including project management and oversight of the projects to be funded using the Transportation Tax, such as coordination with other responsible agencies as well as project delivery and negotiation of project agreements. These purposes include expenditures for planning, environmental reviews, engineering and design costs, and related right-of-way acquisition. Expenditures also include, but are not limited to, debt service on bonds or other indebtedness, and expenses and reserves in connection with the issuance of the same.

Section 8. **TRANSPORTATION SAFETY AND INVESTMENT PLAN.** The revenues generated from the imposition of the retail sales and use tax provided for in this ordinance shall be made available for and allocated to the specified transportation projects and programs in

accordance with the Transportation Safety and Investment Plan, subject to the Policies and Project Descriptions for this Transportation Safety and Investment Plan, adopted by TAMC. The revenues are to be split with 60% dedicated to local road maintenance, pothole repairs and safety projects, and 40% dedicated to regional safety and mobility projects. The funding for local road maintenance, pothole repairs and safety projects is divided among the cities and the County according to the formula 50% population/50% lane miles. In the allocation of all revenues made available from the retail transactions and use tax, TAMC shall make every effort to maximize state and federal transportation funding to the region. TAMC may amend the Transportation Safety and Investment Plan, in accordance with this Ordinance, as needed, to maximize the transportation funding to Monterey County.

Section 9. ELECTION. TAMC requests the Board of Supervisors to call an election for voter approval of this Ordinance, which election shall be held on November 8, 2016. The election shall be called and conducted in the same manner as provided by law for the conduct of elections by a county. Pursuant to Section 180203 of the Public Utilities Code, the sample ballot to be mailed to the voters shall be the full proposition as set forth in this Ordinance, and the voter information handbook shall include the entire Transportation Safety and Investment Plan. The proposition to be placed on the ballot shall read substantially as follows:

Shall the Transportation Agency for Monterey County fund a Transportation Safety and Investment Plan to:

- Improve safety on local roads and highways
- Repair potholes
- Maintain streets and roads
- Reduce traffic congestion
- Improve transportation for seniors, young people, and people with disabilities, and
- Make walking and biking safer,

by enacting a three-eighths' percent sales tax, raising approximately twenty million dollars annually over 30 years, plus state and federal matching funds, with citizen oversight and annual independent audits?

___yes ___no

Section 10. ANNUAL REPORT. The Executive Director of TAMC shall annually cause to be prepared a report setting forth (a) the amount of funds collected and expended pursuant to this Ordinance; and (b) the status of any projects authorized to be funded in the Investment Plan adopted by TAMC.

Section 11. LOCAL ROAD MAINTENANCE, POTHOLE REPAIRS AND SAFETY FUNDS.

A. State Law. Pursuant to section 180200 of the Public Utilities Code, the revenues provided from transactions and use taxes imposed by this Ordinance shall be used to supplement existing revenues being used for transportation improvements and programs. Each local jurisdiction receiving funds pursuant to this ordinance shall meet the requirements of that section. Under State enabling legislation, funds generated pursuant to the retail transactions and use tax are to be used to supplement and not replace existing local revenues used for transportation purposes. To meet these requirements, a jurisdiction must demonstrate maintenance of a minimum level of local street and road expenditures in conformance with the requirements below.

B. Maintenance of Effort Requirements. Each local jurisdiction shall expend each fiscal year from its general fund for street and highway purposes an amount not less than the annual average of its expenditures from its general fund during the preceding three fiscal years, as reported to the Controller pursuant to Streets and Highways Code section 2151. For purposes of this calculation an average of the prior three (3) years spent for local transportation purposes as defined in this document will be used. Exemptions from this calculation include onetime capital expenses, and expiration of any voter-approved fund sources that were used for local transportation purposes. In the case of expired voter-approved fund sources, the three-year average baseline would be recalculated in the next annual verification period without said expired fund sources. Revenues from a fee imposed or contribution first received by a local jurisdiction on or after January 1, 2016 which are used on or after July 1, 2016, by that local jurisdiction for maintenance or improvement purposes on its streets and highways shall be considered as general fund expenditures for the purposes of compliance with the provisions of this Section in the fiscal year in which such expenditures are made.

C. Separate Account. For ease of tracking and to assure full transparency, all revenues received and expenditures of these funds will be accounted for and tracked in its own separate budget and fund titled "Transportation Safety & Investment Plan Account" and will not be comingled with any other funds.

D. Verification of Maintenance of Effort. TAMC may request fiscal data from local jurisdictions, in addition to data provided pursuant to Streets and Highways Code Section 2151 for the three previous fiscal years. Each local jurisdiction shall furnish the data to the TAMC not later than 120 days after receiving a request therefor. TAMC may withhold payments to local jurisdictions which do not comply with requests for information or which provide incomplete information. At the conclusion of each fiscal year, each local jurisdiction shall verify compliance with the provisions in this ordinance. Subject to compliance with the provisions of this Ordinance and to any adjustment in the amount of such payments in accordance with this Ordinance, TAMC shall distribute Local Road Maintenance, Pothole Repair and Safety payments pursuant this Ordinance.

E. New Cities. For each local jurisdiction incorporated after the effective date of this Ordinance, the maintenance of effort requirement defined in Section 5 shall not apply for three years thereafter commencing with the date that the local jurisdiction was incorporated.

F. Pavement Management Program. Each city and the County of Monterey shall develop, or participate in the development of by TAMC, a pavement management program. They shall submit regular reports on the conditions of their streets, to ensure timely repairs and keep the public informed. Development of the pavement management program by TAMC is eligible to be funded out of this program prior to distribution of funds to the cities and County.

G. Regional Development Impact Fee. Each city and the County of Monterey shall maintain participation in the Transportation Agency for Monterey County's Regional Development Impact Fee program and impose these fees on new development as applicable to assure that new development pays for its impacts on the regional transportation system.

H. Tax Sharing Agreements. Each city and the County of Monterey shall enter into tax sharing agreements with TAMC that will include enforcement procedures, designed to reassure the public that tax revenues are spent in accordance with the ballot language. For example, each of the above conditions will be subject to verification and annual audit by the Transportation Agency for Monterey County. Failure to meet any of the above conditions will result in the suspension of the distribution of funds from the County Auditor-Controller to the deficient city/county. Resumption

of funding distribution by the County Auditor-Controller to the deficient city/county will resume only after full repayment for any misuse, and conformation of compliance to each of the above conditions by the Transportation Agency for Monterey County. Transportation Safety & Investment Plan funding accrued due to the failure of a city/county to meet the above conditions will be held in trust for up to two (2) years for said jurisdiction, after which the funds will be redistributed to the remaining cities/county in Monterey County per formula. The tax sharing agreements will also provide that resumption of funding can occur at any time during the life of the Transportation Safety & Investment Plan upon compliance with the above conditions and full repayment of any prior misused funds.

Section 12. CITIZENS OVERSIGHT COMMITTEE. As provided in the Transportation Safety and Investment Plan, a Citizens Oversight Committee representing a diverse range of community interests shall be formed within 6 months after the effective date of this Ordinance. The committee shall meet at least once a year or as often as monthly. Meetings shall be open to the public. The Committee shall:

A. Independent Audits: Have full access to the Agency's independent auditor and review the annual audits, have the authority to request and review specific financial information, and provide input on the audit to assure that funds are being expended in accordance with the requirements of this plan;

B. Plan Changes: Review and make recommendations on any proposed changes to the plan, prior to Transportation Agency Board consideration, subject to a 2/3 vote of the voting oversight committee members;

C. Project Delivery and Priorities: Review and comment on project delivery schedules and make recommendations to the Transportation Agency on any proposals for changing project delivery priorities;

D. Annual and Final Reports: Prepare annual reports regarding the administration of the program. Report to be presented to the Transportation Agency Board of Directors and posted on TAMC's website.

Section 13. AMENDMENTS TO THE INVESTMENT PLAN. TAMC may propose amendments to the Investment Plan to respond to unforeseen circumstances, or to provide for the use of additional federal, state, local or other funds. To amend the Investment Plan, an amendment must be approved by not less than a two-thirds vote of the TAMC Board of Directors and by a simple majority weighted vote of the TAMC Board of Directors based on population, following a noticed public hearing, a 45-day comment period, and review and recommendation by the Citizens Oversight Committee.

Section 14. CONTRACT WITH STATE. Prior to the operative date, TAMC shall contract with the State Board of Equalization to perform all functions incident to the administration and operation of this transactions and use tax ordinance; provided, that if TAMC shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

Section 15. TRANSACTIONS TAX RATE. For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and

unincorporated territory of the County at the rate of three-eighths of one percent (3/8 %) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this Ordinance.

Section 16. PLACE OF SALE. For the purposes of this Ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

Section 17. USE TAX RATE. An excise tax is hereby imposed on the storage, use or other consumption in the District of tangible personal property purchased from any retailer on and after the operative date of this Ordinance for storage, use or other consumption in said territory at the rate of three-eighths of one percent (3/8 %) of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

Section 18. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in this Ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this Ordinance as though fully set forth herein.

Section 19. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES. In adopting the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code:

A. Wherever the State of California is named or referred to as the taxing agency, the name of TAMC shall be substituted therefor. However, the substitution shall not be made when:

1. The word "State" is used as a part of the title of the State Controller, State Treasurer, Victim Compensation & Government Claims Board, State Board of Equalization, State Treasury, or the Constitution of the State of California;

2. The result of that substitution would require action to be taken by or against TAMC or any agency, officer, or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this Ordinance.

3. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:

a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption

remain subject to tax by the State under the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code; or

b. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.

4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

B. The word "County" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

Section 20. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this Ordinance.

Section 21. EXEMPTIONS AND EXCLUSIONS.

A. There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

B. There are exempted from the computation of the amount of transactions tax the gross receipts from:

1. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the County in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.

2. Sales of property to be used outside the County which is shipped to a point outside the County, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the County shall be satisfied:

a. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-County address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and

b. With respect to commercial vehicles, by registration to a place of business out-of-County and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

3. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.

4. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this Ordinance.

5. For the purposes of subparagraphs (3) and (4) of this section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

C. There are exempted from the use tax imposed by this Ordinance, the storage, use or other consumption in this County of tangible personal property:

1. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

2. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

3. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.

4. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this Ordinance.

5. For the purposes of subparagraphs (3) and (4) of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

6. Except as provided in subparagraph (7) below, a retailer engaged in business in the County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

7. "A retailer engaged in business in the County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an

D. Any person subject to use tax under this Ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a County imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

Section 18. AMENDMENTS TO THE ORDINANCE. All amendments subsequent to the effective date of this Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this Ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

Section 19. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or the TAMC, or against any officer of the State or the TAMC, to prevent or enjoin the collection under this Ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

Section 22. ESTABLISHMENT OF BONDING AUTHORITY. TAMC is authorized to issue bonds to finance capital outlay expenditures as may be provided for in the Investment Plan, payable from the proceeds of the transactions and use tax. TAMC may issue limited tax bonds, from time to time, to finance any program or project in the Investment Plan. The maximum bonded indebtedness, including issuance costs, interest, reserve requirements, and insurance, shall not exceed the total amount of the proceeds anticipated to be collected by imposition of this transactions and use tax. All costs associated with the issuance of such bonds shall be accounted for within the program category in which the bond proceeds are used. The bonds shall be payable solely from, and shall be secured by a pledge of, the proceeds of the retail transactions and use tax, and may be issued any time before expiration of the tax. TAMC, in allocating the revenues from the Ordinance, shall meet all debt service requirements and other bond related costs prior to allocating funds for other projects or purposes.

Section 23. SEVERABILITY. If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the Ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.

Section 24. EFFECTIVE DATE. This Ordinance relates to the levying and collecting of transactions and use taxes and shall take effect immediately, subject only to the Operative Date set forth in in this Ordinance.

Section 25. EXPIRATION DATE. The authority to levy the tax imposed by this Ordinance shall expire thirty (30) years from the operative date of this Ordinance.

PASSED AND ADOPTED by the Transportation Agency for Monterey County, State of California this 24th day of June 2015, by the following vote:

AYES: T. Bodem, A. Chavez, B. Delgado, J. Edelen, C. Hardy, R. Huitt,
M. LeBrarre, K. Markey, J. Martínez, M. Orozco, D. Potter, R. Rubio,
S. Salinas, J. Serrano, E. Smith, and J. Stratton

NOES:

ABSENT: J. Huerta



**ALEJANDRO CHAVEZ, VICE CHAIR
TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

ATTEST:



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

FINAL

*2006 ½ Cent Transportation Sales
Tax Measure Investment Plan*

June 21, 2006



FINAL

*2006 ½ Cent Transportation Sales
Tax Measure Investment Plan*

Prepared for:

Madera County Transportation Commission (MCTC)
1816 Howard Road, Suite 8
Madera, CA 93637

Prepared by:

VRPA Technologies, Inc.
4630 W. Jennifer, Suite 105
Fresno, CA 93722

Approved as a Draft by:

Madera ½-Cent Sales Tax
For Transportation Measure Steering Committee
March 22, 2006

Approved by Local Agencies:

June 2006

Approved by MCTC sitting as the MCTA:

June 21, 2006

Table of Contents

Introduction	1
Overview – The Investment Plan	1
Responding to Core Values	2
Success of the Current Measure “A” Program	2
How the Plan was Developed	3
Expected Measure Proceeds	4
Regional Priorities of the New Plan	4
Investment Plan Projects	6
For Further Information	9

Appendices

Appendix A – Plan Administration	A-1
Appendix B – Implementing Guidelines	A-3
Appendix C – Citizens’ Oversight Committee	A-6

List of Tables

Table 1 Multi-Modal Funding Allocation Program	7
Table 2 Candidate Capacity Increasing Projects and Recommended Regional Priorities	8

List of Figures

Figure 1 Expenditures to Transportation Programs	1
Figure 2 Tier 1 & Tier 2 Regional Streets and Highways Program Capacity Increasing Projects	10
Figure 3 Tier 1 & Tier 2 Regional Streets and Highways Program Capacity Increasing Projects	11
Figure 4 County of Madera Pavement Management Program Eligible Routes	12
Figure 5 Candidate Maintenance Projects City of Madera	13
Figure 6 Candidate Maintenance Projects City of Chowchilla	14

Introduction

The Madera County 1/2 Cent Transportation Sales Tax Measure Investment Plan was prepared to:

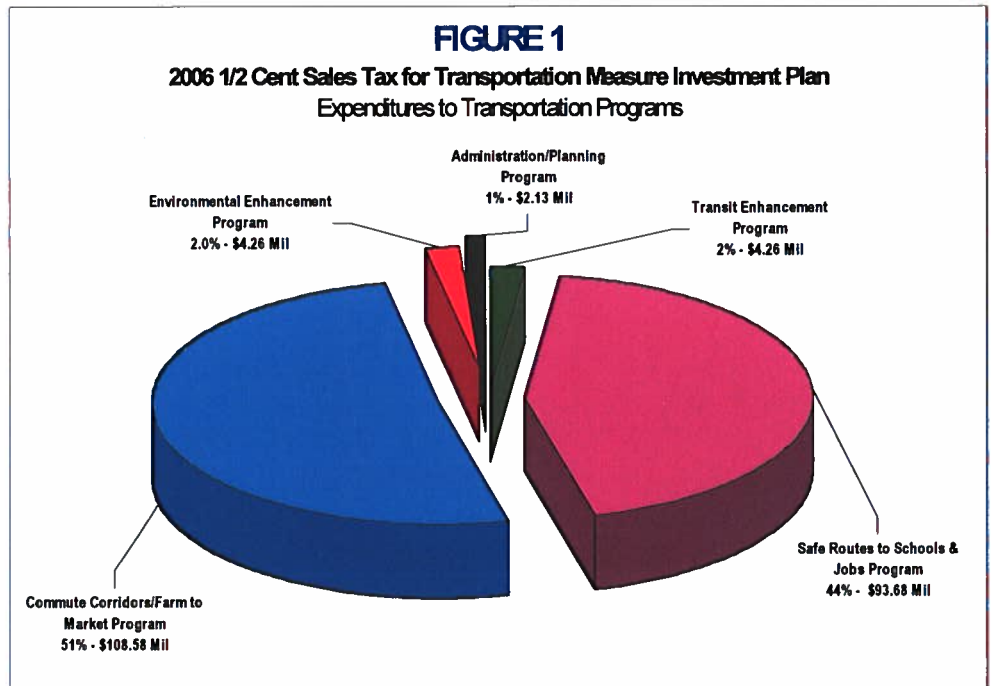
guide the investment of more than \$213 million in transportation funds generated through continuation of Madera County's half-cent transportation sales tax over the next 20 years, if approved by voters in the November 2006 election.

Madera County's previous Measure "A" Program, voter approved in 1990, expired in September 2005. This new Investment Plan, developed by a Steering Committee representing diverse community interests, will address major regional transportation needs in Madera County through the Year 2027. The Steering Committee thoroughly considered needs identified by voters and community residents during development of the Plan. To ensure the Plan addressed transportation needs of all County residents, the Steering Committee:

- Adhered to requirements contained in the Public Utilities Code 180000
- Reviewed Measure programs recently passed in other counties (best practices review)
- Listened to presentations regarding transportation needs

Overview-The Investment Plan

Figure 1 provides an overview of the proposed Measure Investment Plan funding expenditures approved by the Steering Committee. The 20-year Measure funding is expected to generate to a total of \$212,900,000. A majority of this amount (\$159,675,000 or 75% of the Measure) is allocated to the local jurisdictions including Madera County, and the cities of Madera and Chowchilla based on population size and will be allocated to the agencies in separate interest bearing accounts. The allocation between the three local agencies is 57.77%, 36.06%, and 6.17%, respectively. These population shares will likely change over time as growth occurs throughout the County and within each of the cities.



Referencing Figure 1, the allocations consider a "multi-modal" transportation program, as follows:

- 51% of the expected Measure funds are allocated to the Commute Corridors / Farm to Market Program (Regional Transportation Program) and are directed to meet the improvement needs of regional streets and highways and to accelerate delivery of streets and highways projects delayed due to shortage of funding.

- 44% of the funds are directed to the Safe Routes to Schools and Jobs Program (Local Transportation Program). The majority of the resources is aimed at meeting scheduled street maintenance (including Maintenance Districts), rehabilitating aged local systems, and could be applied to increase road capacity, provide for pedestrian/bicycle improvements and public transit enhancements or for other transportation improvements. Within this category, an allocation of 0.5% is directed to Americans with Disabilities Act (ADA) compliance.
- The remaining 5% of the total expected Measure funding are directed to other programs such as program administration and planning activities, environmental mitigation program and transit enhancement program.

Details regarding the implementation of each of the programs are provided in Appendix A and B.

Responding to Core Values

Two-thirds (67%) voter approval is necessary to pass the Measure in November 2006. In order to ensure that Steering Committee members were on target with this Investment Plan, voters and community residents were initially surveyed by Evans/McDonough Associates to determine support for a new Measure. Voters were surveyed again to confirm support for proposed Investments.

The latest voter poll results indicate that the Measure has a broad base of support (at least 70% of the likely voters) because the transportation programs contained in the Measure reflect “core values” identified through the survey such as:

- Maintaining a vibrant economy
- Cleaning our air
- Local control of Measure funds
- Leveraging matching funds from federal and State sources
- Having a Measure Citizens' Oversight Committee

Meeting the needs of Madera County residents requires leveraging federal and State investments with local resources. Even with passage of the Measure there will not be enough funding available to address the more than \$1.3 billion in transportation needs. The Measure will generate slightly more than \$213 million over the next 20 years to address a portion of the need. Therefore leveraging additional federal and State dollars, beyond what the region expects, is critical.

Success of the Past Measure “A” Program

Many changes to the existing transportation system have occurred since voters first approved Measure “A” in 1990. New and improved regional and local streets and highways have either been constructed or are currently programmed and shall be constructed by the local agencies to improve safety and travel flow. These improvements include:

- \$6.5 million of the approximate \$35 million in Measure “A” funds was allocated to SR 41 freeway improvements between the San Joaquin River and Avenue 12 (Madera County Project – Complete). The Measure funds leveraged an additional \$30 million from federal and State sources.
- Road 26 between City Limits and Avenue 17 (Madera County Project - Complete)
- Avenue 12 between Road 24 and SR 99 (County of Madera Project – Complete)
- Road 222 (Cheppo Saddle) (County of Madera Project – Complete)
- Road 426 between the Fresno River and Road 427 (County of Madera Project – Complete)
- SR 49 at Goldside (County of Madera Project – Complete)
- Schnoor Bridge in Madera (City of Madera Project - Complete)
- Sunrise between B St. and Road 28 (City of Madera Project - Complete)
- Cleveland at SR 99 Overcrossing (City of Madera Project - Complete)
- Chowchilla Boulevard (City of Chowchilla Project - Complete)

- Madera/Gateway/Almond at SR 99 (City of Madera Project - In Process)
- Avenue 17 between SR 99 and Hill Drive – (County of Madera Project – In Process)
- Road 26 between San Mateo Way and Avenue 18 - (County of Madera Project – In Process)
- 3rd, 5th, 15th & Ventura in Chowchilla (City of Chowchilla Project - In Process)
- Road 415 between SR 41 and Jennifer Way (Madera County – In Process)
- Road 200 between Spring Valley and Ladd Creek (Madera County - In Process)
- Road 200 between Ladd Creek and Fine Gold Creek (Madera County – In Process)

The Measure "A" program was widely viewed as one of the most important programs ever approved by voters in Madera County because it provided and continues to provide the opportunity to compete successfully for additional federal and State transportation funding. The Madera County Transportation Authority (Authority) and the Madera County Transportation Commission (MCTC) worked diligently to leverage additional dollars from Sacramento and Washington D.C. for every Measure "A" dollar generated locally under the Measure "A" program. Responsibilities of the Authority and MCTC are provided in Appendix A. Approving a new Measure will continue to provide local funds under local control, in order to leverage and direct additional federal and State funding to Madera County.

Annual Audit of Measure Programs

Measure "A" Investments and accounts of the local agencies and the Authority are audited on an annual basis by an independent audit firm retained by the Authority. Over the past 15 years, audit results have indicated that the Measure "A" Program has been implemented, and proceeds expended, in accordance with the Measure "A" Investment Plan and provisions. Appendix A provides additional detail regarding the new Measure audit process.

Citizens' Oversight Committee

To inform the public and to ensure that the Transportation Measure (Measure) funding program revenues and expenditures are spent as promised to the public, a Citizens' Oversight Committee would be formed as part of the new Measure. Details regarding the Committee are provided in Appendix C.

How the Plan was Developed

The Measure Steering Committee was formed in January 2006 to develop the Measure Investment Plan. The Steering Committee evaluated existing systems and created a vision for the future. There was recognition that this Measure Investment Plan needed to aid Madera County in its transition from a county with a population of approximately 131,000 in 2006, to a county with over 264,000 by 2027. This Plan recognizes transportation programs that maintain and improve the quality of life for Madera residents and yet positions Madera County transportation entities to implement specific types of infrastructure that will be needed to address the higher population and its mobility needs. Members of the Steering Committee:

reviewed a variety of proposals, solicited public input and professional expertise, conducted two (2) polls, and reviewed data and literature from other agencies to prepare this Plan.

Members of the Steering Committee represented the interests of:

- Business – Chamber of Commerce
- County of Madera
- Labor/Construction Industry
- Madera Citizens
- Madera County Sheriff's Department
- Oakhurst Citizens
- Cities of Chowchilla and Madera
- Labor/Construction Industry
- Madera ADA Advisory Council
- Madera County Farm Bureau
- Madera Redevelopment Agency
- Taxpayers Association

Madera County Transportation Commission

Expected Measure Proceeds

If voters approve the Measure on November 7, 2006, they allow a newly formed Authority to impose a ½ cent retail transaction and use tax for 20 years (between July 1, 2007 and June 30, 2027). The Measure Sales Tax will:

provide \$213 million in new revenues for transportation improvements according to financial projections through the year 2027.

This estimate considers current sales tax receipts and a conservative five percent (5%) growth rate in sales tax proceeds through June 2027. The growth rate is based upon the historic annual rate of growth experienced during the previous Measure "A" program. The new Measure will generate more than three times the amount collected during the previous Measure "A" Program (\$70 million) through September 2005. The allocation of projected sales tax revenues to specific types of transportation funding programs and improvement projects is described in the following sections of this Plan. The Investment Plan will be updated every two (2) years to adjust the projection of sales tax receipts, ensuring that the projections are consistent with future Investments and promises made in this initial Plan. The Authority will have the option of issuing bonds to deliver Measure projects and programs contained in this Investment Plan to save project costs by delivering them earlier.

Regional Priorities of the New Plan

Through many weeks of intense discussion and hard work, the following Measure funding program commitments were developed and agreed to by the Steering Committee. The Committee realized that providing Measure funds for all modes of transportation would meet the quality of life intent of the new Measure. This would in turn enable agencies within the County to address the needs of residents, businesses, and major industries over the 20-year life of the Measure. The new Plan will:

provide funds for road improvements, public transit, and other transportation programs that improve mobility and air quality within the County and each of the cities.

Investment Plan programs are detailed in Table 1. Implementing Guidelines for each the five (5) Investment programs described below are contained in Appendix B.

COMMUTE CORRIDORS/FARM TO MARKET PROGRAM (Regional Transportation Program) - \$108.6 million or 51%.

The Plan authorizes major new projects to:

- Improve freeway interchanges
- Add additional lanes
- Increase safety as determined by the local jurisdictions
- Improve and reconstruct major commute corridors

1

These projects provide for the movement of goods, services, and people throughout the County. Major highlights of this Program include the following:

- **\$55.4 million** (approximately 26% of the Measure) is directed to fund capacity increasing projects and to leverage federal and State funding.
- **\$53.2 million** (approximately 25% of the Measure) is available for rehabilitation, reconstruction and maintenance of sections of regional streets and highways.

Funds can be used for all phases of project development and implementation. This funding program requires new growth and development within the County and each of the cities to contribute to street and highway project costs through local mandatory Traffic Impact Fee (TIF) programs.

Funds collected by the local agencies through the TIF programs will provide at least 20% of the funds needed to deliver Tier 1 Projects over the Measure funding period (2007 through 2027). Specific Regional Transportation Program highlights and implementing guidelines are also described in Appendix B.

SAFE ROUTES TO SCHOOLS AND JOBS PROGRAM (Local Transportation Program) - \$93.7million or 44%.

The goal is to improve each individual city's and the County's local transportation systems. Several funding programs are included:

- **\$46.3 million** (approximately 21.75%) has been guaranteed to each city and the County to meet scheduled maintenance needs and to rehabilitate the aging transportation system.
- Another **\$46.3 million** of "flexible" funding is provided to the local agencies for any transportation project they feel is warranted including:
 - Fill potholes
 - Repave streets
 - County Maintenance District Area improvements
 - Add additional lanes to existing streets and roads
 - Improve sidewalks
 - Traffic control devices to enhance student and public safety
 - Enhance public transit
 - Construct bicycle and pedestrian projects and improvements
 - Separate street traffic from rail traffic

The local agencies in Madera County know what their needs are and how best to address those needs.

- Just over **\$1.0 million** (approximately 0.5%) is provided to fund local agencies for the ADA Compliance Program including curb cuts and ramps to remove barriers, as well as other special transportation services.

Funds can be used for all phases of project development and implementation. Specific Local Transportation Program highlights and implementing guidelines are described in Appendix B.

TRANSIT ENHANCEMENT PROGRAM (Public Transportation Program) - \$4.3 million or 2%.

The goal of this program is to expand or enhance public transit programs that address the transit dependent population and have a demonstrated ability to get people out of their cars and improve air quality. To accomplish this important goal:

- **\$4.258 million** (2% of Measure funding) is provided to the three (3) transit agencies within the County based upon service area population. Madera County would receive **\$2.25 million** or 1.06% of Measure funds, the City of Chowchilla would receive **\$0.24 million** or 0.11%, and the City of Madera would receive **\$1.4 million** or 0.66%. The transit agencies would use the funds to address major new expansions of the express, local and feeder bus services including additional:
 - Routes
 - Buses (including low emission)
 - Night and weekend service
 - Bus shelters and other capital improvements
 - Safer access to public transit services
 - Car pools
- The remaining **\$355,000** (0.17% of Measure funding) is directed to ADA, Seniors and Paratransit programs to improve mobility for seniors and people with disabilities.

Specific Transit Enhancement Program highlights and implementing guidelines are also described in Appendix B.

ENVIRONMENTAL ENHANCEMENT PROGRAM - \$4.3 million or 2%.

This program's goal is to improve air quality and the environment through four (4) important programs:

- Environmental Mitigation
- Air Quality (including road paving to limit PM₁₀ and PM_{2.5} emissions)

- Bicycle/Pedestrian Facilities
- Car/Van Pools

The linkage between air quality, environmental mitigation and transportation is stressed and consequently, the local agency may direct the funds to the four (4) categories listed above, as they desire. Specific Environmental Enhancement Program highlights and implementing guidelines are described in Appendix B.

5

ADMINISTRATION AND PLANNING PROGRAM - \$2.15 million or 1%.

Measure funding is provided to the Authority to:

- Prepare Investment Plan updates
- Develop allocation program requirements
- Administer and conduct specified activities identified in the other four (4) programs described above

Specific Administration / Planning Program highlights and implementing guidelines are described in Appendix B.

Reconstruction, Rehabilitation and/or Maintenance of Streets and Roads

Referencing Table 1, a maximum of 69% of the Measure proceeds can be allocated to the reconstruction, rehabilitation and/or maintenance of streets and roads, and ADA compliance within the County and each of the cities. This maximum allocation allows the local agencies to address the improvement of streets and roads that provide access to schools, jobs, farming activities and access to recreation areas.

Investment Plan Projects

Project Commitments – Commute Corridors/Farm to Market Program

Regional Streets and Highways Program

This section identifies priority regional street and highway improvement projects to be implemented over the life of the Measure or by the year 2027. The projects would be funded with Measure, State Transportation Improvement Program (STIP), and Transportation Enhancement (TE) funds and/or other transportation funding.

The Steering Committee and MCTC staff has identified projects that address the desires of potential voters identified during the two (2) polls conducted in May 2005 and February 2006.

Tier 1 capacity increasing street and road projects to be addressed in this Program are included in Table 2 and graphically displayed in Figures 2 and 3. These projects will be funded using:

- Measure funding (approximately **\$55.4 million**).
- 100% of the State Transportation Improvement Program (STIP)/Transportation Enhancement (TE) funding expected over the 20-year Measure or approximately **\$109 million**.
- Approximately **\$121 million** from other funding sources including developer fees. MCTC staff and the Steering Committee believe, based upon current assumptions, that such funding will be available to address this funding need. While greater than 50% of funding for the Tier projects is needed to address project costs from other than Measure/STIP/TE proceeds, new growth and development throughout the County would be required to contribute at least 20% of the total cost of Tier 1 project costs as part of local agency Traffic Impact Fee (TIF) programs. It is assumed that the remainder would be received from additional developer fees, and other federal and State funding.

TABLE 1
NEW MEASURE 1/2 CENT SALES TAX FOR TRANSPORTATION - 20 YEARS - MADERA COUNTY
Multi-Modal Funding Program

Approved by the Steering Committee on March 16, 2006/Approved by the Local Agencies in June 2006

NEW MEASURE "C" SALES TAX REVENUE	% OF TOTAL	20 YEAR FUNDING TOTAL ¹	FUNDS ALLOCATED TO MADERA COUNTY ²	FUNDS ALLOCATED TO CITY OF CHOWCHILLA ²	FUNDS ALLOCATED TO CITY OF MADERA ²	AVERAGE ANNUAL FUNDING TOTAL ³
Allocations rounded to nearest \$100,000	100.00%	\$212,900,000	57.77%	6.17%	36.06%	\$10,645,000
FUNDING PROGRAMS (Reference Program Definitions and Details)						
1. Commute Corridors/Farm to Market Program (Regional Transportation Program)^{4,5,6}	51.00%	\$108,579,000	\$62,726,088	\$6,699,324	\$39,153,587	\$5,428,950
Regional Streets and Highways Program ⁷	26.00%	\$55,354,000	Projects are prioritized on a "regional" basis			\$2,767,700
Regional Rehabilitation/Reconstruction/Maintenance Program ⁸	25.00%	\$53,225,000	\$30,748,083	\$3,283,983	\$19,192,935	\$2,661,250
2. Safe Routes to School & Jobs Program (Local Transportation Program)⁶	44.00%	\$93,676,000	\$54,116,625	\$5,779,809	\$33,779,566	\$4,683,800
<i>Local Allocation</i>						
Street Maintenance ⁹	13.00%	\$27,677,000	\$15,989,003	\$1,707,671	\$9,980,326	\$1,383,850
County Maintenance District/City Street Supplemental Maintenance Funding Program ¹⁰	8.75%	\$18,628,750	\$10,761,829	\$1,149,394	\$6,717,527	\$931,438
Flexible	21.75%	\$46,305,750	\$26,750,832	\$2,857,065	\$16,697,853	\$2,315,288
ADA Compliance	0.50%	\$1,064,500	\$614,962	\$65,680	\$383,859	\$53,225
3. Transit Enhancement Program	2.00%	\$4,258,000	\$2,459,847	\$262,719	\$1,535,435	\$212,900
Madera County	1.06%	\$2,254,859	\$2,254,859	\$0	\$0	\$112,743
City of Madera	0.66%	\$1,407,482	\$0	\$0	\$1,407,482	\$70,374
City of Chowchilla	0.11%	\$240,825	\$0	\$240,825	\$0	\$12,041
Subtotal (Transit Agencies)	1.83%	\$3,903,167	\$2,254,859	\$240,825	\$1,407,482	\$195,158
ADA / Seniors / Paratransit	0.17%	\$354,833	\$204,987	\$21,893	\$127,953	\$17,742
4. Environmental Enhancement Program¹¹	2.00%	\$4,258,000	\$2,459,847	\$262,719	\$1,535,435	\$212,900
<i>Environmental Mitigation, Air Quality, Bicycle/Pedestrian Facilities & Car/Van Pools Programs</i>						
5. Administration/Planning Program	1.00%	\$2,129,000	N/A	N/A	N/A	\$106,450
MCTA	1.00%	\$2,129,000	N/A	N/A	N/A	\$106,450
TOTAL:	100.00%	\$212,900,000	\$121,762,407	\$13,004,571	\$76,004,023	\$10,645,000
Total Funding available for street & highway rehabilitation/reconstruction/maintenance:	59.75%	\$127,207,750	\$73,487,917	\$7,848,718	\$45,871,115	\$6,360,388
Local Agency Allocation			57.77%	6.17%	36.06%	

*1 The 20-year funding total is based upon a 5% (Mid Range) Growth Factor considering annual Measure "A" Proceeds between 1990 and 2005.

*2 Funds allocated to Madera County considered a population share of 57.77%, to the City of Chowchilla 6.17% and to the City of Madera 36.06%.

*3 Total Measure "T" proceeds (\$212,900,000) divided by the duration of the Measure (20 years).

*4 No more than 50% of these funds could be allocated to rehabilitation/reconstruction projects.

*5 Program requires implementation of a Local Traffic Impact Fee Program. The Impact Fee Program must reflect at least 20% of each agency's total project costs program projects to be funded using Commute Corridor/Farm to Market Funding Program - Regional Streets and Highways Program revenues.

*6 If a Local Traffic Impact Fee Program is not implemented, 20% of the Flexible funding allocation will be forfeited by the local agency until such time as the agency implements Local Traffic Impact Fee Program.

*7 Current MCTC policy is to allocate funds based upon regional priorities.

*8 Funds may be applied to reconstruction, rehabilitation and maintenance projects.

*9 Pothole repair, chip seals, overlays, slurry seals, etc.

*10 County Maintenance District improvements applies to County only. City Street Maintenance Funding Program applies to City Street Maintenance.

*11 Local agencies may allocate funds to any of the subprograms listed necessary to address local issues and needs.

TABLE 2

20-YEAR MEASURE 1/2 CENT TRANSPORTATION SALES TAX							
1. Regional Streets and Highways Program							
Candidate Capacity Increasing Projects and Recommended Priorities							
Approved by the Steering Committee on March 16, 2006 and approved by local agencies in June 2006							
Map #	Route	Limits	Description	Cost ¹	Other Funds (at least 20%) ²	Measure + STIP/TE (Cost Minus Other Funds) ³	Balance of Measure & STIP/TE ⁴
TIER 1 PROJECTS ⁵							
1A	SR 41	Between SR 145 and Road 200	Construct passing lanes	\$30,560,000	\$6,112,000	\$24,448,000	\$139,906,000
1B	SR 145 ⁷	At SR 99	Reconstruct/widen interchange	\$6,800,000	\$6,800,000	\$0	\$139,906,000
1C	4th Street	At SR 99	Reconstruct/widen interchange	\$11,000,000	\$2,200,000	\$8,800,000	\$131,106,000
1D	Ave 12 ^{8,9}	At SR 99	Reconstruct/widen interchange	\$39,292,000	\$19,646,000	\$19,646,000	\$111,460,000
1E	SR 41 ⁹	Ave 10 to Ave 12 w/interchange at Ave 12	Extend freeway/build interchange	\$46,400,000	\$23,200,000	\$23,200,000	\$88,260,000
1F	SR 233 ^{9,10}	At SR 99	Reconstruct/widen interchange	\$35,000,000	\$25,000,000	\$10,000,000	\$78,260,000
1G	Ellis/Avenue 16	Granada to Road 26 & new SR99 Overcrossing	Reconstruct street & Construct overcrossing	\$25,447,665	\$12,723,833	\$12,723,833	\$65,536,168
1H	Gateway Ave	Cleveland to Yosemite	Reconstruct/widen from 2 to 4 lanes	\$3,200,000	\$640,000	\$2,560,000	\$62,976,168
1I	Gateway (SR 145)	Yosemite to SR 99	Reconstruct/widen from 2 to 4 lanes	\$2,800,000	\$560,000	\$2,240,000	\$60,736,168
1J	Cleveland	Schnoor to SR 99	Reconstruct/widen from 4 to 6 lanes	\$3,400,000	\$680,000	\$2,720,000	\$58,016,168
1K	SR 41	Road 420 to SR 49 (South of Oakhurst)	Widen from 2 to 4 lanes	\$22,900,000	\$4,580,000	\$18,320,000	\$39,696,168
1L	Ave 12 ⁹	Road 38 to SR 41	2 to 4 lanes	\$21,239,169	\$10,619,585	\$10,619,585	\$29,076,583
1M	Rd 29	Olive to Ave 13	2 to 4 lanes	\$4,857,311	\$1,943,000	\$2,914,311	\$26,162,272
1N	4th	SR 99 to Lake	Reconstruct/widen from 2 to 4 lanes w/RR Xing	\$1,800,000	\$360,000	\$1,440,000	\$24,722,272
1O	Ave 12	SR 99 to Road 32	2 to 4 lanes	\$12,200,000	\$2,440,000	\$9,760,000	\$14,962,272
1P	Rd 29 ¹¹	Ave 12 to Ave 13	2 to 4 lanes and realignment	\$9,567,994	\$3,828,057	\$5,739,937	\$9,222,335
1Q	Gateway	At SR 99	Reconstruct/widen interchange	\$6,650,000	\$0	\$6,650,000	\$2,572,335
				\$283,114,139	\$121,332,474	\$161,781,665	
TIER 2 PROJECTS (if funding available) ⁶							
2A	Cleveland	Tozer to Lake	Restripe to 4 lanes	\$280,000	\$280,000	\$0	\$0
2B	Children's Blvd	SR 41 NB Ramps to Peck Blvd.	6 to 8 lanes	\$3,800,795	\$3,800,795	\$0	\$0
2C	Ave 12	SR 41 to North Rio Mesa Blvd	2 to 6 lanes	\$2,451,208	\$2,451,208	\$0	\$0
2D	Airport	Ave 17 to Yeager	Restripe to 4 lanes	\$270,000	\$270,000	\$0	\$0
2E	Children's Blvd	Road 401/2 to Peck Blvd	2/4 to 6 lanes	\$2,280,000	\$2,280,000	\$0	\$0
2F	Cleveland	Lake to Rd. 26 (Country Club Dr.)	Restripe to 4 lanes	\$30,000	\$30,000	\$0	\$0
2G	Schnoor	Trevor to Sunset	Pavement rehab & restripe to 4 lanes	\$830,000	\$830,000	\$0	\$0
2H	Yeager	Airport to Falcon	Pavement rehab & restripe to 4 lanes	\$270,000	\$270,000	\$0	\$0
2I	Ave 10	Road 401/2 to SR 41	2 to 4 lanes	\$4,336,462	\$4,336,462	\$0	\$0
2J	Peck	At Children's Blvd	2 to 6 lanes	\$2,933,441	\$2,933,441	\$0	\$0
2K	Rd 30 1/2	Ave 12 to Ave 13	2 to 4 lanes	\$4,830,687	\$4,830,687	\$0	\$0
2L	Sunset/4th	RR Xing/K to SR 99	Reconstruct/widen from 2 to 4 lanes w/RR Xing	\$1,600,000	\$320,000	\$1,280,000	\$0
2M	Lake	4th to Cleveland	Reconstruct/widen from 2 to 4 lanes	\$1,600,000	\$320,000	\$1,280,000	\$0
2N	Sunrise	B Street to Road 28	Reconstruct/widen from 2 to 4 lanes	\$1,600,000	\$320,000	\$1,280,000	\$0
2O	SR 41	NB On Ramp/SR 41 @ Children's Blvd	1 to 2 lanes	\$20,200,000	\$20,200,000	\$0	\$0
2P	SR 41	Madera County Ln to Ave 10	4 to 6 lanes	\$4,700,000	\$4,700,000	\$0	\$0
2Q	Cleveland	Rd 26 to SR 99	Reconstruct/widen from 4 to 6 lanes w/RR Xing	\$8,300,000	\$1,660,000	\$6,640,000	\$0
2R	Fig Tree Overpass ¹²	Over SR 99	Overpass	\$10,800,000	\$10,800,000	\$0	\$0
2S	Avenue 26 ¹²	SR 99 to Coronado	Widen to 4 lanes	\$5,400,000	\$5,400,000	\$0	\$0
				\$76,512,593	\$66,032,593	\$10,480,000	
				\$359,626,732	\$187,365,067	\$172,261,665	

*1 Costs derived from County Road Impact Fee Program Update estimates, City of Madera or Chowchilla estimates, or from Caltrans estimates increased by 5% per year for 17 years.

*2 Other funds identified for the project (local or developer funds). Assumes a minimum of 20% developer funding. SR 99 at Ave 12 Interchange, SR 99 at SR 233 Interchange, SR 41 @ Avenue 12, and Ellis Street Overcrossing projects assume major funding from development or other funds with between \$10 and \$15 Million from Measure/STIP/TE as indicated in Tier 1. The City of Chowchilla identified the amount requested from Measure/STIP/TE funding.

*3 Remaining project costs to be addressed using Measure/STIP/TE funding. Measure portion of funding availability (of the \$164.4 Million) is \$55.4 Million from Table 1 - Measure Regional Streets & Highways Program for Tier 1 projects. STIP/TE portion of available funding is assumed to be 100% of total STIP/TE to be available to Madera County and was calculated using the following formula: Total STIP/TE for 20 years beginning July 1, 2007 through June 30, 2027 is estimated by MCTC to be \$102.12 Million.

*4 Tier 1 projects will be delivered during the life of the Measure based upon current MCTC staff assumptions. The projects will require at least 20% of the total cost from Traffic Impact Fee Programs and other funding. The minimum 20% from Traffic Impact Fees would apply to the total cost of all projects within a jurisdiction, not to individual projects. Tier 2 projects will be moved into Tier 1 as funding from other funding sources (including at least 20% from Traffic Impact Fee Program) is available to augment Measure funds.

*5 Measure funds are intended to "leverage" additional funds to finance the project. The minimum 20% from Traffic Impact Fees would apply to the total cost of all projects within a jurisdiction, not to individual projects.

*6 MCTC staff has indicated that the funding for the project has been secured from funds in addition to the available STIP/TE funds applied in this table.

*7 Assumes the least costly alternative (\$18 million) from the Ave. 12 / SR 99 Interchange Project Study Report (PSR) plus inflated costs.

*8 Actual local funds to be exacted from new development beyond those funds identified in the column "Other Funds" will replace the amount of "Other Funds" referenced and assumed in this Table.

*9 Measure Steering Committee requested that a project should be added in the City of Chowchilla. The City nominated improvements at the SR 99/SR 233 Interchange.

*10 This project is critical to the operation and improvement of the Ave 12 / SR 99 Interchange project.

*12 This project will need to be evaluated to determine its placement in the Tier 2 Priority List of Projects. Currently assumes 100% developer funding.

These funding sources together result in more than \$285 million available for Tier 1 Regional Street and Highway projects. Additional projects are included in the Tier 2 list (Table 2) and in Figures 2 and 3. Tier 2 projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period. Tier 1 and Tier 2 projects are in generalized priority order. During preparation of the biennial Investment Plan Updates, the Authority and MCTC will develop a detailed improvement program that specifies the timing and delivery of projects or funding order considering project cost benefit, project readiness, funding availability, etc. A description of funding commitments and implementing guidelines for the Regional Streets and Highways Program are provided in Appendix B.

Project Commitments – Other Programs

In addition to the Regional Streets and Highways Program projects, the Measure will provide additional funding for a wide range of multi-modal transportation projects. Many of these projects will be identified and implemented by the local agencies to address specific needs or will be developed in accordance with implementing guidelines included in Appendix B. Examples of this process include projects to be funded under the Safe Routes to Schools and Jobs Program and the Transit Enhancement Program.

Figure 4 identifies local highways and roads within the unincorporated areas of the County that are contained in the Madera County Pavement Management Program. These highways and roads are eligible for funding from the Measure as well as other funds to address critical maintenance needs. The County's Pavement Management System is designed to maintain over 800 miles of the total 1,800 miles of roadways within the County unincorporated area. These roadways are well suited for the Pavement Management Program. Figure 5 identifies candidate streets and roads within the City of Madera that will receive Measure as well as other funding to address critical maintenance needs. Figure 6 identifies candidate streets and roads within the City of Chowchilla that will receive Measure as well as other funding to address critical maintenance needs in that community.

For Further Information:

Contact the Authority or MCTC to inquire about the Measure process, discuss the candidate projects and programs contained in this Plan, to learn more about the previous Measure "A" Program, or to inquire about the next steps in the Measure process.



Madera County Transportation Commission

1816 Howard Road, Suite 8

Madera, CA 93637

Ph: (559) 675-0721 Fax: (559) 675-9328

Visit the MCTC Website at www.maderactc.org for more information, to sign up for our email list, and to receive updates on Measure planning activities.

Madera County Transportation Authority

1816 Howard Road, Suite 8

Madera, CA 93637

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Visit the Authority online at the MCTC Website at www.maderactc.org for more information, and to receive updates on current Measure "A" projects.

Madera County Transportation Commission

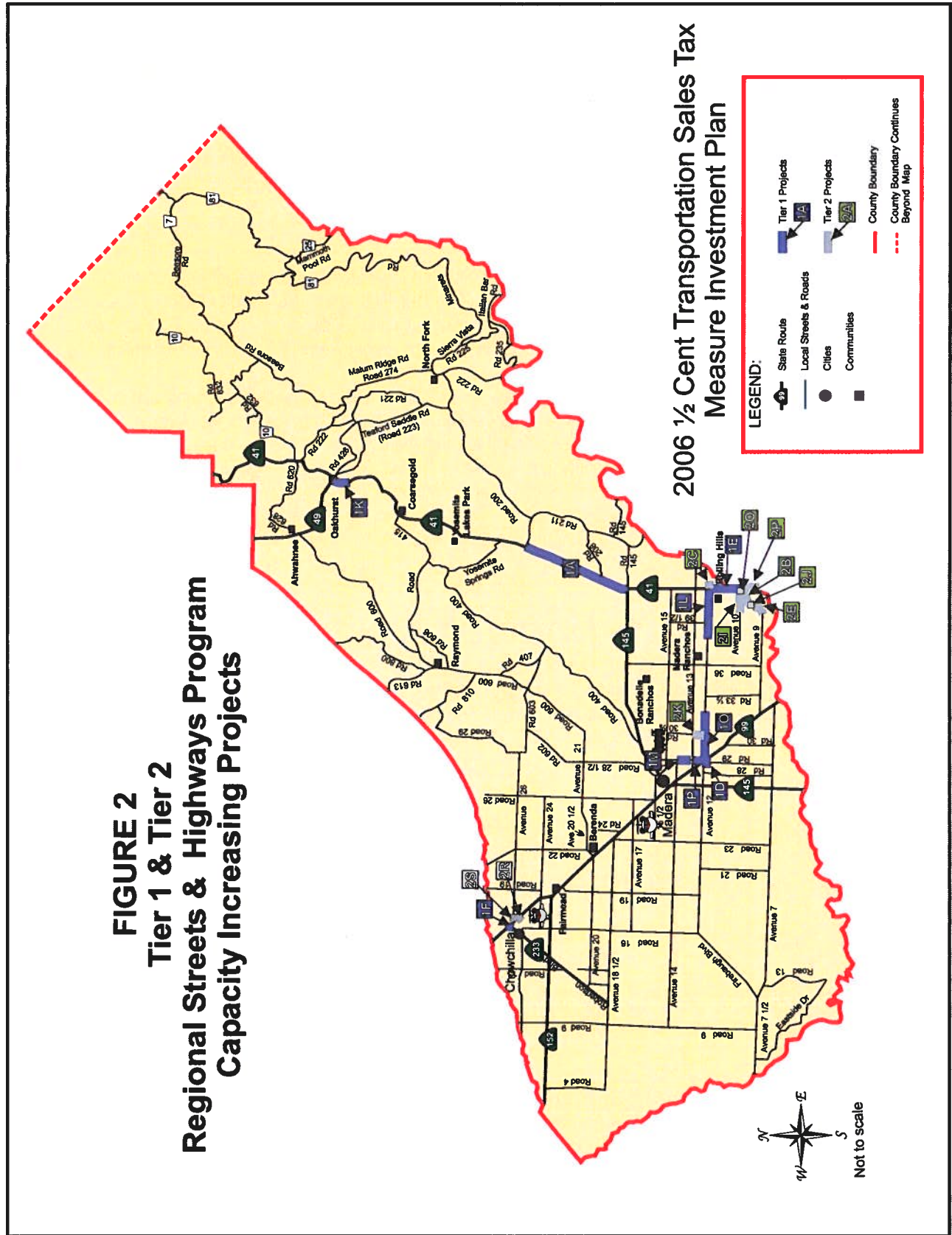
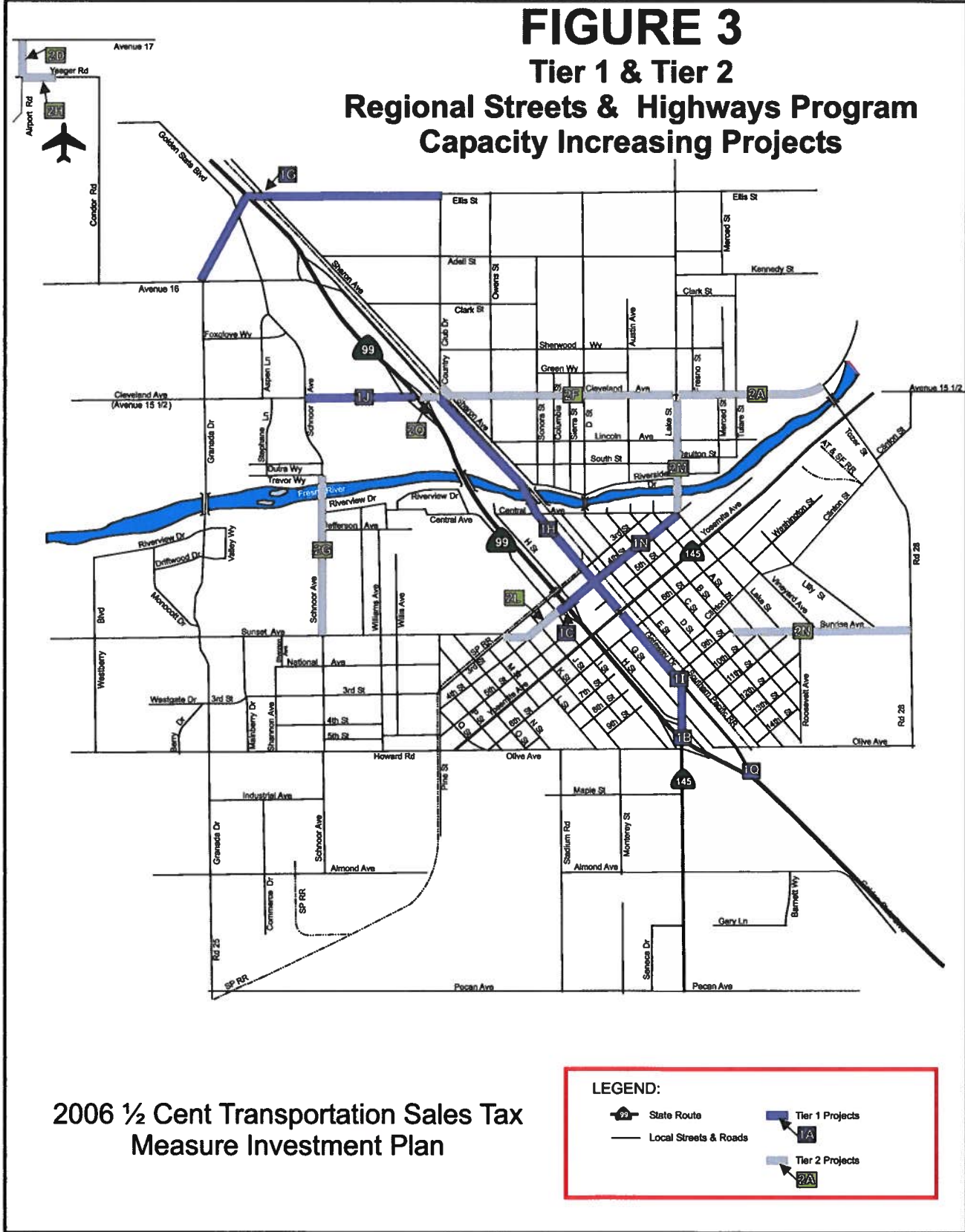


FIGURE 3

Tier 1 & Tier 2 Regional Streets & Highways Program Capacity Increasing Projects



2006 1/2 Cent Transportation Sales Tax Measure Investment Plan

LEGEND:

- State Route
- Local Streets & Roads
- Tier 1 Projects
- Tier 2 Projects

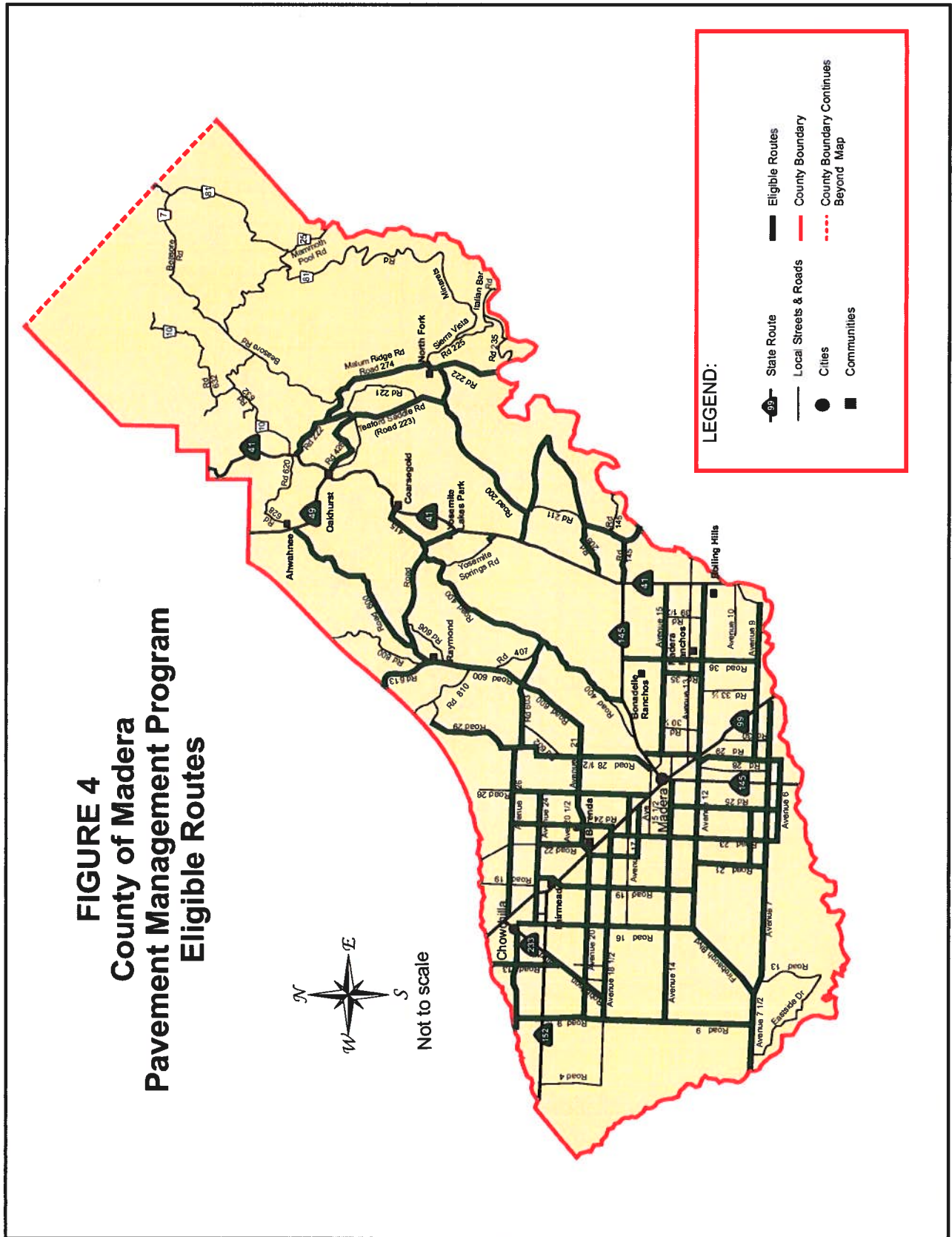
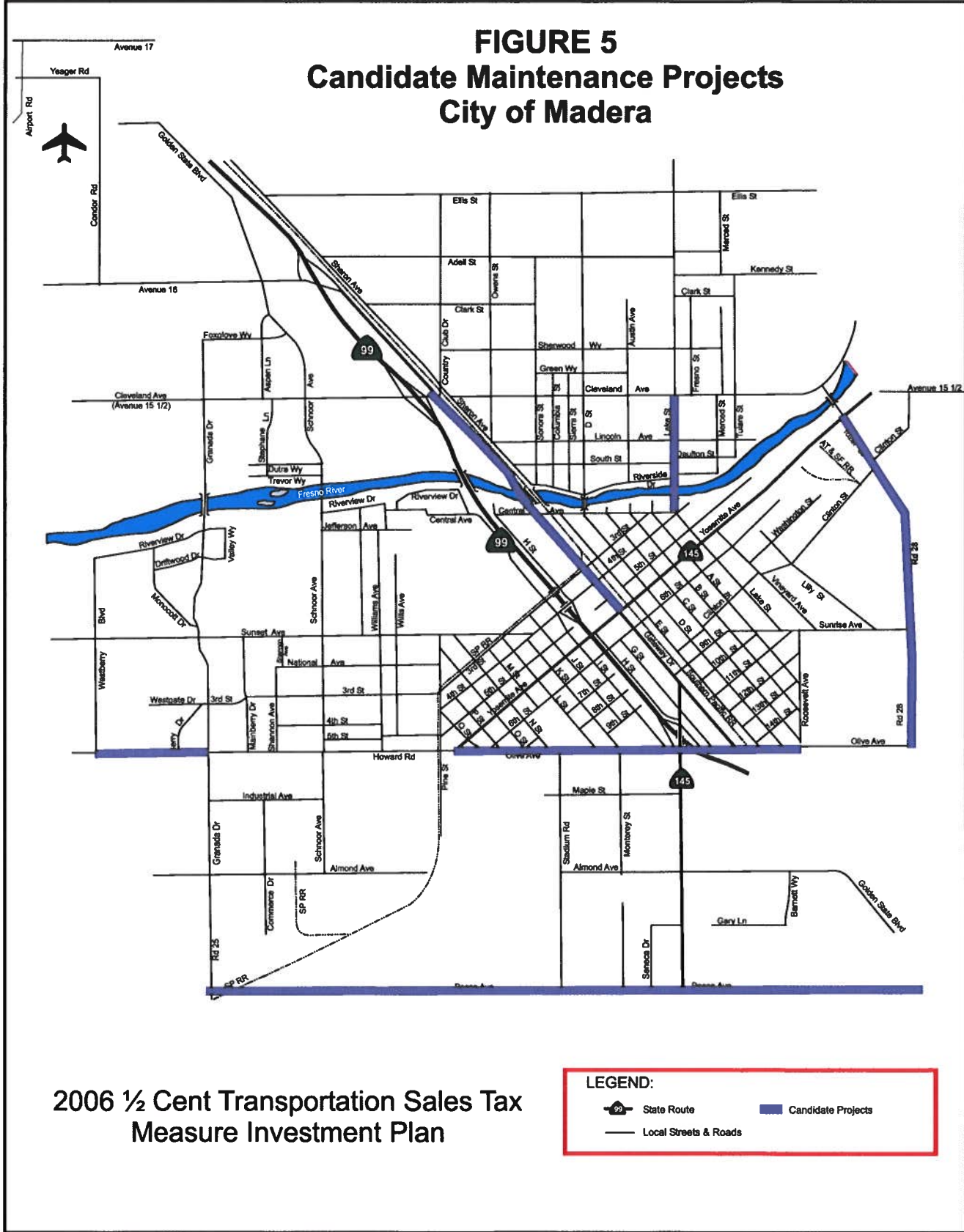


FIGURE 5
Candidate Maintenance Projects
City of Madera

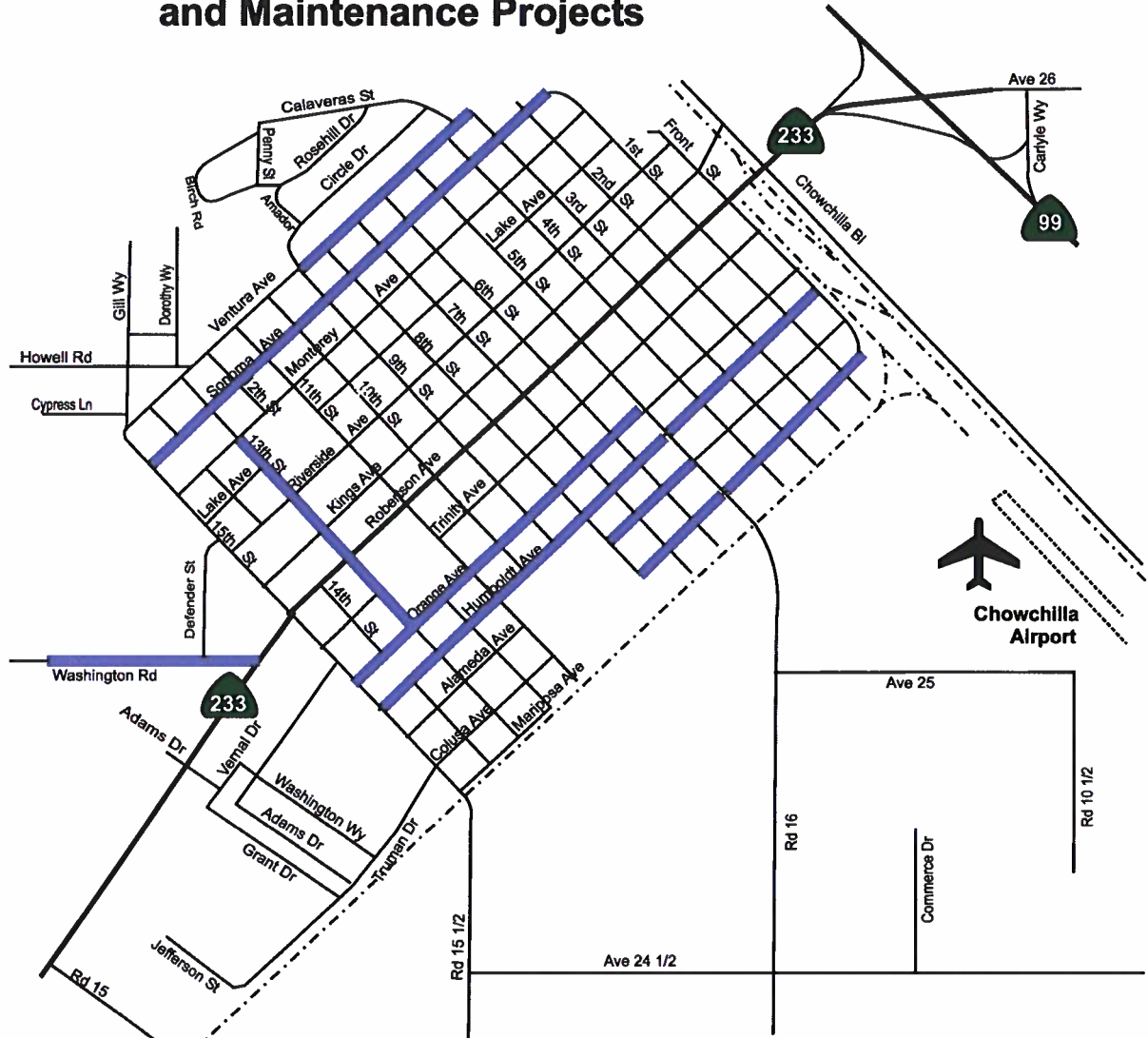


2006 1/2 Cent Transportation Sales Tax
 Measure Investment Plan

LEGEND:

- State Route
- Candidate Projects
- Local Streets & Roads

FIGURE 6 City of Chowchilla Candidate Rehabilitation, Reconstruction and Maintenance Projects



MCTC 2006 1/2 Cent Transportation Sales Tax
Measure Investment Plan DEIR



LEGEND:

<p> State Route</p> <p> Local Streets & Roads</p>	<p> Projects</p>
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APPENDICES

Appendix A - Plan Administration

Governing Board and Organizational Structure

A description of the Madera County Transportation Authority and its organizational structure follows. The structure is consistent with the enabling legislation.

Madera County Transportation Authority Structure under the Measure Program

The Authority will continue to administer the Measure Program in compliance with PUC 180000. If the Measure is approved by Madera County voters in November 2006, the Authority will continue to be responsible for administering the Measure Programs in accordance with plans and programs outlined in this and subsequent updates of this Plan. In addition, this Plan includes provision for a Citizens' Oversight Committee. Details regarding the Committee are contained in Appendix C. The Investment Plan will be prepared by the Madera County 2006 Transportation Authority (Authority) and approved by its Authority Board.

PUC 180000 includes provisions regarding the number of members on the Authority Board. Specifically, the Authority will be represented by six (6) members including:

- Three (3) members of the board of supervisors appointed by the Board
- Two (2) members representing the City of Madera, consisting of members of the city council appointed by the city council
- One (1) member representing the City of Chowchilla consisting of members of the city council appointed by the city council

Plan Update and Approval Process

In compliance with schedules mandated in federal and State law, MCTC regularly prepares a new long-range transportation plan (RTP) that updates and renews a list of candidate projects for all transportation modes (streets, highways, public transportation, bikeways, aviation, etc.). If funds are available for any projects beyond those now listed Table 2 in this Investment Plan, they will be drawn from that list. The Authority will have the option of issuing bonds to deliver Measure projects and programs contained in this Investment Plan to save project costs by delivering them earlier.

As stated before, all updates of the Investment Plan will be subject to public review and public hearings. While these candidate projects may change and priorities for funding may occur, there are more than enough project needs within the County to be addressed using all types of funding, including Measure funds. It will be vital during development of each Investment Plan Update to consider financing all transportation modes in order to insure a balanced and efficient transportation system. All of the projects and programs included in this Investment Plan are considered essential to meet the transportation needs of Madera County.

Madera County 2006 Transportation Authority (Authority)

The following steps will be taken by MCTC to prepare and adopt this and future biennial updates of the Measure Investment Plan:

- Authority staff working with member agencies and affected stakeholders will develop the Draft Investment Plan and will update it every two (2) years
- The Authority Board receives the Draft Investment Plan and its updates and schedules public hearings to review the Plan
- The Authority Board adopts the Investment Plan

Independent Financial Audits

Currently, the Authority annually commissions independent financial audits of the Measure "A" programs and receipts. If the new Measure is approved by the voters, the Authority would continue to conduct independent financial audits consistent with PUC 180000.

Implementing Guidelines

Administration Program: - 1% of the Measure

There are a number of processes that the Authority must perform to support the Measure Program. They are as follows:

- ◆ Approve requirements associated with development of each of the proposed allocation programs

Madera County Transportation Commission

Final 2006 ½ Cent Transportation Sales Tax Measure Investment Plan

- ◆ Approve the prioritization of projects
- ◆ Conduct an independent audit of Measure programs and funds on an annual basis
- ◆ Conduct on on-going public outreach program
- ◆ Approve the Investment Plan every two (2) years prepared by the Authority
- ◆ Provide staff or consultant services to manage the delivery of regional projects financed using Measure funds under the Commute Corridor and Farm To Market Program
- ◆ Issue bonds to deliver Measure projects and programs contained in this Investment Plan to save project costs by delivering them earlier
- ◆ Allocate Measure proceeds to the local jurisdictions consistent with the Program requirements

Appendix B – Implementing Guidelines

The following Implementing Guidelines are intended to “guide” development and implementation of the next measure program for Madera County. Each of the four (4) transportation funding programs is described below. Implementing Guidelines for the fifth program (Administration/Planning Program) are described in Appendix A.

1. Commute Corridors and Farm-to-Market Program (Regional Transportation Program)- 51% of the Measure

The investment objectives are to:

- Provide additional funds to make up anticipated shortfalls to meet regional street and highway improvement needs
- Leverage discretionary federal and State funding from the California Transportation Commission (CTC)
- Accelerate delivery of street and highway projects that may otherwise be delayed because of other funding shortages

The program would provide funds for:

- Additional lane capacity on existing regional streets and highways
- Ramp metering or other management approaches to increase street and highway usage
- New routes
- Rehabilitation, reconstruction or maintenance projects
- Other improvements

Of the total funds available in this category, not more than 51% of the funds (or not greater than 26% of total Measure funding) would be allocated to the Regional Rehabilitation/Reconstruction/Maintenance Program for the reconstruction, rehabilitation and maintenance of regional street and highway segments and at least 50% (or at least 25% of total Measure funds) would be used to fund the Regional Streets and Highways Program for regional capacity increasing projects or to leverage additional federal and State funds for such projects. State Routes would not be eligible for rehabilitation funds.

Eligible investments would include all recognized project phases including:

- Planning and environmental analysis
- Preliminary engineering
- Design
- Right-of-way acquisition and relocation
- Utilities relocation
- Construction

In addition to Measure funds, the Regional Streets and Highways Program would require the allocation of 100 percent (100%) of the total State Transportation Improvement Program and Transportation Enhancement (STIP/TE) funds available to Madera County to regional capacity increasing projects, the implementation of local traffic impact fee programs, and other developer mitigation funding. At least 20% of all funds allocated to candidate Measure projects must be provided from traffic impact fees. The funds from such programs would be considered matching funds to Measure funds since population, housing, commercial, and industrial growth contribute to the need for regional system expansion and improvement. If a local agency does not implement a local traffic mitigation fee program or maintain such a program to address identified transportation project needs, the agency would forfeit an equivalent apportionment of the Flexible Transportation Funds described in the Safe Routes to School and Jobs Program below.

These funding sources together (Measure, STIP/TE, 20% local traffic mitigation fee, and other developer mitigation funding) result in more than **\$285 million** available for Tier 1 Urban and Rural regional street and highway projects. Tier 2 projects are considered for funding once Tier 1 projects have been programmed or implemented and if additional funding is still available over the 20-year period. Tier 1 and Tier 2 projects are in generalized priority order. During preparation of the biennial Investment Plan Updates, MCTC and the Authority will develop a detailed improvement program that specifies the timing and delivery of projects or funding order considering project cost benefit, project readiness, funding availability, etc.

2. Safe Routes to School and Jobs Program (Local Transportation Program)- 44% of Measure

This program would augment:

- Existing local, federal, and State funds for local streets and roads
- Any other form of transportation that provides safe routes to schools and places of employment

The improvements in this category are not limited to just the concept of school and commuter safety. Twenty-one and three quarters percent (21.75%) of the funds would be allocated to the Street Maintenance and County Maintenance District/City Street Supplemental Maintenance Programs and available to all jurisdictions to address their respective needs including:

- Meeting scheduled maintenance needs
- Rehabilitating the aging local system

Twenty-one and three quarters percent (21.75%) of the funds would be allocated to the Flexible Program, and could be used for:

- New local road capacity
- Maintenance and rehabilitation projects
- Separate street traffic from increasing rail traffic (railroad grade separations)
- Public transit
- Bicycle projects
- Pedestrian improvements
- Other improvements directly or indirectly related to transportation

As with the Commute Corridors and Farm-to-Market Program, funds could be used for all needed phases of project development and implementation.

In addition, the American Disability Act (ADA) Compliance Program shall receive 0.5% of Measure funds. The goal of the program is to meet ADA objectives.

3. Transit Enhancement Program (Public Transportation Program) – 2% of Measure

The program would include funding augmentation to public transit operators to maintain basic transit services to meet the needs of:

- School children using the public transit system
- Those who are unable to drive
- Those who choose an alternative to the use of private automobiles for work and shopping trips

The program could include funding for:

- Specialized transportation needs for disabled and frail elderly people
- Van pools/car pools
- Less formal transportation assistance, such as payment of mileage vouchers for taxis or family/friends transportation when people live in remote rural locations where it may not be financially feasible to provide regular bus service

This program will provide "flexible funding" for:

- Operations and capital improvements, including:
 - Fleet expansions
 - Infrastructure improvements and development
 - Multi-modal facilities
 - Planning studies
 - Any other purpose related to the delivery of transit services or programs

4. Environmental Enhancement Program – 2% of Measure

This program would address four (4) subprogram categories including:

- Environmental Mitigation
- Air Quality

- Bicycle/Pedestrian Facilities
- Car/Van Pools

Given the significant issues related to air quality and the continuing emphasis in the media regarding the subject, programs that address the air quality/transportation linkage will be important to address. As a result, local agencies may allocate any portion of the Environmental Enhancement Program funding to the subcategories listed above.

The programs may augment Congestion Mitigation and Air Quality (CMAQ) funds through the Transportation Commission, specifically to programs that reduce emissions from mobile sources. Expenditures should be consistent with MCTC CMAQ policies. Some examples include:

- Conversion of major truck fleets to cleaner burning fuels
- Financial assistance to agencies and individuals to stimulate increased use of less polluting hybrid and electric cars

The Environmental Enhancement Program is intended to address issues related to project delivery and environmental assessment to ensure timely completion. This category would be used to help establish a mitigation bank for acquisition and management of open spaces for the benefit of wildlife and plants, particularly threatened or endangered species. The funds would be applied for an environmental mitigation bank that would encompass the projects and programs that may be funded with Measure assistance. This program would also reduce the time and significant delays associated with the current process of securing approval of affected resource agencies including:

- California Dept. of Fish and Game
- U.S. Fish and Wildlife Service
- California Department of Water Resources
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- Others

With such investments in a comprehensive environmental mitigation program, it should be possible to streamline a program to avoid project-by-project mitigation. It may be that the California Wildlife Conservation Board, and local and national land trusts, would be agencies involved with implementing this program.

Appendix C – Citizens’ Oversight Committee

Committee Purpose

To inform the public and to ensure that the Transportation Measure (Measure) funding program revenues and expenditures are spent as promised to the public.

Administrative Issues

Committee Formation

- The Committee will be formed within six (6) months upon approval of the Measure by the voters of Madera County in November 2006
- The Citizens' Oversight Committee (Committee) shall not be amended out of the Investment Plan
- Meetings will commence when Measure revenues are recommended for expenditure, including Investment Plan updates

Selection and Duties of Committee Chair and Vice Chair

- The Committee shall select a Chair and Vice Chair from the members, each of whom shall serve a one (1) year term
- The duties of the Chair will be to call meetings, set agendas, and preside over meetings
- The duties of the Vice Chair will be to perform the same duties described above in the absence of the Chair

Committee Meetings

- The Committee will hold one (1) formal meeting annually, with additional meetings scheduled as needed by the Committee
- All Committee meetings must be held in compliance with the Brown Act
- All meetings will be conducted per "Robert's Rules of Order"

Subcommittee Requirements

- Subcommittees: the Committee may elect to form subcommittees to perform specific parts of its purpose
- All subcommittees shall have an odd number of members

Committee Membership and Quorum

Membership

The Committee shall be composed of seven (7) members including:

- Two (2) at-large public members
- Five (5) representatives; one (1) from each of the Madera County Supervisorial Districts

Quorum

- A Quorum will be no less than four (4) members of the Committee
- An action item of the Committee may be approved by a simple majority of those present, if the number exceeds the quorum requirement of four (4)

Membership Selection

Selection Committee

- Committee members will be selected by the Madera County Transportation Authority

Recruitment Process

- Each year as terms of various members expire or as vacancies occur, annual postings of membership openings will be noticed sixty (60) days in advance of the application process pursuant to Public Utilities Code Section 99238
- Potential members must submit an application to the Selection Committee
- The Selection Committee will screen all applications and approve candidates for membership on the Committee

Term of Membership

- Terms of membership will be for four (4) years. No member may serve more than eight (8) years
- Members will not be compensated for their service on the Committee
- In an effort to maintain Committee member consistency, during the first four (4) years of the Committee, terms will be staggered with three (3) of the members to serve a four-year term, four (4) of the members to serve a two (2) year term
- Members who are not in attendance for two (2) consecutive meetings or are not present at 50% of the Committee meetings for over a 12-month period shall be replaced with a new member selected by the Selection Committee
- If a member position on the Committee becomes vacant, the Selection Committee will fill the vacant position within 90 days of the date when the position became vacant
- Proxy voting will not be permitted

Eligibility

- U.S. citizen 18 years of age or older who resides in Madera County
- Not an elected official at any level of government
- Not a public employee at any State, County or local city agencies
- Must submit an annual statement of financial disclosure consistent with Fair Political Practices Commission (FPPC) rules and regulations and filed with the Authority

Staffing

- Authority will staff the Committee and provide technical and administrative assistance to support and publicize the Committee's activities, with the staff assignment subject to approval of the Committee
- Authority services and any necessary outside services will be paid using the Madera County Transportation Authority's Measure Administration Program revenues
- Expert staff will be requested to provide information and make presentations to the Committee, as needed
- The cities and County of Madera shall each provide to the Citizens' Oversight Committee, on an annual basis, and in a timely fashion, at least two (2) weeks prior to the meeting of the Citizens' Oversight Committee, a specific report on the local jurisdiction's budget for Measure funds and financial report on those funds
- The precise format of the report may be based on report formats for other jurisdictional monitoring, but must be separate from the comprehensive agency budgets and general and enterprise fund financial reports of the cities and the County of Madera

Responsibilities

The Committee may receive, review and recommend any action or revision to plans, programs, audits or projects that is within the scope of its purpose stated above. Specific responsibilities include:

- Receive, review, inspect, and recommend action on independent financial and performance audits related to the Measure
- Receive, review, and recommend action on other periodic reports, studies and plans from responsible agencies. Such reports, studies and plans must be directly related to Measure programs, revenues, or expenditures
- Review and comment upon Measure expenditures to ensure that they are consistent with the Investment Plan
- Annually review how sales tax receipts are being spent and publicize the results
- Present Committee recommendations, findings, and requests to the public and the Authority in a formal annual report

CALIFORNIA TRANSPORTATION COMMISSION

Adoption of the 2018 Local Partnership Competitive Program

Resolution LPP-P-1718-01



- 1.1 **WHEREAS**, on April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), enacted as the Road Repair and Accountability Act of 2017, creating the Local Partnership Program to provide funding to jurisdictions that have sought and received voter approved taxes and enacted fees for road maintenance and rehabilitation and other transportation improvement projects; and
- 1.2 **WHEREAS**, June 27, 2017, the Governor signed Assembly Bill (AB) 115 (Ting, Chapter 20, Statutes of 2017) which clarified language in SB 1 regarding local and regional transportation agency eligibility and expanded the types of projects eligible for program funding; and
- 1.3 **WHEREAS**, SB 1 provides \$100 million annually for the Local Partnership Competitive Program; and
- 1.4 **WHEREAS**, the Commission adopted the 2018 Local Partnership Program Guidelines on October 18, 2017; and
- 1.5 **WHEREAS**, the Commission adopted the SB 1 Accountability and Transparency Guidelines on March 21, 2018; and
- 1.6 **WHEREAS**, the staff recommendations conform to the program guidelines and other requirements of statute for the Local Partnership Program; and
- 1.7 **WHEREAS**, Commission Staff prepared initial program recommendations that included \$308.8 million for 27 projects valued at more than \$1.74 billion; and
- 1.8 **WHEREAS**, the Commission staff recommendations for the 2018 Local Partnership Competitive Program were published and made available to the Commission, the California Department of Transportation (Department), regional transportation agencies, and county transportation commissions on April 25, 2018; and
- 1.9 **WHEREAS**, the Commission considered the staff recommendations and public testimony at its May 16-17, 2018 meeting.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the 2018 Local Partnership Competitive Program, as reflected in the attached staff recommendations; and
- 2.2 **BE IT FURTHER RESOLVED**, that the project amounts approved for funding shall be considered as a “not to exceed amount” and that any increases in cost estimates beyond the

levels reflected in the adopted program are the responsibility of the appropriate agency; and

- 2.3 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2018 Local Partnership Competitive Program must be in compliance with the Local Partnership Program Guidelines and the SB 1 Accountability and Transparency Guidelines; and
- 2.3 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2018 Local Partnership Competitive Program with a total project cost of \$25 million or greater, or a total programmed amount of \$10 million or greater, must enter into a Baseline Agreement to be approved by the Commission within four months of project adoption. The Commission may delete a project for which no Baseline Agreement is executed; and
- 2.4 **BE IT FURTHER RESOLVED**, that the Commission staff, in consultation with the Department and project sponsors, is authorized to make minor technical changes as needed to the 2018 Local Partnership Competitive Program in order to reflect the most current information, or to clarify the Commission's programming commitments, with report of any substantive changes back to the Commission for approval; and
- 2.5 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the 2018 Local Partnership Competitive Program of projects on the Commission's website.

Adopted 2018 Local Partnership Competitive Program of Projects
(\$1,000s)

County	Applicant Agency	Project Title	Project Description	Consensus Rating	Total Project Cost	Total Requested Funding	Total Recommended Funding	Construction Fiscal Year	Agency Priority	Voter-Approved (Y) or Imposed (I) Fee?	Population Category
Alameda/Contra Costa	Alameda-Contra Costa Transit District	Purchase Hybrid Buses	Purchase of 59 new 40-foot hybrid diesel-electric buses to replace existing diesel buses to retire from fleet.	MED/HIGH	\$47,200	\$15,000	\$15,000	2018-19	1	V	1
Contra Costa	Contra Costa Transportation Authority	Rt 680/4 Interchange, Phase 3	Construct 0.8 miles of both mixed flow lanes and HOV/HOT lanes. Widen median of Rt 4 in both directions from east of Milano Way/Glacier Drive to east of Rt 680 and from east of Grayson Creek to east of Rt 242. Outside widening along Rt 4 in both directions at Pacheco Blvd and Rt 680. Retrofit bridges to meet seismic standards. Replace Grayson Creek Bridge, and Raise profile of Rt 4 from east of Rt 680 to east of Grayson Creek.	MED/HIGH	\$135,099	\$33,600	\$33,600	2018-19	1	V	2
Contra Costa	San Pablo	Rumill Boulevard Complete Streets	In the City of San Pablo. Complete Streets improvements and road diet, including Widen sidewalks, Construct Class IV cycle tracks, Traffic signal improvements, Improvement of transit stops, Pavement striping, Flashing beacons.	MED/HIGH	\$15,267	\$3,200	\$3,200	2019-20	1	I	5
El Dorado	Placerville	Western Placerville Interchanges Phase 2	In the City of Placerville. Upgrade interchange at Rey Lawyer Drive and Rt 50, Construct Eastbound Rt 50 off-ramp, Construct park and ride lot, Improvements to Forni Road and Rey Lawyer Drive.	MED/HIGH	\$12,725	\$1,070	\$1,070	2018-19	1	I	5
Los Angeles	Claremont	Foothill Blvd Master Plan Green Streets Improvements	In the City of Claremont. Streets improvements to a 2.5-mile, four-lane divided corridor along Foothill Boulevard to include Closing a 2,300 ft sidewalk gap, Installation of 2.35 miles of Class II bicycle lanes and 1.5 miles of cycle track, Curb extensions, Pedestrian enhancements, Improvements to lighting and signage, and Bus stop improvements.	HIGH	\$16,000	\$7,000	\$7,000	2018-19	1	I	5
Los Angeles	Los Angeles County Metropolitan Transportation Authority	Metro Orange Line Bus Rapid Transit Improvements	Bus Rapid Transit improvements along the Metro Orange Line route between North Hollywood Station and Chatsworth Station. Construct one aerial grade-separated structure over five intersections, Railroad-type four-quadrant gating systems at 34 intersections along a 17-mile segment, and Elevate existing bike path.	MED/HIGH	\$320,300	\$80,000	\$75,000	2019-20	2	V	1
		La Cañada Flintridge Soundwalls	In the City of La Cañada Flintridge. Construction of four soundwalls totaling 5,806 ft along Rt 210, from Hampton-Foothill undercrossing to Berkshire Place undercrossing.	N/A	\$10,720	\$5,000	\$5,000	2019-20	4	V	1
Los Angeles	Santa Clarita	Vista Canyon Metrolink Station	In the City of Santa Clarita. Construct a Metrolink Station, new railroad track, signal improvements, drainage improvements, 25,000 square foot center platform, grade-separated pedestrian access, construct new parallel rail track and rail bridge, install new rail signal.	MED/HIGH	\$28,210	\$8,908	\$8,908	2019-20	1	I	4
Madera	Madera County Transportation Authority	Oakhurst Midtown Connector	In the unincorporated area of Oakhurst, Madera County. Construction of new two-lane road, bridge, intersection, and pedestrian/bicycle facilities. Widening of Rt 41. Intersection improvements.	MED/HIGH	\$12,807	\$5,000	\$5,000	2018-19	1	V	4
Monterey	Transportation Agency for Monterey County	Marina Salinas Multimodal Corridor: Imjin Parkway	In the City of Marina. Widen Imjin Parkway to 4 lanes between Reservation Road and Imjin Road. Construct corridor roundabout, Transit improvements.	MED/HIGH	\$42,300	\$19,000	\$19,000	2019-20	1	V	3
Orange	Orange County Transportation Authority	Orange County Signal Synchronization	Synchronize signals at multiple intersections along 4 county-wide corridors.	MED/HIGH	\$13,891	\$6,845	\$6,845	2018-19	1	V	1
Riverside	Riverside County Transportation Commission	Rt 15 Railroad Canyon Road Interchange	In the City of Lake Elsinore. Widen Railroad Canyon Road to 8 lanes, Reconstruct northbound diamond ramps to Railroad Canyon Road, Widen Railroad Canyon Road southbound entrance ramp to 3 lanes. Construct acceleration lane. Reconstruct Railroad Canyon Road southbound exit ramp to 2 lanes.	MED/HIGH	\$35,000	\$15,000	\$15,000	2019-20	1	V	1
Riverside/San Bernardino	Calimesa and Yucaipa	County Line Road Transportation Corridor	In the cities of Calimesa and Yucaipa. Construct 4 single-lane and 1 multi-lane roundabouts, and Improvements to street, pedestrian facilities, and bicycle facilities.	MED/HIGH	\$10,050	\$3,747	\$3,747	2018-19	1	I	5
Sacramento	Sacramento Transportation Authority	Capital SouthEast Connector Expressway	In the City of Elk Grove. Construct 4 lanes between Rt 69 and Bruceville Road.	MED/HIGH	\$40,000	\$20,000	\$20,000	2019-20	1	V	1
Sacramento	Sacramento	Downtown Sacramento Grid 3.0 Mobility Network Improvements on the Grid	In the City of Sacramento. Reconfigure roadways, Two-way street conversions, Construct Class IV parking-protected bikeways, and Upgrade pedestrian ramps.	MED/HIGH	\$11,870	\$5,000	\$5,000	2019-20	1	I	3
San Bernardino	Hesperia	Ranchero Road Widening	In the City of Hesperia. Widen 5 miles of Rancho Road to 4 lanes, including constructing a bridge over the California Aqueduct, Widen an at-grade crossing, and Signalization of three intersections.	HIGH	\$37,000	\$3,900	\$3,900	2018-19	1	I	5
San Bernardino	Highland	3rd Street/5th Street Corridor Improvements	In the City of Highland. Reconstruct and rehabilitate pavement, Widen pavement, Realign intersection. Construct a new intersection, Install new street lights, and Construct new sidewalks and bike lanes.	HIGH	\$7,057	\$1,700	\$1,700	2019-20	2	I	5

Adopted 2018 Local Partnership Competitive Program of Projects
(\$1,000s)

County	Applicant Agency	Project Title	Project Description	Consensus Rating	Total Project Cost	Total Requested Funding	Total Recommended Funding	Construction Fiscal Year	Agency Priority	Voter-Approved (Y) or Imposed (I) Fee?	Population Category	
San Bernardino	Rialto	Alder Avenue/Randall Avenue Road Way Improvements	In the City of Rialto: Roadway improvements to N Alder Avenue between W Baseline Road and W Renaissance Parkway, and to W Randall Avenue between S Cactus Avenue and S Riverside Avenue. Add bike lanes, Close sidewalk gaps, Add vehicle turn lanes, Widen mid-block travel lanes, Construct roadway medians, Modify signal timings, Widen Alder Avenue to 4 lanes, Add new curbside parking, and ADA-compliant facility upgrades on Randall Avenue.	MED/HIGH	\$4,582	\$2,291	\$2,291	2018-19	1	I	4	
San Bernardino	Apple Valley	Rt 18 West End Widening/Ph 1 - Apple Valley Rd Realignment	In the City of Apple Valley: Widen Rt 18 to 6 lanes, Realign and widen Apple Valley Road, Replace traffic signal, Construct retaining wall, and Curb and sidewalk improvements.	MED/HIGH	\$8,910	\$4,450	\$4,450	2019-20	1	I	5	
San Bernardino	San Bernardino County Transportation Authority	Redlands Passenger Rail ⁽¹⁾	Construct 9 miles of passenger rail line between Downtown San Bernardino and Redlands. Construction of 5 new transit stations: San Bernardino Transit Center, Tippecanoe Avenue Station, New York Street Station, Downtown Redlands Station, and University Station at the University of Redlands.	MED/HIGH	\$282,277	\$17,000	\$10,831	2018-19	1	V	1	
San Diego	Escondido	Citracado Parkway Transportation Connections	In the City of Escondido: Construct 4 through lanes, install sidewalk, install street lighting, Construct buffered bike lanes, Signalize major intersections, Construct a 250-foot long bridge, Link existing and proposed bike lanes, and Transit improvements.	MED/HIGH	\$34,193	\$12,500	\$12,500	2019-20	1	I	4	
San Francisco	San Francisco County Transportation Authority	Jefferson Street Improvements, Phase II	In the City of San Francisco: Install narrowed geometrically-patterned streets, Widen sidewalks, install pedestrian-scale lighting, and Construct bike parking.	MED/HIGH	\$14,883	\$6,782	\$6,782	2018-19	2	V	2	
San Mateo	San Mateo County Transportation Authority	Rt 101 San Mateo and Santa Clara Managed Lanes	Construct a 2.2-mile long managed lane (HOV/HOV+) in both the north and south directions from the terminus of the Santa Clara County managed lane at Matadero Creek to north of I-380, Construct managed lane infrastructure including signs, and electrical and communication systems.	MED/HIGH	\$534,000	\$20,000	\$20,000	2019-20	1	V	2	
Santa Clara	Santa Clara Valley Transportation Authority	Mathilda Avenue Improvements at Rt 237 and Rt 101	In the City of Sunnyvale: Construct on/off ramp improvements at Rt 237 and Rt 101, and Construct new and enhanced pedestrian and bicycle facilities.	MED/HIGH	\$42,000	\$17,000	\$17,000	2018-19	1	V	1	
Santa Cruz	Santa Cruz County Regional Transportation Commission	Glenwood Active Transportation	In the City of Scotts Valley: Complete roadway rehabilitation, Install Class II bike lanes, Complete accessibility improvements, and Construct 5 miles of trail.	MED/HIGH	\$2,000	\$1,000	\$1,000	2018-19	2	V	4	
Stanislaus	Stanislaus Council of Governments	Rt 99/Fulkerth Road Interchange Improvement	In the City of Turlock: Widen Fulkerth Road, Construct retaining walls under Rt 99, Widen northbound off-ramp, Reconstruct northbound on-ramp to provide two mixed-flow lanes and one HOV preferential lane, Realign southbound off-ramp for two mixed flow lanes and one HOV preferential lane, and Intersection improvements.	MED/HIGH	\$11,020	\$3,009	\$3,009	2018-19	1	V	3	
Yolo	Woodland	West Main Street Bicycle/Pedestrian Mobility and Safety	In the City of Woodland: Construct new bicycle lanes, Sidewalk improvements, Transit access improvements, Narrow travel lanes, and Pavement rehabilitation.	MED/HIGH	\$10,744	\$2,000	\$2,000	2018-19	1	I	5	
					\$1,739,905	\$320,002	\$308,834					

(1) Recommending less than requested amount - funding available in Local Partnership Formulaic Program

Memorandum

TAB 21

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 16-17, 2018

Reference No.: 4.7
Action

Published Date: May 4, 2018


From: SUSAN BRANSEN
Executive Director

Prepared By: Matthew Yosgott
Associate Deputy Director

Subject: **ADOPTION OF THE 2018 LOCAL PARTNERSHIP COMPETITIVE PROGRAM
RESOLUTION LPP-P-1718-01**

ISSUE:

Should the California Transportation Commission (Commission) adopt the 2018 Local Partnership Competitive Program?

RECOMMENDATION:

Staff recommends the Commission adopt the 2018 Local Partnership Competitive Program in accordance with staff recommendations, consistent with the attached resolution.

BACKGROUND:

On April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), which established the Local Partnership Program to provide funding to jurisdictions that have sought and received voter approved taxes and enacted fees for road maintenance and rehabilitation and other transportation improvement projects. On June 27, 2017, the Governor signed Assembly Bill (AB) 115 (Ting, Chapter 20, Statutes of 2017) which clarified language in SB 1 regarding local and regional transportation agency eligibility and expanded the types of projects eligible for program funding.

In June 2017, the Commission initiated the process to implement the Local Partnership Program by developing the Local Partnership Program Guidelines. The Commission held multiple workshops between June 2017 and October 2017 to solicit input on the development of the Local Partnership Program Guidelines. These workshops included consultation with stakeholders representing regional agencies, local governments, private industry, and other advocates. The Commission's guidelines, adopted at its October 18, 2017 meeting, describe the policy, standards, criteria and procedures for the development and management of the 2018 Local Partnership Competitive Program.

The Commission established the 2018 Local Partnership Competitive Program as a three year, \$300 million (fiscal years 2017-18 through 2019-20) program. Project nominations were due to the Commission on, or postmarked by, January 30, 2018.

Development of Staff Recommendations

The Commission received 90 project nominations seeking over \$900 million. Since SB 1 provides an on-going funding source for the Local Partnership Program, agencies with projects not recommended for funding in this cycle will have the opportunity to apply for funding in subsequent cycles.

An evaluation team, consisting of Commission and Caltrans staff, reviewed all 90 project nominations based on the screening and evaluation criteria set forth in the Commission's adopted guidelines, found in Attachment C. Each project evaluation resulted in a consensus rating for that project. Due to the competitive nature of this program, staff evaluations were limited to the documentation submitted in the application package. All projects nominated for funding provided significant value to their respective sponsors, and the amount of funding requested clearly reflects the significant need to address transportation improvements across all localities in the state.

Recommendations for funding are set forth on the attached list of projects in Attachment B. The recommended projects were determined to be the projects that best address the criteria as outlined in the guidelines, and were those that received the highest consensus ratings among the evaluation team. Staff recommends Local Partnership Competitive funds totaling \$308.8 million for 27 projects valued at more than \$1.7 billion. The proposed program of projects includes over-programming by approximately \$8.8 million to include all eligible projects that had a consensus rating of medium-high or greater. The recommendation includes a variety of projects that provide multimodal transportation improvements in localities across the state. Collectively, the projects recommended will construct new transit stations, tracks for passenger rail, high occupancy vehicle and express lanes, active transportation improvements, traffic light synchronization, bus purchases, and local road improvements and rehabilitation.

The projects proposed for funding meet the following requirements: applicant agencies possess an eligible tax or fee within their jurisdiction that solely dedicates revenue to transportation, programming is for construction in an eligible fiscal year, each project has a construction funding plan, and there is a commitment by the applicant(s) to fund cost increases. All applications were organized into eligibility types and population categories pursuant to the guidelines, and the recommended list of projects resembles a similar proportion of these types/categories when compared to all projects submitted.

Projects not recommended for funding were considered less competitive based on the following reasons: construction to commence later in the funding cycle; less committed funds per program dollar leveraged; less benefit demonstrated when compared to cost, and minimal quantifiable air quality improvements demonstrated. Lastly, some projects were deemed ineligible based on a lack of information provided in the application. The projects not recommended for funding are, by and large, worthy projects though not as competitive for this first program cycle.

Some of the recommended projects are as follows:

Metro Orange Line Bus Rapid Transit Improvements in Los Angeles County. The project will provide Bus Rapid Transit improvements along the Metro Orange Line route between North Hollywood Station and Chatsworth Station. Additionally, the project will construct one aerial grade-separated structure over five intersections, construction of four-quadrant gating systems at 34 intersections along a 17-mile segment, as well elevating an existing bike path.

The Marina - Salinas Multimodal Corridor: Imjin Parkway Project in Monterey County. The project will widen Imjin Parkway from two to four lanes between Reservation Road and Imjin Road. Additionally, the project will construct a corridor roundabout and provide transit improvements.

The West Main Street Bicycle/Pedestrian Mobility and Safety Project in Yolo County. The project will construct new bicycle lanes, and provide sidewalk improvements, transit access improvements, and pavement rehabilitation.

The Route 680/4 Interchange, Phase 3 Project in Contra Costa County. The project will construct 9.8 miles of both mixed flow lanes and HOV/HOT lanes. Additionally, the project will widen the median of Route 4, construct outside widening along Route 4 in both directions, retrofit bridges to meet seismic standards, replace Grayson Creek Bridge, and raise the profile of Route 4.

The Route 15 Railroad Canyon Road Interchange Project in Riverside County. The project will widen Railroad Canyon Road to eight lanes, reconstruct northbound diamond ramps to Railroad Canyon Road, and widen Railroad Canyon Road southbound entrance ramp to three lanes. Additionally, the project will construct an acceleration lane and reconstruct Railroad Canyon Road southbound exit ramp to two lanes.

The Western Placerville Interchanges Phase 2 Project in El Dorado County. The project will upgrade the interchange at Ray Lawyer Drive and Route 50, construct an eastbound Route 50 off-ramp, construct a park and ride lot, and provide improvements to Forni Road and Ray Lawyer Drive.

The Purchase Hybrid Buses Project in Alameda and Contra Costa Counties. The project will purchase 59 new 40-foot hybrid diesel-electric buses to replace existing diesel buses.

Foothill Blvd Master Plan Green Streets Improvements in Los Angeles County. The project will provide street improvement to a 2.5-mile, four-lane divided corridor along Foothill Boulevard. These improvements will include closing a 2,300 foot sidewalk gap, installing 2.35 miles of Class II bicycle lanes and 1.5 miles of cycle track, adding curb extensions, improvements to lighting and signage, and bus stop improvements.

Baseline Agreement Requirements

Some projects included in the 2018 Local Partnership Competitive Program must enter into a baseline agreement per the requirements in the Commission's adopted SB 1 Accountability and Transparency Guidelines. Baseline agreements apply to projects with a total project cost of \$25 million or greater, or a total programmed amount of \$10 million or greater, adopted in the 2018 Local Partnership Competitive Program and subsequent program amendments and adoptions. The development of baseline agreements for the applicable projects will be initiated upon adoption of the program. The baseline agreement will set forth the scope, expected benefits, delivery schedule, project cost, and funding plan as described in the project applications. For projects needing a baseline agreement, the project application and the executed baseline agreement will serve as the basis by which accountability will be measured and reported on. For projects not needing a baseline agreement, the project application will serve as the basis by which accountability will be measured and reported on.

Attachments:

- Attachment A: Resolution LPP-P-1718-01
- Attachment B: 2018 Local Partnership Competitive Program Staff Recommendations
- Attachment C: Program Objective and Evaluation Criteria
- Attachment D: Letters

Local Partnership Program - Project Evaluation Criteria

The following evaluation criteria, per the Local Partnership Program Guidelines adopted on October 16, 2017, formed the basis for the 2018 Local Partnership Competitive Program staff recommendations.

Program Objective (per LPP Guidelines, Section 2)

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 [based on Government Code Section 8879.66(b)(1)]. Consistent with the intent behind SB 1, the Commission intends this program to balance the need to direct increased revenue to the state's highest transportation needs while fairly distributing the economic impact of increased funding [SB 1 section 1(l)].

Project Rating Process (per LPP Guidelines, Section 15)

Consistent with Commission guidelines, the Commission staff compared projects based on the population of jurisdiction(s) across which the tax or fee is applied. In most cases, this was the county or city. For voter-approved tolls, the population was the sum of the population of the jurisdictions that voted on the toll. The following population categories were used:

- Category I: $\geq 1,500,000$
- Category II: 700,000 to 1,499,999
- Category III: 300,000 to 699,999
- Category IV: 100,000 to 299,999
- Category V: $<100,000$

To maximize the effectiveness of program funds, the minimum request for Competitive Grant Program funds that were considered is indicated below based on the aforementioned population totals:

- Category I (population $\geq 1,500,000$): \$5,000,000
- Category II (population 700,000 to 1,499,999): \$3,000,000
- Category III (population 300,000 to 699,999): \$2,000,000
- Category IV (population 100,000 to 299,999): \$1,000,000
- Category V (population $<100,000$): No minimum requirement.

An agency applying for multiple competitive grants was required by the Commission's program guidelines to prioritize its applications. The Commission staff evaluated all projects.

Competitive Program Evaluation Criteria (per LPP Guidelines, Section 16)

The Commission staff gave higher priority to the following:

- Projects that are more cost-effective.
- Projects that can commence construction or implementation earlier.
- Projects that leverage more committed funds per program dollar.
- Projects that can demonstrate quantifiable air quality improvements, including a significant reduction in vehicle-miles traveled.
- Projects that can demonstrate regional and community project support.
- Within a Metropolitan Planning Organization, projects that further the implementation of the sustainable communities strategy.

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.

2. Introduction and Background

2.1. Introduction

The Transportation Agency for Monterey County's mission 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.

Our Board of Directors is made up of local elected officials who want to make our transportation system better by filling potholes, making our roads safer, and reducing traffic. Representative of the County's diversity, our Board has one elected official from each of our twelve cities, and all five county supervisors. The Transportation Agency for Monterey County, working with our local, state, and federal partners, has made great progress on making our highways safer and reducing traffic, ranging from large projects, such as US 101 at San Juan Road; to rail or bus service; to smaller projects such as neighborhood sidewalks, bicycle paths and bike racks. However, our transportation system in Monterey County is aging and the county roads and city streets are crumbling. There are still significant safety concerns and traffic jams, such as those on Highway 68, Highway 156 and US 101. These issues stifle our regional economy and make it more difficult for our vulnerable populations – the elderly, children and the disabled – to get around.

The challenge facing us is that we can't count on the State and federal government to bail us out. While project costs rise with inflation, road repairs become more expensive the longer we wait. Currently, Monterey County has over \$2 billion dollars in unfunded road maintenance, safety and traffic reduction needs.

For this reason, community leaders joined with the Transportation Agency for Monterey County to develop the Transportation Safety & Investment Plan (Measure X), which identifies solutions to regional safety and local road needs of the highest priority.

2.2. Measure X 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 the sales tax measure will be used to fund transportation safety and mobility projects in Monterey County.

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

2.3. Purpose of the Strategic Plan

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. This document is the Strategic Plan for the Measure X Program.

The primary purposes of the Strategic Plan are to:

- Define the preliminary scope, cost and schedule for the regional projects in Measure X;
- Forecast Measure X and matching fund revenue streams and identify possible financing tools needed to deliver the regional program;
- Prioritize regional projects and define a schedule for delivery of those projects spread out over 30 years to match cash flows and potential debt financing obligations;
- Identify sources of matching and leveraged funds for regional projects;
- Identify critical issues and risks to program delivery;
- Identify a lead implementation agency or “project sponsor” for each regional project;
- Layout a year by year implementation schedule and cash flow; and,
- Gather into one document the policies and procedures adopted to implement the Measure X Strategic Plan.

The Strategic 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.

3. Regional 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. This is a more complex task than appears on the surface since many of the Measure X projects rely upon some other funding sources for implementation. Additionally, only some of the improvements funded from Measure X represent regional projects, while others are categorical programs such as “Safe Routes to School” and transit programs. The largest component in Measure X however is the fixed percentage of sales tax revenue used to fund Local Road Maintenance. This latter category of allocated funds will flow directly to the designated recipients and as such does not require prioritization.

The eight projects that will be prioritized using the criteria described in the next section of the Strategic Plan are:

- Highway 68 - Safety & Traffic Flow
- US 101 Safety Improvements - South County
- State Route 156 Safety Improvements (Castroville Boulevard Interchange)
- 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

The four programs that receive annual allocations and are not subject to the prioritization criteria are:

- Habitat Preservation / Advance Mitigation
- Safe Routes to Schools
- Senior and Disabled Transportation
- Commuter Bus, Salinas Valley Transit Centers and Vanpools

A series of meetings with the Measure X Citizens Oversight Committee, Executive and Technical Advisory Committees, and the Transportation Agency Board will be used to set project priorities with each Strategic Plan update.

3.1. Prioritization Criteria

The following prioritization criteria, recommended by the Transportation Agency Board of Directors, were considered when evaluating projects:









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

A rating of High (green), Medium (yellow), and Low (red) is used for each criterion to evaluate the projects, as described below:

Project Readiness

Considers the degree of completion of environmental and design phases, well-documented preliminary cost estimates, and documented community support as appropriate.









TABLE 1: Project Readiness Score Summary

Projects	Status	Rating
Fort Ord Regional Trail and Greenway	Initial trail planning maps have been completed and the project is ready to begin environmental review.	
Highway 1 Rapid Bus Corridor	Monterey-Salinas Transit is in the process of completing a preliminary study.	
Highway 68 – Safety & Traffic Flow	With completion of the Project Initiation Document, environmental review can begin.	
Holman Highway 68 Safety & Traffic Flow – A (CHOMP)	The City of Monterey has completed the environmental review.	
Holman Highway 68 Safety & Traffic Flow – B (Pacific Grove)	The City of Pacific Grove is beginning work on the Project Initiation Document.	
Marina-Salinas Multimodal Corridor	The City of Marina has completed the environmental review.	
State Route 156 Safety Improvements	The Supplemental Environmental Impact Report is being worked on by Caltrans.	
US 101 Safety Improvements – South County	The Transportation Agency is coordinating with Caltrans to update the Project Initiation Document.	

Ability to Leverage Matching Funds

Considers whether the project has secured additional sources of funding as necessary to complete the phase, and the relative availability of matching funds from other sources, including federal, state and local monies.









TABLE 2: Matching Funds Score Summary

Projects	Status	Rating
Fort Ord Regional Trail and Greenway	The project has identified funding for the environmental and design phases, and is an excellent candidate for federal and State matching funds for construction.	
Highway 1 Rapid Bus Corridor	The project has identified funding for the environmental and design phases, but requires matching funds for construction.	
Highway 68 – Safety & Traffic Flow	The project has identified funding for the environmental and design phases, but requires matching funds for construction.	
Holman Highway 68 Safety & Traffic Flow – A (CHOMP)	The project has identified funds through construction.	
Holman Highway 68 Safety & Traffic Flow – B (Pacific Grove)	The Project Initiation Document and environmental review phases are funded.	
Marina-Salinas Multimodal Corridor	The project has identified funds through construction and is an excellent candidate for State matching funds.	
State Route 156 Safety Improvements	The project has identified funding for the design phase, but requires significant matching funds and developer fees for right-of-way and construction.	
US 101 Safety Improvements – South County	The Project Initiation Document is funded by Measure X, and the project could receive regional and inter-regional State funds for environmental.	

Fair Geographic Distribution of Funds

Considers where growth is occurring throughout the County and the fair distribution of Measure X revenues throughout the County on a timely basis. The rating is based on the distribution of trips generated by growth for each proposed improvement from the 2013 Regional Development Impact Fee Nexus Study.









TABLE 3: Fair Geographic Distribution Score Summary

Projects	Percentage of New Trips	Rating
Fort Ord Regional Trail and Greenway	0.0%	
Highway 1 Rapid Bus Corridor	4.8%	
Highway 68 – Safety & Traffic Flow	16.5%	
Holman Highway 68 Safety & Traffic Flow – A (CHOMP)	3.0%	
Holman Highway 68 Safety & Traffic Flow – B (Pacific Grove)	3.0%	
Marina-Salinas Multimodal Corridor	22.5%	
State Route 156 Safety Improvements	5.5%	
US 101 Safety Improvements – South County	29.5%	

Project Need: Congestion Relief and Safety Benefits

Considers the congestion relief benefits from the construction of the project, as well as the safety history of the area and the safety benefits from the construction of the project.









TABLE 4: Congestion Need & Safety Benefit Score Summary

Projects	Status	Rating
Fort Ord Regional Trail and Greenway	As a system of paved trails, the project would provide minimum congestion relief but important bike/ped safety benefits.	
Highway 1 Rapid Bus Corridor	This project would relieve vehicle congestion on Highway 1 in a corridor ranked 8 th for safety issues.	
Highway 68 – Safety & Traffic Flow	This project would provide extensive congestion relief in a corridor with the highest number of safety incidents.	
Holman Highway 68 Safety & Traffic Flow – A (CHOMP)	This project improves local access to the Community Hospital of the Monterey Peninsula, ranked 9 th for safety issues.	
Holman Highway 68 Safety & Traffic Flow – B (Pacific Grove)	This project improves regional bicycle and pedestrian conditions, with congestion relief benefits.	
Marina-Salinas Multimodal Corridor	This project provides regional congestion relief on a key multimodal route, as well as on Highway 68, ranked 2 nd for safety issues.	
State Route 156 Safety Improvements	This project provides regional congestion relief benefits for vehicle and freight movements entering and leaving the county.	
US 101 Safety Improvements – South County	This project provides regional congestion relief benefits between South County and Salinas, ranked 6 th for safety issues.	

Cost Effectiveness & System Connectivity

Considers the ability to construct the project in the short term for a large long-term gain in regional system connectivity for multiple modes of travel while reducing overall life-cycle costs.

TABLE 5: Cost Effectiveness & System Connectivity Score Summary

Projects	Status	Rating
Fort Ord Regional Trail and Greenway	Improves bicycle and pedestrian access to the Fort Ord National Monument with a benefit-cost ratio of 6.05.	
Highway 1 Rapid Bus Corridor	Improves vehicle and transit efficiency on State Route 1 between major destinations.	
Highway 68 – Safety & Traffic Flow	Improves multiple travel modes between major destinations on the State Highway System with a benefit-cost ratio of 3.06.	
Holman Highway 68 Safety & Traffic Flow – A (CHOMP)	Improves access and localized efficiency for multiple travel modes at the entrance of the Community Hospital of the Monterey Peninsula and connects to recent improvements on Holman Highway 68.	
Holman Highway 68 Safety & Traffic Flow – B (Pacific Grove)	Improves access and localized efficiency for multiple travel modes in Pacific Grove and connects to recent improvements on Holman Highway 68, with a benefit-cost ratio of 2.5.	
Marina-Salinas Multimodal Corridor	Improves multiple travel modes between major destinations as an alternate route to the State Route 68 corridor.	
State Route 156 Safety Improvements	Improves local access, and vehicle and freight movements on the State Highway System, with a benefit-cost ratio of 1.2.	
US 101 Safety Improvements – South County	Improves local access, and vehicle and freight movements on the State Highway System, with a benefit-cost ratio of 1.0.	

3.2. Prioritization Results

Table 6 reflects the final ratings for the eight projects. Projects that rated higher in Project Readiness and Matching Funds, with the consideration of Fair Geographic Distribution, are considered better candidates for early programming of funds to bring these projects to construction as soon as possible. The remaining criteria are considered with the overall rating of the projects to ensure the equitable disbursement of funds throughout the Measure X program. The following Chapter 4 presents the prioritization results in the five-year integrated funding plan to demonstrate the leveraging of Measure X funds with other funding programs and the early delivery of projects.

TABLE 6: Project Prioritization Summary

	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					

4. Integrated Funding Plan

Several of the strategic goals identified by the Transportation Agency Board of Directors, as discussed in more detail in Chapter 6, 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 has prepared a five-year integrated funding plan (Table 7) that coincides with the 2018 State Transportation Improvement Program cycle. As with this overall Strategic Expenditure Plan, the integrated funding plan is designed to identify projects that will be strong candidates for specific matching fund programs, and to bring projects to construction over the next five years.

The following fund sources were considered as part of the integrated funding plan:

- Measure X
- State Transportation Improvement Program
- Inter-Regional Transportation Improvement Program
- State Highway Operations Protection Program
- Regional Surface Transportation Program
- Transportation Development Act 2%
- Developer Fees
- Federal Matching Funds:
 - Federal Lands Access Program
- State Matching Funds:
 - Congested Corridors
 - Trade Corridor Enhancement Program
 - Local Partnership Program

Based on this initial funding plan, which is coordinated with the project prioritization ratings from the previous chapter, the Transportation Agency is anticipating beginning construction on four of the eight Measure X regional projects in the next five years (assuming the successful receipt of matching funds):

- 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

5. Sales Tax Revenues

This section describes the Transportation Agency's initial sales tax revenue forecast over the life of the Measure X tax – March 31, 2047. The 3/8% Measure X sales tax is estimated to generate \$600 million in constant dollars to fund local transportation projects over 30 years, resulting in the collection of approximately \$20 million in sales tax revenues annually. These sales tax revenue estimates and program allocations were originally presented in the Transportation Agency's 2016 Transportation Safety and Investment Plan. However, critical to the Transportation Agency's long-term financial planning is the consideration of a Measure X sales tax revenue growth forecast to better determine future resources available to programs over time.

5.1. Sales Tax Revenue Forecast

As described in more detail in the following sections, 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. Sales tax collections began in April 1, 2017, representing one quarter of Fiscal Year 2016-2017 data. The full first year of collections begins in Fiscal Year 2017-2018. The final year of collection in FY 2046-2047 will represent a partial year collection as the Measure X tax sunsets on March 31, 2047.

Sales tax estimates were originally estimated to be \$20 million in Fiscal Year 2017-2018 based on a constant dollar estimate over 30 years. 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 and accounts for both real and inflationary growth, over the long-term, we would expect Measure X sales tax growth rates in-line with long-term taxable sales growth averages. As such, KNN Public Finance recommends a Measure X sales tax revenue forecast in-line with historical taxable sales growth averages and assumes a long-term average growth rate of 3.21 percent. However, as referenced throughout the above discussion, the Transportation Agency is cautious of near-term economic contraction following an extended period of economic expansion. Thus, over the near-term horizon, through Fiscal Year 2021-2022, KNN Public Finance, in consultation with Transportation Agency staff, incorporated an annual sales tax revenue forecast more consistent with long-term inflationary growth averages reflecting minimal real growth. Ultimately, near-term assumptions for growth build into the long-term average growth assumption of 3.21 percent in Fiscal Year 2022-2023, which is then assumed over the life of the Measure X program.

**TABLE 8: Measure X Sales Tax Revenue
Annual Growth Rate Assumptions**

Fiscal Year	Measure X Sales Tax Revenues	Growth
2018	\$24,839,186	N/A
2019	\$25,286,291	1.80%
2020	\$25,792,017	2.00%
2021	\$26,436,818	2.50%
2022	\$27,229,922	3.00%
2023	\$28,101,280	3.20%

5.2. Sales Tax Revenue Forecast Approach

Sales tax revenues allow the Transportation Agency to pay expenses, fund projects, distribute local allocations, and make any potential debt service payments. The amount and timing of sales tax revenues influences the maximum amount of monies available for projects regardless of whether funding is pay-as-you-go or from debt proceeds.

In the following sections, a sales tax revenue forecast prepared by the Transportation Agency’s financial advisor, KNN Public Finance, for the 2017 Strategic Plan is discussed. Given the inaugural nature of the sales tax, this forecast establishes a framework for anticipated future revenues and project delivery timelines. Thus, Transportation Agency staff has taken a cautious and conservative approach to this initial forecast of future revenues to ensure that planning and programming stays within future available resources. The actual economy has been better than expected from when Measure X was being developed, and first quarter State Board of Equalization sales tax revenue distributions suggest a beginning Fiscal Year 2017-2018 sales tax revenue value of \$24,839,186 – above the \$20 million annual figure presented in the 2016 Transportation Safety and Investment Plan. However, on the heels of an extended period of economic expansion, KNN Public Finance has carefully considered the potential of a near-term economic contraction, necessitating a conservative approach to forecasting annual growth from this base value.

Overall, the Measure X sales tax revenue forecast is based on economic factors and historical data from a long-term perspective recognizing that actual revenues in certain years may result in amounts above or below forecasted annual figures derived from long-term averages. Accordingly, and as discussed in the following paragraphs, the initial Measure X sales tax revenue forecast projects annual growth in-line with long-term historical taxable sales growth averages. Further, the Transportation Agency will continue to refine future sales tax revenue forecasts through updates to this 2017 Strategic Plan every two years.

5.3. Economic Factors

Located south of San Francisco, Monterey County includes many high-income communities along its northwestern coast and an agriculture-driven inland economy anchored by its service center, Salinas. While Monterey County has relatively high wealth levels in some areas, strong agricultural production, and a growing tourism sector, the County's economy (along with the rest of the United States) contracted during fiscal years experienced economic declines in the early 2000's and late 2000's. However, consistent with national and state economies, the County has experienced an economic recovery over the last seven consecutive years.

From a statewide perspective, as reported by HdL Companies, a revenue analytics company, California local tax receipts from January 2017 through March 2017 sales were 2.1 percent higher than the first quarter of 2016. Rising fuel prices, auto sales, and restaurant sales added most to the overall gain. However, some categories of general consumer goods and business-to-business sales were flat or down. Thus, following the seventh year of economic recovery, HdL is anticipating the start of a leveling off of growth in future tax revenues in California.

With these economic factors as a backdrop, the duration the current economic expansion and challenges in predicting the actual size or timing of a possible future recession, we are reliant on historical growth trends in our estimation of future growth in this 2017 Strategic Plan.

5.4. Historical Taxable Sales

Given the inaugural nature of the Measure X tax, we do not have the benefit of historical revenue trends to evaluate. However, historical taxable sales data for Monterey County and the related growth rates provide a historical context for sales tax growth rate assumptions associated with the initial Measure X 2017 Strategic Plan. An eighteen-year history of taxable sales in Monterey County is presented in Table 9.

Since 1998, taxable sales in Monterey County increased at an average annual growth rate of 3.21 percent, using data provided by the California Board of Equalization. However, near-term growth rates have been higher due to the prolonged period of economic recovery following the Great Recession that officially lasted from December 2007 to June 2009. The average annual growth rate over the last 5 years has been 5.28 percent and over the last 3 years taxable sales growth has averaged 4.36 percent.

Taxable sales growth, however, can vary from actual sales tax revenue growth due to adjustments by the California State Board of Equalization, which collects the sales taxes. In addition, taxable sales are reported on a calendar year (year ends December 31) as compared to sales tax revenues, which are typically reported on a fiscal year (year ends June 30).

TABLE 9: Historical Monterey County Taxable Sales

Calendar Year	Monterey County Taxable Sales (1)	Growth
1998	\$3,858,997	NA
1999	4,280,676	10.93%
2000	4,897,051	14.40%
2001	5,101,569	4.18%
2002	4,851,946	-4.89%
2003	4,918,656	1.37%
2004	5,235,955	6.45%
2005	5,454,500	4.17%
2006	5,658,166	3.73%
2007	5,680,652	0.40%
2008	5,399,594	-4.95%
2009	4,705,845	-12.85%
2010	4,955,562	5.31%
2011	5,312,732	7.21%
2012	5,637,445	6.11%
2013	5,910,531	4.84%
2014	6,200,747	4.91%
2015	6,406,117	3.31%
	Averages	
	3-year	4.36%
	5-year	5.28%
	10-year	1.80%
	15-year	1.95%
	All Data	3.21%

(1) California State Board of Equalization.

5.5. Inflationary and Real Growth

There are two factors that impact the growth of sales tax revenues: (i) inflationary growth and (ii) real growth. Sales tax revenues will grow as a result of annual inflationary impacts; the same amount of goods will cost more or less in subsequent years. In addition, sales tax revenues will experience real growth regardless of inflationary impacts as regional economic and demographic factors result in increases or decreases in purchasing trends.

Table 10 summarizes the historical growth of Monterey County taxable sales in terms of inflationary growth (CPI) and real growth. Given the strength of the economic recovery, since 2010 the real growth component of the total taxable sales growth is greater than inflationary growth. However, looking back over a longer-term horizon that incorporates recessionary periods, taxable sales growth was mostly a function of inflationary growth with declines in real growth.

Based on the averages shown in Table 10, over the last five years on average taxable sales increased by 5.28 percent, of this increase 1.74 percent is attributable to inflationary growth and 3.31 percent is attributable to real growth. When considering averages over the last 10 years that includes the most recent recessionary period, 1.80 percent average taxable sales growth is mostly reflective of the 1.99 percent inflationary growth and suggest negative real growth of 0.19 percent.

Additionally, the averages for real and inflationary suggest that inflationary growth is less volatile than real growth. Thus, the forecasting of sales tax revenues in an economic growth environment, therefore, must balance the recent economic strength and historical growth averages.

TABLE 10: Historical Growth Factors

Fiscal Year Ending	Highway Construction Price Index ⁽¹⁾	Monterey County Taxable Sales Growth ⁽²⁾	Inflationary Growth		Real Growth
			CPI West Data ⁽³⁾	Growth	
1998		N/A	165.2	N/A	N/A
1999	5.67%	10.93%	170.0	2.91%	8.02%
2000	1.12%	14.40%	176.5	3.82%	10.58%
2001	8.86%	4.18%	182.1	3.17%	1.00%
2002	-10.55%	-4.89%	185.5	1.87%	-6.76%
2003	6.18%	1.37%	188.9	1.83%	-0.46%
2004	28.45%	6.45%	194.0	2.70%	3.75%
2005	19.37%	4.17%	200.7	3.45%	0.72%
2006	5.76%	3.73%	206.9	3.09%	0.64%
2007	-4.10%	0.40%	213.6	3.22%	-2.83%
2008	-5.26%	-4.95%	220.3	3.14%	-8.09%
2009	-21.17%	-12.85%	219.9	-0.19%	12.66%
2010	-2.08%	5.31%	221.6	0.80%	4.51%
2011	8.57%	7.21%	228.5	3.13%	4.08%
2012	-6.06%	6.11%	233.2	2.04%	4.08%
2013	18.43%	4.84%	236.6	1.44%	3.40%
2014	18.23%	4.91%	241.1	1.91%	3.00%
2015	4.10%	3.31%	244.3	1.32%	1.99%
2016	9.81%		249.2	2.01%	-2.01%
Averages					
3-year	10.71%	4.36%		1.75%	0.99%
5-year	8.90%	5.28%		1.74%	2.09%
10-year	2.05%	1.80%		1.88%	-0.45%
15-year	4.64%	1.95%		2.12%	-0.44%
All Data	4.74%	3.21%		2.31%	0.72%

(1) California Department of Transportation. Historical Highway Construction Price Index Reports.

(2) California State Board of Equalization.

(3) CPI West Region All Items, U.S. Department of Labor Statistics. Data reflects July values.

6. Strategic Plan Approach

6.1. General Approach

For the 2017 Strategic Plan, the Transportation Agency gathered the latest information on the status of projects from sponsors and forecasted delivering the Measure X projects and programs under several scenarios. As part of this process, the Transportation Agency assessed the potential changes in general economic conditions and the associated impact to the sales tax revenue forecast and the financing assumptions. The Transportation Agency has also reviewed existing policies for Measure X contained in the Policies and Project Descriptions document, and assessed the need for new and/or revised policies. Based on this analysis and review, the Transportation Agency crafted this Strategic Plan to depict how the Transportation Agency expects to allocate future resources.

6.1. Plan Development Process

Development of the Strategic Plan has been an interactive process between the Transportation Agency Board, the Measure X Citizens Oversight Committee, Transportation Agency staff, and consultants. The steps involved in developing the Strategic Plan are described below.

Develop Project Descriptions and Cost Estimates - For budgeting and cash flow purposes in the Strategic Plan, further definition and cost analysis of projects was necessary. To accomplish this, a series of one-on-one meetings was held with each project's potential lead agency. Based on these meetings and subsequent analyses, each Measure X project and program was further defined, cost by phase established and/or updated, schedule (unconstrained by funding availability) developed, and expected sources of matching funds identified. This information was included in individual project data sheets. During the course of the Plan development process, these data sheets were continually updated to reflect any changes. The final data sheets used are located in Chapter 8 – Regional Program Project Sheets.

Develop Criteria for Prioritizing Projects - Many of the Measure X projects and programs, particularly those that will be used for sustaining on-going operations, will be funded annually. Others requiring significant capital expenditures need to be funded as they become ready for construction and matching funds are available. This latter category of projects required setting priorities for when they could be implemented.

Revenue Projections and Possible Financing Tools – Realization of the Measure X Investment Plan requires both Measure X sales tax revenues and revenues from matching sources. Projections of the amount of annual revenues by each source were developed early in the process.

Lead Agency Identification - Jurisdictional responsibilities for delivery of each phase (planning and environmental clearance, design, right-of-way acquisition, and

construction) for each project and program were developed jointly with Caltrans and the local jurisdictions.

Critical Issues and Risks Identification – The ability to implement the Measure X Program could be impacted by a variety of cost and revenue issues (e.g. cost overruns, schedule delays, and revenue shortfalls). This task focused on identifying these issues, assessing their potential impact and incorporating an ability to respond to such impacts in the Strategic Plan.

Identification of Matching Fund Sources for Each Project – In this step, assumptions were established for the amount and timing of federal, state and local funding, and a set of cash flow scenarios were analyzed relative to the sources needed to deliver each project and maximize use of Measure X funds.

Strategic Plan Preparation – The final step is preparation of this document.

6.2. Goals & Guiding Principles

Goals and guiding principles provide an overall guidance to the Strategic Plan development process. Once the Strategic Plan is adopted, these goals and principles can serve in the future as the foundation upon which specific program policies and procedures can be defined and incorporated in updates to the Strategic Plan.

The following goals and principles were developed by the Transportation Agency Board of Directors and will be used to help define a plan for effectively delivering the Measure X Transportation Safety & Investment Plan as approved by the voters:

1. Assure that the overall Measure X program of projects is delivered
2. Maximize leveraging of Measure X revenue
3. Accelerate project delivery through financing, where appropriate
4. Control project and program costs
5. Coordinate with Caltrans and Project Sponsors to complete pre-construction phases of regional projects as early in the program as feasible

Assure that the overall Measure X program of projects is delivered

The passage of Measure X signifies a commitment by the Transportation Agency and local jurisdictions to deliver each component of the program and to assure that funds will be expended in accordance with the implementing ordinance, funding agreements, and associated policies. The ability to implement the Measure X program will require the prioritization of projects to ensure efficient project delivery, cooperation between the Transportation Agency and Caltrans, and securing matching funds for projects. The goal of the Transportation Agency is to deliver as many of the regional projects as possible in the first fifteen years.

Maximize leveraging of Measure X revenue

As State and federal funding levels from formula programs become increasingly uncertain, the Transportation Agency must focus on strategies that make the most efficient use of Measure X revenues by leveraging them with other outside funding. Measure X revenue is dependent on taxable sales, which is linked in turn to demographic and economic growth, and the maturation of Monterey County's wholesale and retail sectors. These are not areas that the Transportation Agency has the ability to directly control. Consequently, the Transportation Agency and its local agencies and transit partners need a revenue maximization strategy which focuses principally on ways the agency can increase its share of State and federal funds from discretionary programs to leverage Measure X funding. A revenue maximization strategy should comprise two elements— maximizing the efficient use of State and federal funds that the Transportation Agency and the agency partners are programmatically allocated, and bringing additional State and federal transportation funds to the county.

Accelerate project delivery through financing, where appropriate

Many sales tax programs, such as Measure D in Santa Barbara County, successfully implement a debt financing strategy in order to expedite the delivery of the regional program of 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 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. 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.

Control project and program costs

Delivery of the Measure X Transportation Safety & Investment Plan requires not only making the most efficient use of the revenue generated from the sales tax, but also by the effective management of project and program costs. Increased project costs, whether through scope creep or future cost escalation, could pose a threat to delivering the full complement of Measure X projects. The Strategic Plan delineates a multi-pronged strategy for containing costs based on the following principles:

1. Each Measure X program and project must live within the Measure X revenue projected for that program or project in the Investment Plan.

2. Programs should be structured so that both the Transportation Agency and each project's lead implementation agency can effectively manage cash-flows and deliver projects in a timely way.
3. Institutional processes should reinforce and support disciplined project management within the Transportation Agency, Caltrans, and local agencies.

Coordinate with Caltrans and Project Sponsors to complete pre-construction phases of regional projects as early in the program as feasible

In order to complete the pre-construction phases and prepare Measure X's regional projects for construction, the Transportation Agency will need to coordinate closely with Caltrans and local project sponsors. The focus of these efforts should be to finish the environmental, design, and right-of-way phases of the regional projects early in the program to make the projects competitive candidates for State and federal matching funds, or to align the projects with potential financing strategies. To facilitate these discussions and streamline project review, the Transportation Agency has established working groups with Caltrans and the relevant jurisdictions.

6.3. Strategic Program Delivery Strategy

Several alternative scenarios were analyzed during the plan development process, with input from the Transportation Agency Board of Directors and Citizen's Oversight Committee. The alternative scenarios included different assumptions regarding delivery of Measure X projects.

The Strategic Plan schedule of projects ensures that allocations of Measure X funds to local agencies are made quarterly. All of the projects specified in Measure X can be delivered within the 30-year term, but this will require substantial commitments of matching funds including State Transportation Improvement Program, Senate Bill 1 (Beall) grant programs, Regional Surface Transportation Program, Regional Development Impact Fees, as well as aggressive advocacy efforts to secure state and federal discretionary funding.

The cash flow analysis of the program delivery strategy shows that the local and regional programs identified the Measure X Transportation Safety & Investment Plan would each receive the required funding levels. Because of the need for large amounts of matching funds, not all of the Measure X projects can be delivered in the early years of the program. To address this, the Measure X Policies and Project Descriptions as well as the Transportation Agency Board of Directors has established priorities for project delivery schedules. Due to the constrained economic climate at all levels of government, use of those matching funds by Measure X projects that are also available for local agencies will affect the delivery schedule for local agencies non-Measure X improvement programs as well.

Debt financing is an important part of the delivery strategy, and has been recommended as an option by the Transportation Agency Board. Since there isn't

enough funding from Measure X to fund the annual programs and regional projects in some years, issuing bonds or other debt financing tools would allow distributions of funds to annual programs to occur uninterrupted as well as the regional projects as necessary based on the project delivery schedule.

The key tradeoffs associated with meeting the project delivery commitments in the Measure X Transportation Safety & Investment Plan include:

- Providing annual allocations off the top for administration, Board of Equalization, and other annual expenses followed by the Local Road Maintenance program;
- Delivering regional projects (especially those dependent on matching funds); and
- Creating reserve capacity as insurance for potential future economic downturns.

7. Management of Risks

7.1. Risk Management Overview

The Transportation Agency's ability to implement the Measure X Strategic Plan in accordance with the overarching goals could be impacted by a number of issues and risks. Key among these risks are issues related to project cost and schedule, and to projected revenue levels and allocations. The following provides a brief description of these risks and their respective potential impacts on the implementation of the Measure X Program.

7.2. Cost, Scope, and Schedule Risk

A key risk that could impact implementation of the Measure X Strategic Plan is an unexpected increase in the cost of the component projects and programs beyond the levels that could be accommodated within the levels of revenues projected. Among the primary causes of unexpected cost increases could be lack of detail and/or reliance on conceptual-level cost estimates; change in project scope, unit costs, and/or unit quantities; unanticipated surges in the cost of construction materials similar to that experienced in recent years; unanticipated issues associated with environmental conditions, utility relocation, right-of-way acquisition, and/or litigation against a project; and changes to the assumed implementation schedule.

Unless projected sales tax revenue levels are higher than estimated, the implication of increased costs for a Measure X project or the entire program is that it will require a larger amount of matching funds from state, local, and/or private sources, as well as targeting potential federal funding programs. As a result, throughout the implementation of the Strategic Plan it will be vital for Measure X project sponsors to provide realistic cost estimates and construction schedules in order to achieve an implementable funding plan.

Potential Approaches to Cost Containment

The following types of approaches could be considered to reduce cost and schedule risk and to assure that projects receive their proposed share of Measure X dollars.

- Each project and program must stay within the revenue level identified in the Measure X Transportation Safety & Investment Plan. To reinforce the importance of cost management, each Measure X project and program should be allocated up to its share of the sales tax as approved by the voters. Measure X project sponsors should not expect that delivery of their project will be accelerated using revenue from another program and/or issuance of debt unless there is compliance with loan repayment terms or debt management policies.
- Project scopes and implementation schedules used in the programming of Measure X projects in the Strategic Plan should be realistic.

- The use of realistic/conservative cost escalation rates and re-assessing the appropriateness of these rates with each Strategic Plan update.

7.3. Sales Tax Revenue Risks

Potential issues that could impact revenue from the Measure X sales tax include: the anticipated level of sales tax at the start of the Measure X implementation period are lower than projected; projected rates of growth are lower than historic trends due to unanticipated economic cycles; and lower than projected levels of population and employment growth and tourism levels resulting in reduced sales tax revenues.

Lower levels of Measure X sales tax would likely result in the delayed implementation of projects and programs, and could impact potential bonding by requiring an increased emphasis on securing leveraged funds to make up for shortfalls in projected sales tax funding needed for debt service.

Potential Approaches to Address Sales Tax Revenue Risks

As part of the Strategic Plan process, the following types of approaches could be considered to reduce sales tax revenue risk and to assure that projects and programs receive their proposed share of Measure X dollars.

- Develop conservative sales tax revenue projections. Additionally, consider programming annual allocations to projects based on the most conservative projection. In anticipation of sales tax revenues that are higher than the conservative projection, develop alternate plans to distribute revenues to accelerate regional projects or deposit the funds to increase the cash balance reserve.
- Establish an annual cap on the amount of sales tax that will be programmed each year. For example, only 90 percent of the conservative sales tax projection would be programmed and allocated to the Measure X regional projects and programs. If revenue is available at the end of the fiscal year it would be allocated in the next year.
- Examine the potential for an internal borrowing policy. This would allow jurisdictions with projects ready for implementation but lacking local cash the ability to borrow money from another jurisdiction or an inter-program loan from the regional program. Funds would be paid back in future years, with interest, and would not negatively impact the implementation schedule of the lending jurisdiction's project or program.

7.4. State Revenue Risks

The level of State funding available for Measure X projects may be impacted by a number of factors. The factors include the current and projected status of the overall State and the transportation budget in particular; status of revenues in the State highway fund, motor fuels tax rates, levels of State borrowing against transit funding

and the timing of repayment; funding levels required for highway operations and safety under the State Highway Operation and Protection Program (SHOPP) relative to new projects, the State's bond rating and debt capacity, and the ability to secure State Transportation Improvement Program funds. The Transportation Agency is also anticipating that Measure X regional projects will leverage significant State funds from Senate Bill 1 (Beall) grant programs, such as Congested Corridors, Trade Corridors Enhancement Program, Local Partnership Program, and the Transit and Intercity Rail Capital Program. Lack of availability and delayed timing of receipt of State funding could delay the construction of Strategic Plan projects and programs.

Potential Approaches to Address State Revenue Risks

The following types of approaches could be considered to reduce State revenue risk and to assure that projects receive their proposed share of Measure X and potential State leveraged dollars.

- Conduct a State matching funds analysis to identify projects that would best compete in different grant programs to maximize State revenues for the overall Measure X program.
- Maintain regular communications with Caltrans grant program coordinators to ensure that the Transportation Agency and local jurisdictions receive timely notification of funding opportunities and have detailed knowledge of program requirements.
- Identify a number of ready or nearly ready projects to position the region to take advantage of potential opportunities if additional State funding becomes available.
- State leveraging assumptions should be reviewed every grant cycle, with some projects reviewed more frequently depending on project readiness and potential availability of State funds.
- Consider bringing in outside assistance (from partner agencies or consultants) to develop the grant applications.

7.5. Federal Revenue Risks

With a high risk of failure for nearly all federal programs, federal discretionary funding is not a major component of the Strategic Plan program delivery strategy. However, such funding could be pursued for the regional projects if funding becomes available. If pursued, issues affecting federal funds could include anticipated program definition and funding levels in future authorization legislation and anticipated levels of federal authorization and obligation.

Similar to State funding sources, changes in federal funding programs and annual appropriation of formula and discretionary funds could negatively impact the delivery of Measure X projects. Specifically, construction of projects and programs

could be delayed. In addition, similar to issues associated with potential State sources, other sources of local funding could potentially be advanced on a cash basis and/or through issuance of debt in anticipation of future receipt of the other sources proposed.

Potential Approaches to Address Federal Revenue Risks

The following types of approaches could be considered to reduce federal revenue risk and to assure that projects receive their proposed share of Measure X and federal leveraged dollars.

- For federal discretionary funds, the Transportation Agency may want to focus staff efforts by identifying funding programs that have the best chance of success (such as the Federal Lands Access Program or TIFIA loans). The strategy should evaluate the funding potential for both large-scale and small-scale projects and reflect the need to complete additional requirements related to federal funding.
- Seek pre-briefing and de-briefing for any applications filed.
- Maintain regular communications with the Federal Highway Administration, Federal Transit Administration and Caltrans to ensure that the Transportation Agency is able to compete for any available transportation funds that will be awarded throughout the year. Federal leveraging assumptions should be reviewed every grant cycle, with some projects reviewed more frequently depending on project readiness and potential availability of new or changing federal grant programs.

8. Strategic Plan Policies

8.1. Policy 1 – Local Road Maintenance Program Apportionments

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.

No later than June 30 of each year, the Transportation Agency provides each jurisdiction an estimate of the Local Road Maintenance appropriation for the upcoming fiscal year.

8.2. Policy 2 - Use of Pay-As-You-Go Financing

Pay-as-you-go financing involves paying for capital expenditures with available cash on hand. No debt is incurred under pay-as-you-go financing, but the ability to incur expenses and deliver projects may be delayed, depending on the availability of cash on hand. Alternatively, debt financing involves the sale of bonds to investors in order to generate up-front bond proceeds and accelerate project delivery. Long-term bonds are secured against and repaid from down-stream, recurring revenues. Investors are repaid principal and interest, according to regular, predetermined periodic payments with a specified final maturity. Debt financing provides for project acceleration, but also involves additional costs in the form of interest payments to investors as well as upfront cost of issuance.

Pay-as-you-go or pay-go financing by Measure X is used for the annual apportionment to the local road maintenance program as well as for the Habitat Preservation / Advance Mitigation, Safe Routes to Schools, Senior and Disabled Transportation, and the Commuter Bus, Salinas Valley Transit Centers and Vanpools programs.

8.3. Policy 3 - Use of Measure X Debt Financing

As noted in Policy 2, all capital expenditures are first paid with available cash revenue on a pay-as-you-go basis, with remaining capital expenditures met with debt financing, if necessary. If the Transportation Agency Board elects to utilize debt financing, the cost of financing, including debt service, will be the pro-rata responsibility of the project(s) that received the bond proceeds. Once debt financing is issued, qualifying capital expenditures shall be paid with the proceeds until those proceeds are exhausted. Once exhausted, capital expenditures will then return to pay-as-you-go financing.

To insure that the regional program can make its potential annual debt service payment independent of any other program's revenue, the Transportation Agency may issue debt financing designated for the regional program up to an amount where total Measure X annual sales tax revenue is at least 1.5x that of the regional program's expected annual debt service for any given year. The Transportation Agency shall maintain a cash flow model, updated at least every two years, to demonstrate that the

minimum ending cash balance of three million dollars (\$3,000,000) can be maintained, unless use of funds in the cash balance reserve is approved by the Transportation Agency Board of Directors.

The Cash Flow Model shown 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. It is important to note that additional debt capacity depends on a variety of factors including sales tax revenue growth, program allocations, years remaining in Measure X, credit rating, bond market interest rates, and structure of bonds (principal amortization / reserve fund).

Overall, if needed, a debt financing may be utilized to accelerate projects and take advantage of the current low interest rate environment. In addition, short-term financings may be utilized to address short-term cash flow deficits. The cash flow model presented in Chapter 9 assumes a debt financing issuance of \$43 million in the first five years of the program, which will require further study and approval by the Transportation Agency Board of Directors.

8.4. Policy 4 – Use of Inter-Project Loans

In certain years, one project may need more than its annual sales tax allocation while another project may not spend its full allocation or may maintain a positive balance from prior year allocations.

The rationale for individual inter-project loans will be examined within the context of total project efficiency as well as equity on a case-by-case basis. On a program wide basis, inter-project loans provide flexibility to re-allocate available funds on a short-term basis to meet the interim cash flow needs of one or more projects. Allowing sales tax revenues to flow across projects in the form of a loan reduces the need to secure outside financing, thereby preserving a larger proportion of sales tax revenues for projects within the total program.

However, while total project efficiency may be maximized with inter-project loans, it is necessary to implement borrowing parameters to ensure equity across programs. From a tracking and reporting standpoint, clear delineations of sales tax revenues across projects will need to be maintained. The Transportation Agency will track and account for inter-project loans, including repayment and interest.

8.5. Policy 5 – Programming Methodology for Regional Projects

Measure X regional projects will be 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:

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

As the projects are prioritized and the cash flow needs addressed, the programming element of the Strategic Plan is developed. Measure X funding is programmed in five-year increments in the Strategic Plan and updated every two years.

8.6. Policy 6 - Investment of Cash Balance

The Transportation Agency will invest the cash balance of each Measure X program in the County of Monterey Pool or other financial institution that maximizes earnings but retains required cash flow. Interest earned on the balance will be credited to the cash balance of the overall program.

9. Cash Flow Model

Transportation Agency for Monterey County

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
Revenues						
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			
Total Revenues	\$ 24,839	\$ 32,787	\$ 75,120	\$ 66,453	\$ 66,658	\$ 66,684
Expenditures						
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 & 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 & Traffic Flow - A (CHOMP Roundabout)</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Holman Highway 68 Safety & Traffic Flow - B (Pacific Grove, CA)</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
Total Expenditures	\$ 17,485	\$ 27,261	\$ 35,889	\$ 27,798	\$ 28,832	\$ 63,684
Revenues, less Expenditures	\$ 7,354	\$ 5,526	\$ 39,231	\$ 38,655	\$ 37,826	\$ 3,000

Transportation Agency for Monterey County

Measure X - Transportation Safety & Investment Plan

Cash Flow Analysis - with Financing

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

Net Sales Tax Revenue Debt Service Coverage (MADS)

1.96x 2.01x 2.07x 2.14x

10. Regional Program Project Sheets

US 101 Safety Improvements - South County



Description

Construct frontage roads along US-101 south of Salinas (Abbott Street on/off-ramp) and make related intersection improvements.

Purpose

Traffic on US 101 in South County is increasingly impacting the highway as well as adjoining interchanges. The lack of frontage roads means that agricultural trucks must use the highway to make local trips, adding to traffic congestion and forcing U-turns and other tricky maneuvers on US 101. Antiquated interchanges all along US 101 will not be able to accommodate traffic in the near future. The purpose of this project is to improve safety and relieve future traffic congestion by eliminating multiple highway crossings while providing the necessary frontage roads to allow farmers access to their lands.

Benefits

Improves safety and relieves traffic congestion on US 101; Reduces conflicts with slow moving agricultural vehicles; Supports regional travel between Salinas and south Monterey County cities; Improves access for local residents

Location

South Salinas and South County

Sponsor

Caltrans

Project Manager

TBD

Phone

Email

Project Schedule and Funding (\$1,000s)

Phase	Schedule	Total	Measure X	STIP	RSTP	TDA 2%	RDIF	Match	Tolling	FORA
Study	FY 18/19	\$ 255	\$ 255	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PA&ED	FY 20/21	\$ 10,000	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PS&E	FY 22/23	\$ 16,169	\$ -	\$ 16,169	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	FY 24/25	\$ 14,875	\$ 14,875	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	FY 25/26	\$ 14,870	\$ 14,870	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 56,169	\$ 30,000	\$ 26,169	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Marina-Salinas Multimodal Corridor



Description

Widen Imjin from 2 to 4 lanes between Reservation Road and Imjin Road and make bike and pedestrian safety and transit improvements along the corridor.

Purpose

This project will provide a transit, bicycle, pedestrian and auto corridor that will connect Salinas to Marina and California State University Monterey Bay. Features of the project will include new travel lanes, bicycle facilities, sidewalks, transit stops/shelters, transit prioritization at signalized intersections.

Benefits

Reduced travel times between Salinas and the Peninsula; Improves safety for all travelers; Creates a more comfortable regional bicycle route; Improves pedestrian safety in the corridor

Location

Imjin Parkway between Highway 1 and Reservation Road

Sponsor

City of Marina

Project Manager

Brian McMinn

Phone

(831) 884-1212

Email

bmcminn@cityofmarina.org

Project Schedule and Funding (\$1,000s)

Phase	Schedule	Total	Measure X	STIP	RSTP	TDA 2%	Fees	SB 1	Tolling	FORA
PA&ED	FY 15/16	\$ 1,650	\$ -	\$ 1,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PS&E	FY 17/18	\$ 1,650	\$ -	\$ 1,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	FY 18/19	\$ 30,000	\$ 8,000	\$ -	\$ -	\$ -	\$ 3,000	\$ 19,000	\$ -	\$ -
CON	FY 19/20	\$ 8,000	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 41,300	\$ 16,000	\$ 3,300	\$ -	\$ -	\$ 3,000	\$ 19,000	\$ -	\$ -

State Route 156 Safety Improvements - Blackie Road Extension



Description

Extension of Blackie Road to connect to a new interchange at State Route 156 and Castroville Boulevard

Purpose

This project will connect to two other projects that are also planned in the corridor: the State Route 156 / Castroville Boulevard Interchange Improvements; and the State Route 156 West Corridor Improvements. The Blackie Road Extension 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.

Benefits

Provides traffic congestion relief for 32,000 vehicles per weekday; Improves safety for Oak Hills and other local communities; Improves safety at intersections; Supports our \$2 billion per year visitor economy; Improves movement of valuable goods to market

Location

North Monterey County

Sponsor

TAMC

Project Manager

TBD

Phone

Email

Project Schedule and Funding (\$1,000s)

Phase	Schedule	Total	Measure X	STIP	RSTP	TDA 2%	RDIF	Match	Tolling	FORA
PA&ED	FY 18/19	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ 250	\$ 250	\$ -	\$ -
PS&E / ROW	FY 19/20	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	FY 21/22	\$ 4,000	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,500	\$ 4,000	\$ 2,000	\$ -	\$ -	\$ 250	\$ 250	\$ -	\$ -

State Route 156 Safety Improvements - Castroville Boulevard Interchange



Description

Build a new interchange at Castroville Boulevard and Highway 156, with connections to Blackie Road to improve access for commercial traffic.

Purpose

Highway 156 at Castroville Boulevard is the top collision location in Monterey County. In addition, Highway 156 is the major link connecting the San Francisco Bay area and North Monterey County to the Monterey Peninsula. With its present narrow configuration, it currently operates over capacity, with substantial delays and safety concerns, particularly during special events on the Monterey Peninsula. This congestion affects travel to and from the Peninsula as well as travel between US 101 and Highway 1 for local residents. In addition, the traffic impedes access to the Oak Hills neighborhood. This project will direct truck traffic away from Merritt Street in Castroville and from the accident-ridden Highway 183/156 interchange. It will also help relieve traffic congestion on Highway 156 while improving safety and local traffic circulation in North Monterey County.

Benefits

Provides traffic congestion relief for 32,000 vehicles per weekday; Improves safety for Oak Hills and other local communities; Improves safety at intersections; Supports our \$2 billion per year visitor economy; Improves movement of valuable goods to market

Location

North Monterey County

Sponsor

Caltrans

Project Manager

David Silberberger

Phone

(805) 549-3798

Email

david.silberberger@dot.ca.gov

Project Schedule and Funding (\$1,000s)

Phase	Schedule	Total	Measure X	STIP	RSTP	TDA 2%	RDIF	Match	Tolling	FORA
PS&E / ROW	FY 19/20	\$ 17,825	\$ -	\$ 17,825	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	FY 21/22	\$ 25,125	\$ 2,150	\$ 1,975	\$ -	\$ -	\$ 5,000	\$ 16,000	\$ -	\$ -
		\$ 42,950	\$ 2,150	\$ 19,800	\$ -	\$ -	\$ 5,000	\$ 16,000	\$ -	\$ -

Highway 1 Rapid Bus Corridor



Description

Create a new rapid bus corridor along Highway 1 between Monterey and Marina, with possible extensions to Castroville, utilizing the shoulder of the highway and / or portions of the parallel rail right-of-way, to provide a way for commuters to spend less time in traffic.

Purpose

Rapid bus corridors, also known as "bus rapid transit", are an innovative concept to build improvements to that allow buses to travel more rapidly than cars in a corridor. This project is a low cost way to reduce travel times on the busy Highway 1 corridor.

Benefits

Increases transit service; Reduces bus and automobile travel times; Improves air quality

Location

Highway 1 Seaside to Marina

Sponsor	Project Manager	Phone	Email
Monterey-Salinas Transit	TBD		

Project Schedule and Funding (\$1,000s)

Phase	Schedule	Total	Measure X	STIP	RSTP	TDA 2%	RDIF	Match	Tolling	FORA
PID	FY 17/18	\$ 234	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 234	\$ -	\$ -
PA&ED	FY 18/19	\$ 750	\$ 750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PS&E	FY 19/20	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	FY 22/23	\$ 6,375	\$ 6,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	FY 23/24	\$ 31,375	\$ 6,375	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -
		\$ 40,234	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ 25,234	\$ -	\$ -

Holman Highway 68 Safety & Traffic Flow - Pacific Grove



Description

Make road, bike and pedestrian safety improvements on Holman Highway 68 between Highway 1 and Asilomar.

Purpose

With its present narrow configuration, Holman Highway currently is very congested during peak commute periods and during special events on the Monterey Peninsula. And within the Pacific Grove City Limits, the highway is not conducive to safe pedestrian and bicycle travel. This project will reduce highway congestion, improve emergency access to the hospital, and make it safer for biking and walking in business districts, school zones and residential neighborhoods.

Benefits

Provides safety improvements; Improves emergency access for patients going to the hospital; Facilitates commuter and other travel to and from Pacific Grove, Pebble Beach and Monterey; Reduces congestion on Highway 68 leading to the Highway 1 interchange

Location

Monterey through Pacific Grove – Holman Highway

Sponsor

Caltrans

Project Manager

TBD

Phone

Email

Project Schedule and Funding (\$1,000s)

Phase	Schedule	Total	Measure X	STIP	RSTP	TDA 2%	RDIF	Match	Tolling	FORA
PID	FY 18/19	\$ 150	\$ -	\$ -	\$ 150	\$ -	\$ -	\$ -	\$ -	\$ -
PA&ED	FY 19/20	\$ 502	\$ 150	\$ -	\$ 352	\$ -	\$ -	\$ -	\$ -	\$ -
PS&E	FY 21/22	\$ 1,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300	\$ -	\$ -
CON	FY 22/23	\$ 2,425	\$ 2,425	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	FY 23/24	\$ 2,425	\$ 2,425	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,802	\$ 5,000	\$ -	\$ 502	\$ -	\$ -	\$ 1,300	\$ -	\$ -

Highway 68 - Safety & Traffic Flow



Description

Make intersection and other capacity & operational improvements to increase safety and improve traffic flow between Blanco Road and Highway 1.

Purpose

Highway 68 is the main connector between Monterey County's two principal urbanized areas, Salinas and the Monterey Peninsula, serving commuters and the residents, schools and business parks along the corridor. Traffic congestion along Highway 68 is currently at gridlock during the morning and afternoon commute periods. This project will provide relief to commuters in the Highway 68 corridor in a manner that is cost-effective and environmentally sensitive. A team of planners, engineers and community representatives is currently developing the proposed corridor improvements.

Benefits

Improves safety; Reduces congestion and delays on Highway 68; Supports regional travel between Monterey Peninsula and Salinas; Improves access for local residents

Location

Salinas to Monterey

Sponsor

Caltrans

Project Manager

TBD

Phone

Email

Project Schedule and Funding (\$1,000s)

Phase	Schedule	Total	Measure X	STIP	RSTP	TDA 2%	RDIF	Match	Tolling	FORA
PA&ED	FY 18/19	\$ 3,400	\$ -	\$ 3,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PS&E	FY 20/21	\$ 5,000	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	FY 21/22	\$ 1,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	FY 22/23	\$ 50,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -
CON	FY 23/24	\$ 24,000	\$ 24,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 83,400	\$ 50,000	\$ 8,400	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -

Fort Ord Regional Trail and Greenway



Description

Create a new paved regional active transportation route to serve as a safe pedestrian and bicycle corridor connecting Seaside, Marina, Del Rey Oaks, Monterey, and unincorporated county residents to California State University Monterey Bay, Fort Ord National Monument, and the Monterey Bay Sanctuary Scenic Trail transportation corridor.

Purpose

The project is a continuous 12-ft wide paved bikeway with an open space buffer on both sides incorporating habitat, parks, playing fields, developed outdoor recreation sites and associated amenities. The northern loop of FORTAG encircles Marina, following a 13 mile route that includes 3 miles of the existing Coastal Rec Trail. The southern loop of FORTAG encircles Seaside and bisects Del Rey Oaks, following a 15 mile route that includes 4 miles of the existing coastal trail system. The route includes spurs connecting with existing and planned bike/pedestrian infrastructure. Several sections of the paved trail will link to nearby unpaved trails.

Benefits

Provides a safe connection between residential areas, schools, workplaces, regional parks, and city services; Enhances property values along the greenway corridor; Provides community health benefits from active transportation routes; Creates economic benefits from associated retail, hospitality, and competitive events

Location

Fort Ord National Monument

Sponsor	Project Manager	Phone	Email
TBD			

Project Schedule and Funding (\$1,000s)

Phase	Schedule	Total	Measure X	STIP	RSTP	TDA 2%	RDIF	Match	Tolling	FORA
PA&ED	FY 18/19	\$ 1,000	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ 500	\$ -	\$ -
PS&E	FY 19/20	\$ 1,200	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ -	\$ -
ROW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	FY 20/21	\$ 13,200	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ 7,200	\$ -	\$ -
CON	FY 27/28	\$ 7,769	\$ 7,769	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	FY 28/29	\$ 5,631	\$ 5,631	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 28,800	\$ 20,000	\$ -	\$ -	\$ 500	\$ -	\$ 8,300	\$ -	\$ -



Annual revenue projections						
Assumptions:						
Total revenue based on Measure M 0.5% tax revenues:					\$3,000,000	
From total revenues distribute baseline revenue to each city and County (amount varies)						
Distribute remaining revenues proportionally to each entity based on unincarcerated population						
Assumes 10 year sunset						
					Poulation-based	Total
		Population	Percentage of Total Population	Baseline Revenue	Proportional Revenue (est.)	Annual Revenue (est.)
	Amador City	188	0.54	\$75,000	\$10,898	\$85,898
	lone	4,200	12.17	\$112,500	\$243,457	\$355,957
	Jackson	4,770	13.82	\$112,500	\$276,498	\$388,998
	Plymouth	1,012	2.93	\$100,000	\$58,662	\$158,662
	Sutter Creek	2,559	7.42	\$100,000	\$148,335	\$248,335
	County	21,774	63.11	\$500,000	\$1,262,151	\$1,762,151
	Total	34,503	100.00	\$1,000,000		

10-year revenue projections												
Assumptions:												
Total revenue based on Measure M 0.5% tax revenues: \$3,000,000												
From total revenues distribute baseline revenue to each city and County (amount varies)												
Distribute remaining revenues proportionally to each entity based on unincarcerated population												
FY 20/21 revenues begin 01-01-21 and FY 30/31 revenues end 12-31-30												
Assumes 10 year sunset												
	FY 19/20	FY 20/21*	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31*
Amador City	\$0	\$42,949	\$128,847	\$214,745	\$300,643	\$386,541	\$472,439	\$558,337	\$644,235	\$730,133	\$816,031	\$858,980
lone	\$0	\$177,979	\$533,936	\$889,893	\$1,245,850	\$1,601,807	\$1,957,764	\$2,313,721	\$2,669,678	\$3,025,635	\$3,381,592	\$3,559,570
Jackson	\$0	\$194,499	\$583,497	\$972,495	\$1,361,493	\$1,750,491	\$2,139,489	\$2,528,487	\$2,917,485	\$3,306,483	\$3,695,481	\$3,889,980
Plymouth	\$0	\$79,331	\$237,993	\$396,655	\$555,317	\$713,979	\$872,641	\$1,031,303	\$1,189,965	\$1,348,627	\$1,507,289	\$1,586,620
Sutter Creek	\$0	\$124,168	\$372,503	\$620,838	\$869,173	\$1,117,508	\$1,365,843	\$1,614,178	\$1,862,513	\$2,110,848	\$2,359,183	\$2,483,350
County	\$0	\$881,076	\$2,643,227	\$4,405,378	\$6,167,529	\$7,929,680	\$9,691,831	\$11,453,982	\$13,216,133	\$14,978,284	\$16,740,435	\$17,621,510
Total	\$0	\$1,500,001	\$4,500,002	\$7,500,003	\$10,500,004	\$13,500,005	\$16,500,006	\$19,500,007	\$22,500,008	\$25,500,009	\$28,500,010	\$30,000,010
* FY 20/21 and FY 30/31 include one-half of the annual projected revenue												



**Keep
Monterey
County
Moving**



Policies & Project Descriptions
for the
**Transportation Safety &
Investment Plan**

Project Descriptions & Policies

ROADS & POTHOLES



Since May of 2015, the Transportation Agency has engaged in a public outreach effort to inform the public about our transportation needs, funding challenges and the necessity to fix the local transportation system ourselves using a “self-help” option. We gathered the input from months of presentations to our community leaders stakeholders’ group, city managers, public works directors, and elected officials. Based upon the responses we heard from these groups, the following have been identified as priorities for the Transportation Safety & Investment Plan:

MOBILITY & ACCESS



- Maintain Local Roads & Repair Potholes
- Increase Safety and Reduce Traffic Congestion
- Improve Transportation for Youth, Seniors, People with Disabilities & Working Families
- Make Walking and Biking Safer

The goals of this safety & investment plan are to make traveling safer, reduce traffic, fix potholes, improve the condition of our local roads, and provide meaningful alternatives to driving alone. The funding is divided into two basic programs to reach these goals:

SAFETY & TRAFFIC



- Local Road Maintenance, Pothole Repairs & Safety – 60%
- Regional Safety, Mobility, & Walkability – 40%

As funds are received, they will be set aside in these two separate accounts according to the percentages listed above, after deducting no more than 1% on funds to pay for administrative salaries and benefits. All interest earned shall remain within its respective program category.

WALKING & BIKING

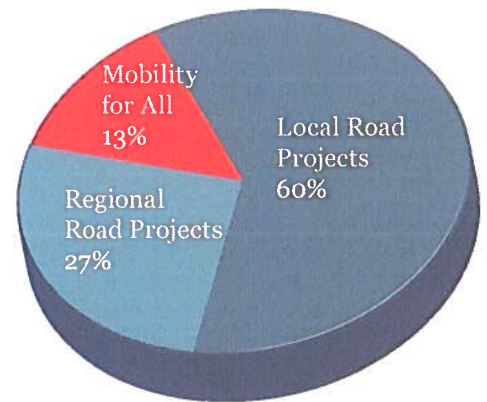


Road Projects

- \$360 million to Local Road Maintenance, Pothole Repairs & Safety
- \$160 million to Regional Road Safety & Congestion Improvements

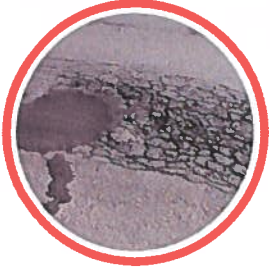
Mobility for All

- \$80 million to Pedestrian & Bike Safety and Mobility Projects



Project Descriptions & Policies

ROADS & POTHOLES



MOBILITY & ACCESS



SAFETY & TRAFFIC



WALKING & BIKING



Table of Contents

Local Road Maintenance, Pothole Repairs & Safety

Priority Projects 4

Local Project Policies10

Regional Safety, Mobility & Walkability 15

Highway 68 Safety & Traffic Flow - Monterey to Salinas16

State Route 156 Safety Improvements 17

US-101 Safety Improvements - South County18

Imjin Safety & Traffic Flow Improvements19

Highway 1 Traffic Relief - Busway 20

Holman Highway 68 Safety & Traffic Flow21

Habitat Preservation/Advance Mitigation 22

Fort Ord Regional Trail And Greenway 23

Safe Routes to Schools 24

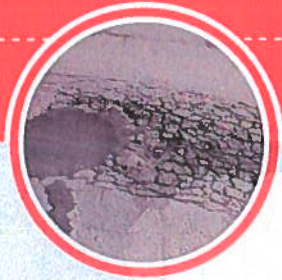
Senior & Disabled Transportation Services 25

Commuter Bus, Salinas Valley Transit Center(s) & Vanpools 26

Regional Project Policies.....27

Transportation Safety & Investment Plan Policies 29

Community Leaders Advisory Group 34



Local Road Maintenance, Pothole Repairs & Safety

Priority Projects

These are just some of the priority projects for the cities and County using the money from this measure.

County Roads

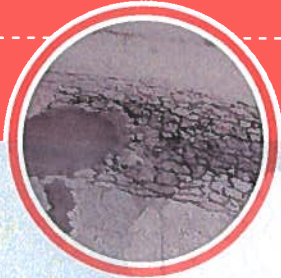
Safety, operations and major maintenance improvements to selected segments along county arterials, such as:

- River Road
- Carmel Valley Road
- Laureles Grade Road
- Alisal Road
- Jolon Road
- Reservation Road
- Elkhorn Road
- Gonzales River Road
- Harkins Road/Hatton Road
- Gloria/Iverson Road

Intersection safety improvements at locations, such as:

- Carmel Valley Road/Laureles Grade
- Castroville Blvd/San Miguel Canyon Road
- Elkhorn Road/Werner Road/Salinas Road

Street repairs countywide, including pavement patching and slurry sealing program in local communities, such as Pajaro, Castroville, Boronda and Chualar.



Local Road Maintenance, Pothole Repairs & Safety

Carmel

Overlay city streets, such as:

- Santa Rita St. between Ocean and Mountain View
- 8th Ave. between Junipero and Mountain View
- Monte Verde St. between Ocean and 8th

Make concrete pavement repairs in the downtown area.

Del Rey Oaks

Redesign intersections at:

- Carlton and 218;
- Rosita and 218

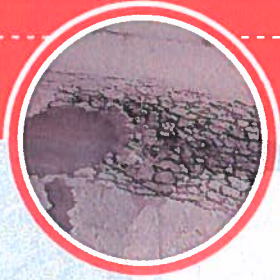
Construct a bicycle and pedestrian trail from Fort Ord to Fremont Blvd

Conduct a citywide roundabout study

Gonzales

Repair surface streets including:

- Alta Street
- Fifth Street
- Other locations



Local Road Maintenance, Pothole Repairs & Safety

Greenfield

Conduct deferred maintenance and repair of city streets

Replace curbs, repair and replace gutters

Resurface or reconstruct existing streets and pave dirt streets

Reconstruct or construct needed sidewalks

Add ADA pedestrian intersection ramps

Repair traffic control devices (signals, stop signs, etc.)

King City

Resurface and slurry seal local streets

Grind and overlay new pavement on:

- Haven Drive
- Broadway St from Mildred to Russ
- South Third Street from Division Street to Pearl Street
- Broadway Circle from River Drive to Broadway Street

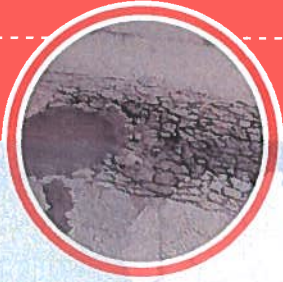
Marina

Make road maintenance and improvements identified in the Pavement Management Program

Maintain and improve sidewalks

Improve the Del Monte and SR 1 Interchange

Improve the Del Monte Blvd/ Reservation Road intersection



Local Road Maintenance, Pothole Repairs & Safety

Monterey

Construct intersection improvements based on highest safety needs, at:

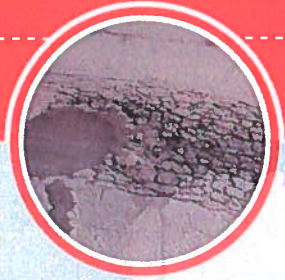
- Munras / Soledad
- Del Monte / Washington
- Del Monte / Camino El Estero
- Del Monte / Camino Aguajito

Pacific Grove

Overlay pavement on major roads and install pedestrian safety improvements on locations such as:

- Sinex Avenue
- Del Monte Blvd.
- Upper and Lower Lighthouse, between 1st Street and 11th St
- Portions of Congress Avenue
- Multiple residential streets

Conduct annual maintenance on about 4 miles of roadways per year.



Local Road Maintenance, Pothole Repairs & Safety

Salinas

Boronda Road Improvements: Complete funding for a greenbelt arterial that will utilize roundabouts and paths to improve safety and reduce traffic congestion for pedestrians, bicyclists and cars while enhancing stormwater treatment.

Bardin Road/east Alisal Roundabout: Construct a roundabout at the intersection of Bardin Road and East Alisal; resurface and repair adjoining streets.

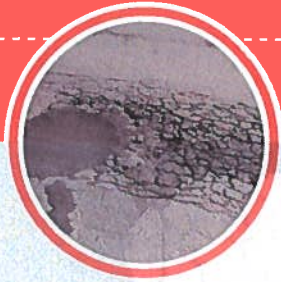
Laurel Street Extension and Trail System: Create safe pedestrian and bicycle access adjacent to a six lane arterial that currently lacks sidewalks and or trails.

Intermodal Center Enhancement: Provide pedestrian links to downtown, public restrooms when depots are closed, benches and wayfinding signs among other improvements.

Chinatown Pedestrian Bridge: Link affordable housing in the Chinatown area with the intermodal transit/rail station and the downtown Monterey-Salinas Transit station.

Street/Sidewalk/Curb Repair and Rehabilitation Program

New Bicycle/Pedestrian Pathways



Local Road Maintenance, Pothole Repairs & Safety

Sand City

Supplement larger street improvements in the following locations:

- West End District: Orange, Shasta, Elder, Ortiz, Dias, Olympia and California Avenues; Contra Costa, Catalina, Hickory, and Holly Streets
- East Dunes District: California, Bay, Park, Ocean View, East, Lincoln Avenues; Scott, Hayes, Fell Streets and Sylvan Park
- South of Tioga District: California, East, Fir, Afton and Tioga Avenues

Seaside

Complete West Broadway streetscape

Reconstruct Hilby Avenue

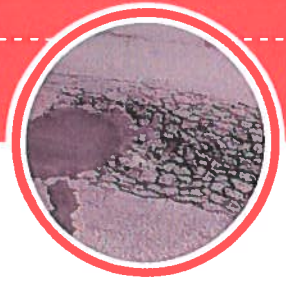
Reconstruct Playa Avenue

Residential paving program

Soledad

Pinnacles Parkway Connection – Extend existing Los Coches Rd to SR-146/Metz Road, to:

- Improve access to the Pinnacles National Park, increase safety and promote wayfinding for park visitors, and
- Improve safety for local drivers, bicyclists and pedestrians on the former Highway 146.



Local Road Maintenance, Pothole Repairs & Safety

Local Project Policies

Distribution of Funds

Through tax sharing agreements with the cities and the County of Monterey, this program will receive 60% of the transportation sales tax funds, estimated at a total of \$360 million over 30 years.

This program will provide flexible funding to cities and the County of Monterey to help them reduce the maintenance backlog on their aging street and road systems. In addition, these funds can be used for other local transportation needs that will reduce accidents and improve operations for all people and transportation modes, including local bicycle and pedestrian projects.

City and county formula shares shall be allocated based 50% on population and 50% lane miles. The Transportation Agency for Monterey County will update the funding shares formula annually at the beginning of each fiscal year using Department of Finance population figures and Association of Monterey Bay Area Governments (or equivalent) lane mile data. If the number of incorporated cities changes, the funding calculation shall account for changes in population and lane miles for the new and existing jurisdictions.

City and the county formula shares will be distributed to each city and the County by the County of Monterey Auditor-Controller on a quarterly basis subject to an agreement between TAMC and the County. This program is intended to augment, rather than replace, existing transportation expenditures; accordingly, the tax sharing agreements with cities and the County will include each of the following requirements to receive funds:

Use for Transportation Purposes Only

The cities and County must agree to use sales tax funds for transportation purposes only, subject to full repayment for any misuse.



Local Road Maintenance, Pothole Repairs & Safety

Transportation Safety & Investment Plan Account

For ease of tracking and to assure full transparency, all revenues received and expenditures of these funds will be accounted for and tracked in its own separate budget and fund titled “Transportation Safety & Investment Plan Account” and will not be comingled with any other funds.

Regional Development Impact Fees

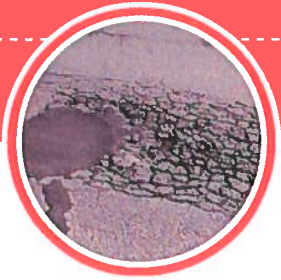
Cities and the County shall maintain participation in the Transportation Agency for Monterey County’s Regional Development Impact Fee program and impose these fees on new development as applicable to assure that new development pays for its impacts on the regional transportation system.

Eligibility Verification

The cities and County will select transportation projects that meet eligibility criteria as identified in this plan. The local jurisdictions will certify in an annual verification submitted to TAMC that these transportation funds were used for eligible expenses.

Maintaining Local Transportation Funding Efforts

The local jurisdictions will certify in an annual verification submitted to TAMC that these transportation funds will be used to augment and not supplant local resources spent. For purposes of this calculation an average of the prior three (3) years spent for local transportation purposes as defined in this document will be used. Exemptions from this calculation include onetime capital expenses, and expiration of any voter-approved fund sources that were used for local transportation purposes. In the case of expired voter-approved fund sources, the three-year average baseline would be recalculated in the next annual verification period without said expired fund sources.



Local Road Maintenance, Pothole Repairs & Safety

Monitor Local Street and Road Conditions

In order to receive these funds, the cities and County shall utilize a pavement management program and submit regular reports on the conditions of their streets, to ensure timely repairs and keep the public informed. Development of a pavement management program by TAMC is eligible to be funded out of this program prior to distribution of funds to the cities and County.

Enforcement of Policies

The tax sharing agreements will include enforcement procedures, designed to reassure the public that tax revenues are spent in accordance with the ballot language. For example, each of the above conditions will be subject to verification and annual audit by the Transportation Agency for Monterey County. Failure to meet any of the above conditions will result in the suspension of the distribution of funds to the deficient city/county. Resumption of funding distribution to the deficient city/county will resume only after full repayment for any misuse, and conformation of compliance to each of the above conditions by the Transportation Agency for Monterey County. Transportation Safety & Investment Plan funding accrued due to the failure of a city/county to meet the above conditions will be held in trust for up to two (2) years for said jurisdiction, after which the funds will be redistributed to the remaining cities/county in Monterey County per formula. The tax sharing agreements will also provide that resumption of funding can occur at any time during the life of the Transportation Safety & Investment Plan upon compliance with the above conditions and full repayment of any prior misused funds.



Local Road Maintenance, Pothole Repairs & Safety

Eligibility Criteria

Road and Street Maintenance and Repairs

Filling potholes, repairing, resurfacing or reconstructing roads, streets and bridges, or otherwise conducting maintenance to extend the lifetime of the roadway network and/or reduce or eliminate liability and safety concerns. Repairs, reconstruction or maintenance of walkways or bikeways are also eligible.

Road Safety and Operations

Improvements designed to reduce traffic collisions and related injuries and fatalities, as well as projects designed to reduce traffic delays. Examples of safety projects include, but are not limited to: roundabouts, turning lanes, traffic signals or other intersection improvements, hazard eliminations, safety barriers, traffic calming or speed reduction measures. New lane miles or roadways are not eligible with the exception of the Pinnacles Parkway Connection project.

Walkability and Pedestrian Safety

Projects designed to make neighborhoods or corridors walkable by making walking safer, more comfortable and convenient. Examples include, but are not limited to: sidewalks, lighted crosswalks, walking paths, landscaping or other barriers from traffic, bulbouts to shorten the crossing distance, safe haven islands, pedestrian countdown signals, street or path lighting and traffic calming.

Bike Safety Projects

Projects designed to support safe and convenient bicycling for all levels of riders. Examples include, but are not limited to: new or improved bikeways (lanes, paths, bridges, protected lanes or other barriers to automobile traffic); removing barriers to bicycling (curbs, medians, etc.); signal detectors; and, bicycle racks, lockers and other storage facilities.



Local Road Maintenance, Pothole Repairs & Safety

Street Enhancements

Streetscape projects that enhance the safety and experience of the transportation corridor. Examples include, but are not limited to: lighting, landscaping, drainage improvements.

New Technology

Projects that support or include new technology to promote transportation safety, mobility, cost savings or air quality improvements. Examples include, but are not limited to: electric vehicle chargers, vehicle detection systems, traffic signal synchronization.

Matching Funds

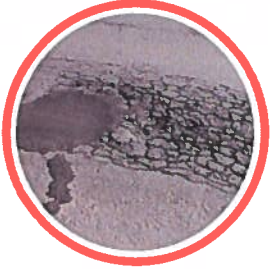
These funds can be utilized to match grants, loans, programs and pay annual debt service to fund eligible local road maintenance or safety projects as defined in this document. Eligible costs include those directly-related to projects or programs described above, including: corridor studies, research and planning, environmental review and mitigation, right-of-way acquisition, construction, improvement, maintenance, and operations. Examples are not exhaustive but projects must be transportation-oriented. However, in no instance shall funding be used to pay for general operating or staff costs that are not directly related to an eligible transportation project.

Environmental and Engineering Standards

Projects will be designed to meet current standards, and will include bicycle and pedestrian access whenever possible. Projects will be thoroughly studied for environmental impacts and the identified environmental mitigations will be included in the project.

Regional Safety, Mobility & Walkability

ROADS & POTHOLES



The Regional Safety, Mobility, and Walkability program will receive 40% of the revenues.

These revenues, estimated at approximately \$240 million, will be matched with development fees and state and federal funding to pay for key safety and congestion relief, transit, and bicycle/pedestrian projects. Most projects will be funded by a mix of funding sources, using the sales tax revenues to leverage outside state and federal matching funds.

MOBILITY & ACCESS



Projects will be designed to meet current standards, and will include bicycle and pedestrian access whenever possible. They will be thoroughly studied for environmental impacts and the identified environmental mitigations will be included in the project.

SAFETY & TRAFFIC



WALKING & BIKING





Top 10 Traffic Collision Corridor in Monterey County

Highway 68 Safety & Traffic Flow

Salinas to Monterey

Make intersection and other capacity & operational improvements to increase safety and improve traffic flow between Blanco Road and Highway 1.

Project Purpose

Highway 68 is the main connector between Monterey County's two principal urbanized areas, Salinas and the Monterey Peninsula, serving commuters and the residents, schools and business parks along the corridor. Traffic congestion along Highway 68 is currently at gridlock during the morning and afternoon commute periods. This project will provide relief to commuters in the Highway 68 corridor in a manner that is cost-effective and environmentally sensitive. A team of planners, engineers and community representatives is currently developing the proposed corridor improvements.

Investment Plan Funding: \$50 Million

Project Benefits:

- Improves safety
- Reduces congestion and delays on Highway 68
- Supports regional travel between Monterey Peninsula and Salinas
- Improves access for local residents





Top 10 Traffic Collision Corridor in Monterey County

State Route 156 Safety Improvements

State Route 156/Castroville Boulevard Interchange

Build a new interchange at Castroville Boulevard and Highway 156, with connections to Blackie Road to improve access for commercial traffic.

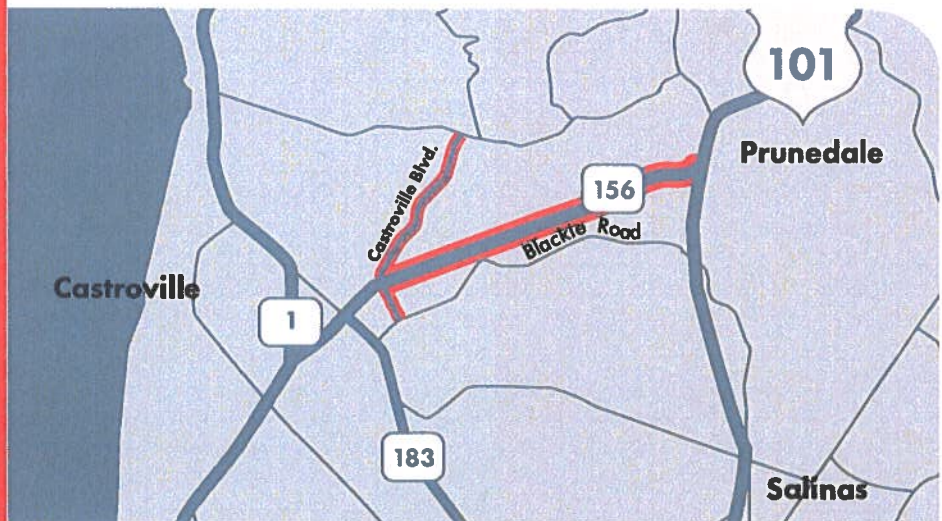
Project Purpose

Highway 156 at Castroville Boulevard is the top collision location in Monterey County. In addition, Highway 156 is the major link connecting the San Francisco Bay area and North Monterey County to the Monterey Peninsula. With its present narrow configuration, it currently operates over capacity, with substantial delays and safety concerns, particularly during special events on the Monterey Peninsula. This congestion affects travel to and from the Peninsula as well as travel between US 101 and Highway 1 for local residents. In addition, the traffic impedes access to the Oak Hills neighborhood. This project will direct truck traffic away from Merritt Street in Castroville and from the accident-ridden Highway 183/156 interchange. It will also help relieve traffic congestion on Highway 156 while improving safety and local traffic circulation in North Monterey County.

Investment Plan Funding: \$30 Million

Project Benefits:

- Provides traffic congestion relief for 32,000 vehicles per weekday
- Improves safety for Oak Hills and other local communities
- Improves safety at intersections
- Supports our \$2 billion per year visitor economy
- Improves movement of valuable goods to market





Top 10 Traffic Collision Corridor in Monterey County

US-101 Safety Improvements

South Salinas and South County

Construct frontage roads along US-101 south of Salinas (Abbott Street on/off-ramp) and make related intersection improvements.

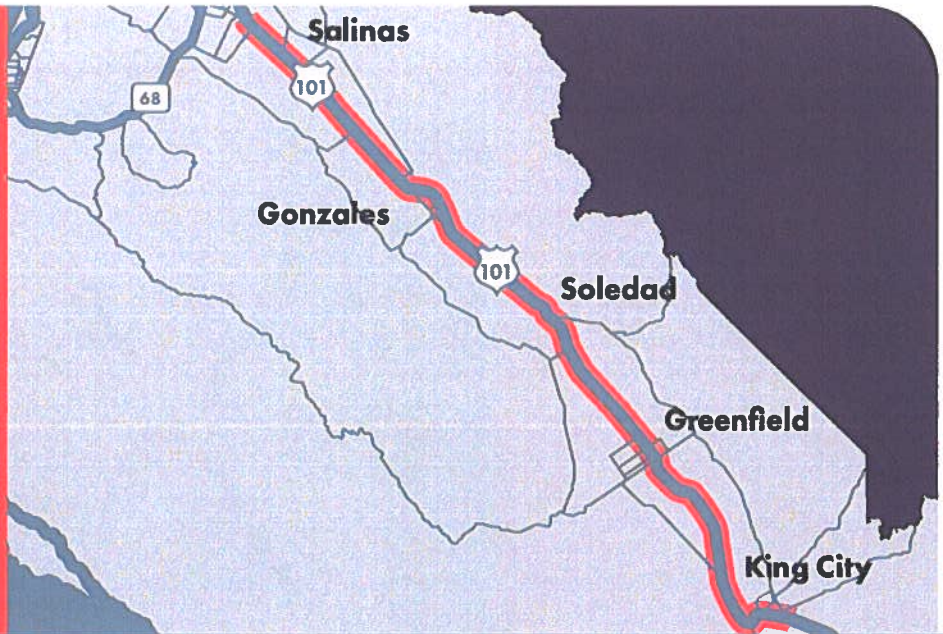
Project Purpose:

Traffic on US 101 in South County is increasingly impacting the highway as well as adjoining interchanges. The lack of frontage roads means that agricultural trucks must use the highway to make local trips, adding to traffic congestion and forcing U-turns and other tricky maneuvers on US 101. Antiquated interchanges all along US 101 will not be able to accommodate traffic in the near future. The purpose of this project is to improve safety and relieve future traffic congestion by eliminating multiple highway crossings while providing the necessary frontage roads to allow farmers access to their lands.

Investment Plan Funding: \$30 Million

Project Benefits:

- Improves safety and relieves traffic congestion on US 101
- Reduces conflicts with slow moving agricultural vehicles
- Supports regional travel between Salinas and south Monterey County cities
- Improves access for local residents





Top 10 Traffic Collision Corridor in Monterey County

Imjin Safety & Traffic Flow Improvements

Multimodal Corridor Improvements

Widen Imjin from 2 to 4 lanes between Reservation Road and Imjin Road and make bike and pedestrian safety and transit improvements along the corridor.

Project Purpose

This project will provide a transit, bicycle, pedestrian and auto corridor that will connect Salinas to Marina and California State University Monterey Bay. Features of the project will include new travel lanes, bicycle facilities, sidewalks, transit stops/shelters, transit prioritization at signalized intersections.

Investment Plan Funding: \$20 Million

Project Benefits:

- Reduced travel times between Salinas and the Peninsula
- Improves safety for all travelers
- Creates a more comfortable regional bicycle route
- Improves pedestrian safety in the corridor





Top 10 Traffic Collision Corridor in Monterey County

Highway 1 Traffic Relief - Busway

Create a new rapid bus corridor along Highway 1 between Monterey and Marina, with possible extensions to Castroville, utilizing the shoulder of the highway and / or portions of the parallel rail right-of-way, to provide a way for commuters to spend less time in traffic.

Project Purpose

Rapid bus corridors, also known as “bus rapid transit”, are an innovative concept to build improvements to that allow buses to travel more rapidly than cars in a corridor. This project is a low cost way to reduce travel times on the busy Highway 1 corridor.

Investment Plan Funding: \$15 Million

Project Benefits:

- Increases transit service
- Reduces bus and automobile travel times
- Improves air quality





Holman Highway 68 Safety & Traffic Flow

Monterey through Pacific Grove – Holman Highway
Make road, bike and pedestrian safety improvements on Holman Highway 68 between Highway 1 and Asilomar.

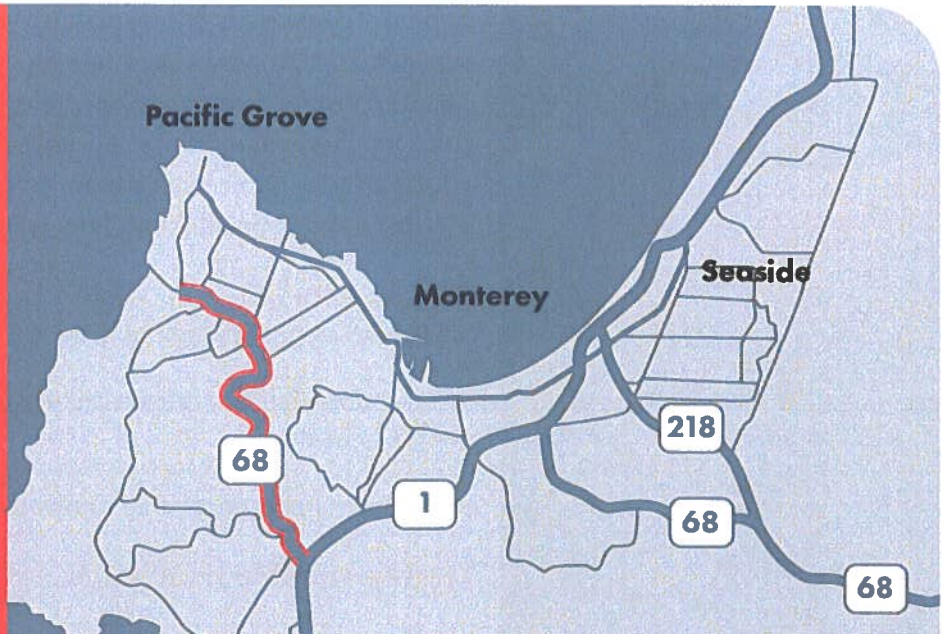
Purpose

With its present narrow configuration, Holman Highway currently is very congested during peak commute periods and during special events on the Monterey Peninsula. And within the Pacific Grove City Limits, the highway is not conducive to safe pedestrian and bicycle travel. This project will reduce highway congestion, improve emergency access to the hospital, and make it safer for biking and walking in business districts, school zones and residential neighborhoods.

Investment Plan Funding: \$10 Million

Project Benefits:

- Provides safety improvements
- Improves emergency access for patients going to the hospital
- Facilitates commuter and other travel to and from Pacific Grove, Pebble Beach and Monterey
- Reduces congestion on Highway 68 leading to the Highway 1 interchange





Habitat Preservation/ Advance Mitigation



Habitat Plan and Advance Right-of-way

Create a plan that identifies high quality habitat and agricultural land to acquire to replace land that is needed to construct the transportation projects in this investment plan. The plan will allow early preservation of quality habitat and agricultural land, while reducing the cost and the time it takes to build transportation projects.

Project Purpose

By surveying the project right of way needs and planning ahead, this project will allow quality habitat and agricultural land parcels to be purchased early to better meet strict environmental conservation requirements. Eligible uses of funds include creation of a habitat conservation plan, contributions towards the purchase of habitat, and purchase of interest or credit in a “land conservation bank”.

Transportation projects may have unavoidable impacts to sensitive habitat. The projects in this plan will be carefully designed to preserve sensitive habitat whenever possible, but where impacts are unavoidable, habitat must be preserved elsewhere, to more than offset the project’s impacts. The goal of this program is to mitigate habitat impacted by transportation projects in a more comprehensive and cost-effective manner so as to benefit both taxpayers and the environment.

Project Benefits

- Preserves quality habitat at a lower cost
- Accommodates a wide range of projects that vary greatly in size and scope
- Reduces uncertainty for landowners

Investment Plan Funding: \$5 million



Pedestrian & Bike Safety

Fort Ord Regional Trail and Greenway (FORTAG) – Paved Transportation Corridor

Create a new paved regional active transportation route to serve as a safe pedestrian and bicycle corridor connecting Seaside, Marina, Del Rey Oaks, Monterey, and unincorporated county residents to California State University Monterey Bay, Fort Ord National Monument, and the Monterey Bay Sanctuary Scenic Trail transportation corridor.

Project Purpose

The project is a continuous 12-ft wide paved bikeway with an open space buffer on both sides incorporating habitat, parks, playing fields, developed outdoor recreation sites and associated amenities. The northern loop of FORTAG encircles Marina, following a 13 mile route that includes 3 miles of the existing Coastal Rec Trail. The southern loop of FORTAG encircles Seaside and bisects Del Rey Oaks, following a 15 mile route that includes 4 miles of the existing coastal trail system. The route includes spurs connecting with existing and planned bike/pedestrian infrastructure. Several sections of the paved trail will link to nearby unpaved trails.

Project Benefits

- Provides a safe connection between residential areas, schools, workplaces, regional parks, and city services
- Enhances property values along the greenway corridor
- Provides community health benefits from active transportation routes
- Creates economic benefits from associated retail, hospitality, and competitive events

Investment Plan Funding: \$20 million





Transportation for Youth, Seniors, People with Disabilities & Working Families

Safe Routes to Schools

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. Also, funds may be used to transport young people to vocational training at Rancho Cielo and similar non-profit programs.

Project Purpose

Thirty years ago, 60% of children living within a 2-mile radius of a school walked or bicycled to school. Today, that number has dropped to less than 15%. Roughly 25% commute by school bus, and well over half are driven to or from school in vehicles. And back then, 5% of children between the ages of 6 and 11 were considered to be overweight or obese. Today, that number has climbed to 20%. These statistics point to a rise in preventable childhood diseases, worsening air quality and congestion around schools. This program is intended to reverse these trends by funding projects that improve children's health by making walking and bicycling safer and easier.

Project Benefits

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

Investment Plan Funding: \$20 million





Transportation for Youth, Seniors, People with Disabilities & Working Families

Senior & Disabled Transportation Services

Increase transportation services for older adults and persons with disabilities to support their ability to live independently in their homes and communities.

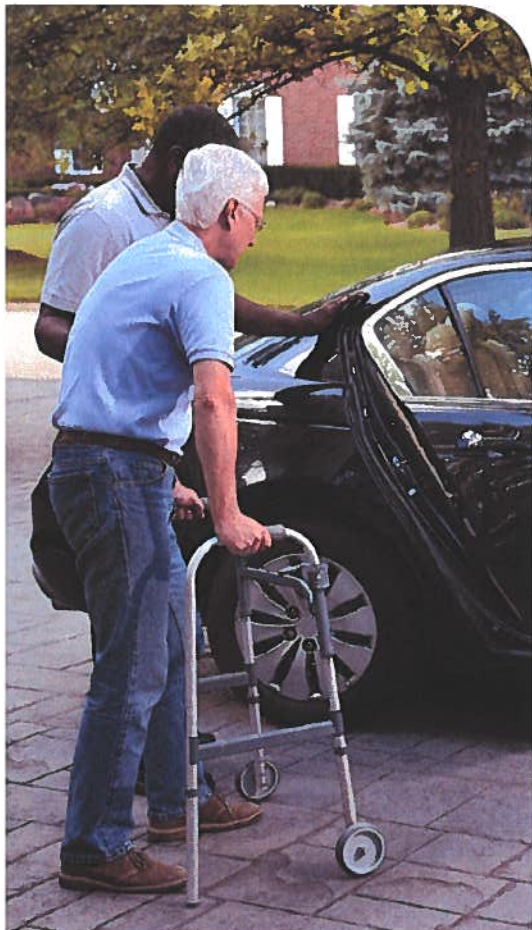
Program Purpose

The number of Monterey County residents 75 years of age and older is projected to increase from 19,000 in 2000 to 44,000 in 2030. The health and well-being of seniors and persons with disabilities depends on their ability to travel to health care, engage in social activities, and go shopping independently. Providing low-cost transportation services will allow working adults to help their parents and grandparents thrive. This program will fund non-profit transportation to support seniors and persons with disabilities.

Project Benefits:

- Gives seniors more transportation options
- Supports independent travel by people with disabilities
- Provides safer and more reliable senior transportation services

Investment Plan Funding: \$15 million





Transportation for Youth, Seniors, People with Disabilities & Working Families



Commuter Bus, Salinas Valley Transit Center(s) & Vanpools

This Program will fund new bus and vanpool services for workers to reach jobs throughout the region, create a new bus maintenance facility in King City, and create a new bus facility in the Salinas area to reduce operating costs.

Project Purpose

Commuters are looking for alternatives to driving on congested roads between Monterey and Salinas and the Salinas Valley. Bus travel between these cities is very popular, with buses often at standing room only during rush hour, with long travel times and waits. Increasing the frequency of this commuter bus service will make this alternative to driving more convenient for commuters. In addition, new bus facilities in the Salinas Valley will help to reduce operating costs for Monterey-Salinas Transit.

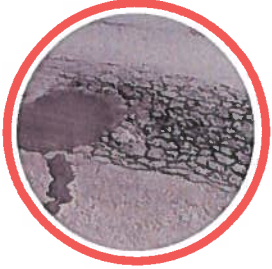
Project Benefits

- Increases transit service and frequency, including service between King City and Salinas
- Reduces greenhouse gas emissions
- Improves traffic flow and travel times

Investment Plan Funding: \$25 million

Regional Safety, Mobility & Walkability

ROADS & POTHoles



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WALKING & BIKING



Regional Project Policies

Eligible Project Costs

Eligible project costs include all conceptual studies, project development costs, right-of-way acquisition, construction costs and any other costs needed to deliver the projects, unless otherwise noted in the project description.

Use of Excess Revenues

If a five-year average of revenues exceeds the estimates in this plan, funding may be allocated in this order of priority by the TAMC Board:

- To cover cost increases or new features of projects on the list;
- To incorporate new technologies into the plan; and,
- To add new projects to the list.

Funding or Cost Changes

Transportation planning experts, including independent financial and engineering professionals, have carefully crafted these policies and project descriptions with conservative revenue estimates. There are, however, many unforeseen circumstances that can arise over 30 years. The actual funding needed to construct the regional roadway projects may be higher or lower due to factors that are outside their control. The effects of inflation or rising construction costs may impact the total amount of funding needed to complete the projects. As such, the project funding shares in this plan will be revised annually to account for inflation

Removal or Addition of Projects

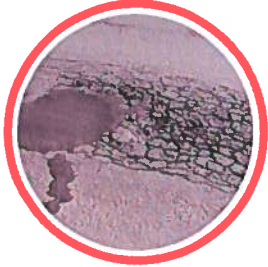
Removal or addition of any project on the safety and congestion relief project list, for any reason, shall require an amendment to the Transportation Safety & Investment Plan.

Expenditure Plan

The Transportation Agency will prepare and adopt by a vote of the Transportation Agency Board a Strategic Expenditure Plan within twelve months of the sales tax taking effect. The expenditure plan will include project cost estimates, revenue estimates, other matching funds, and a draft timeline for regional project delivery.

Regional Safety, Mobility & Walkability

ROADS & POTHOLES



The Transportation Agency will consider the following criteria when establishing the delivery schedule of the Transportation Improvement Projects:

- Project Readiness
- Project Funding
- Relative Level of Need or Urgency
- Cost Effectiveness
- Fair Geographic Distribution

MOBILITY & ACCESS



SAFETY & TRAFFIC

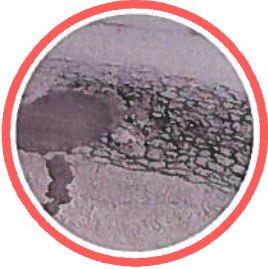


WALKING & BIKING



Transportation Safety & Investment Plan

ROADS & POTHOLES



Plan Policies

Governance & Safeguards

The investment plan includes strong taxpayer safeguards to ensure that the projects and programs approved by the voters are funded and delivered over its 30-year lifetime. These safeguards are as follows:

Firm Sunset Date

This tax will be imposed for a period of 30 years. Collection of the tax will start on April 1, 2017 and cease after 30 years.

Funds Are Exclusively for Transportation

Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation projects, programs and activities.

Independent Audits

The sales tax program shall be subject to an annual audit by an independent firm to confirm that the program is meeting the voter-approved requirements in the plan and following accepted accounting standards. The auditor's report shall be a public document available for review.

Program Administration

The Transportation Agency for Monterey County shall have the responsibility for administering and distributing the transportation sales tax proceeds. The Transportation Agency is an independent agency composed of one representative from each city in the county plus the five County supervisors.

One-Percent Spending Limit on Salaries and Benefits

The purpose of this measure is to deliver transportation improvements. Administrative costs shall be kept to the minimum required to deliver projects on time and within budget. In no case shall more than 1% of revenues from this measure be used to pay for Transportation Agency administrative salaries and benefits, and only for activities related to the sales tax program.

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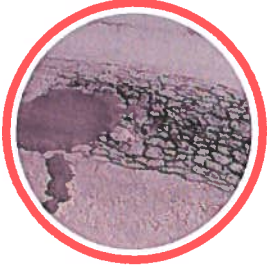


WALKING & BIKING



Transportation Safety & Investment Plan

ROADS & POTHOLES



Amendments to the Plan

It is the intent that this plan will be implemented as approved by the voters. However, there may be unforeseen circumstances that occur over the 30-year implementation period. The Transportation Agency for Monterey County may propose amendments to the Plan to respond to unforeseen circumstances, or to provide for the use of additional federal, state, local or other funds. To modify the plan, an amendment must be approved by a 2/3 vote of the Transportation Agency for Monterey County Board of Directors, and by a simple majority weighted vote of the Transportation Agency for Monterey County Board of Directors based on population, following a noticed public hearing, a 45-day comment period and Citizens Oversight Committee review and recommendation of approval.

MOBILITY & ACCESS



Loans Within the Program

Unspent funds may be loaned from one category to another at prevailing interest rates provided that repayment occurs within five years. Loans may also be made to projects outside of this program to projects at risk of delays due to a shortfall in State or federal funding, provided repayment is made within five years. Such loans may not interfere with the implementation of programs or projects in the loaning category and must be approved with a 2/3 vote of the Transportation Agency for Monterey County Board of Directors and by a simple majority weighted vote of the Board of Directors based on population, with Citizens Oversight Committee review and recommendation of approval.

SAFETY & TRAFFIC



Bonding Provisions

Early delivery of projects is a goal of this program to maximize project benefits and reduce costs. This Investment Plan anticipates accelerating the delivery of projects in the Regional Safety, Mobility, & Walkability program by issuing bonds. The issuance of bonds is based on the assurance that repayment of bonds is the first priority for the use of sales tax funds.

WALKING & BIKING

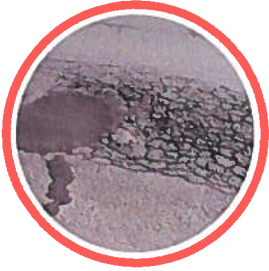


Published Results of Audits and Annual Reports

Results of the Independent Audit, Citizens Oversight Committee findings, and the Annual Report must be published and made available to the general public.

Transportation Safety & Investment Plan

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Citizens Oversight Committee

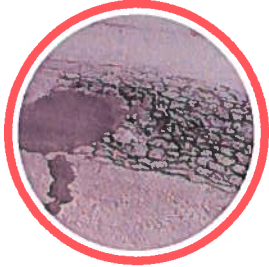
A Citizens Oversight Committee representing a diverse range of community interests shall be formed within 6 months of voter approval of this measure. The committee shall meet at least once a year or as often as monthly. Meetings shall be open to the public. The Committee's duties shall be as follows:

- **Independent Audits:** Have full access to the Agency's independent auditor and review the annual audits, have the authority to request and review specific financial information, and provide input on the audit to assure that funds are being expended in accordance with the requirements of this plan;
- **Plan Changes:** Review and make recommendations on any proposed changes to the plan, prior to Transportation Agency Board consideration;
- **Project Delivery and Priorities:** Review and comment on project delivery schedules as represented in the Strategic Expenditure Plan and make recommendations to the Transportation Agency on any proposals for changing project delivery priorities; and
- **Annual and Final Reports:** Prepare annual reports regarding the administration of the program, to be presented to the Transportation Agency Board of Directors and available for public review.



Transportation Safety & Investment Plan

ROADS & POTHOLES



The Citizens Oversight Committee membership shall include one representative from each of the following organizations or interests:

- League of Women Voters
- A bona fide taxpayers association from the Salinas Valley
- A bonafide taxpayers association from the Monterey Peninsula
- Senior or disabled services agency
- Pedestrian or bicycle transportation advocate
- Transit users
- Labor organization
- Central Coast Builders Exchange
- Chamber of Commerce –Salinas Valley
- Chamber of Commerce - Monterey Peninsula
- Agriculture
- Habitat preservation
- Hospitality
- Education

MOBILITY & ACCESS



SAFETY & TRAFFIC



WALKING & BIKING



Members and their alternates shall be nominated by the bona fide organization they are representing and appointed by the Transportation Agency Board of Directors. Additional members may be appointed by the Transportation Agency Board of Directors to assure that a broad range of geographic and stakeholder interests are represented on the committee; however, no case shall Committee membership excluding alternates exceed 20. Initial member terms shall be staggered with half serving a 2-year term and half serving a 3-year term as specified by the Transportation Agency. Any member may be reappointed to a 2-year term for an unlimited number of terms.

Transportation Safety & Investment Plan

ROADS & POTHOLES



Matching Funds Opportunity

This program will give Monterey County the opportunity to double its transportation resources. With an approved transportation measure, our county will qualify as “self-help.” Residents in self-help counties have passed sales tax measures to meet the transportation needs of their communities. These are locally controlled dollars that can’t be taken by the state and can only be used for projects approved by the voters.

MOBILITY & ACCESS



Self-Help Counties are able to compete for matching state and federal grants, thereby leveraging their local dollars to further enhance their ability to meet their transportation needs.

Risk of Not Investing

Our transportation infrastructure is aging and county roads and city streets are crumbling. The current state of transportation in Monterey County is detrimental to our regional economy. There are many key corridors, such as Highway 68 between Salinas and Monterey, which suffer collisions and traffic jams that make commuting difficult. The transit system can be crowded and serviced by infrequent buses, which discourages motorists from taking alternative forms of transportation. In many communities, there is a lack of safe walkways and bicycle routes between neighborhoods and schools.

SAFETY & TRAFFIC



Failure to invest in our transportation future will prolong and exacerbate the current issues and make it that much more difficult and expensive to fix the problems later. Our county will also lose out on our fair share of matching state and federal funds. Now is the time to construct the projects in the Transportation Safety & Investment Plan and keep Monterey County moving.

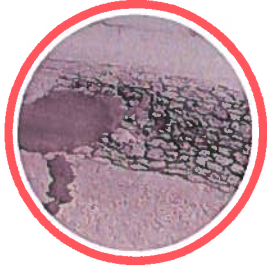
WALKING & BIKING



For more information on our transportation needs, visit the Transportation Agency for Monterey County’s website at tamcmonterey.org.

Community Leaders Advisory Group

ROADS & POTHOLES



Alliance for Jobs
 Alliance on Aging
 Bay Bikes
 Big Sur International Marathon
 Big Sur Land Trust

LandWatch Monterey County
 League of Women Voters of Monterey County
 Meals on Wheels of the Monterey Peninsula

MOBILITY & ACCESS



Building Healthy Communities
 California State University Monterey Bay
 Carpenters Union, Local 505
 Castroville Community Service District
 Central Coast Center for Independent Living
 Central Labor Council

Monterey Bay Area Managers
 Monterey County Convention & Visitors Bureau
 Monterey County Farm Bureau
 Monterey County Hospitality Association
 Monterey County Office of Education
 Monterey County Public Works

SAFETY & TRAFFIC



Communities Organized for Relational Power in Action (COPA)
 Community Hospital of the Monterey Peninsula
 Community Housing Improvement Systems and Planning Association, Inc. (CHISPA)

Monterey County Vintners and Growers
 Monterey Peninsula Chamber of Commerce
 Monterey Peninsula Taxpayers Association
 Monterey-Salinas Transit
 North County Fire District

WALKING & BIKING



Elkhorn Slough Foundation
 Fort Ord Recreational Trail and Greenway
 Gourley Construction
 Graniterock Company
 International Brotherhood of Electrical Workers

North Monterey County LULAC
 Salinas Seniors Center
 Salinas United Business Association
 Salinas Valley Chamber of Commerce
 Salinas Valley Taxpayers Association
 Southern Monterey County Rural Coalition

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of the 2019 Local Partnership Formulaic Program Funding Share Distribution
June 27-28, 2018

RESOLUTION G-18-31

- 1.1 **WHEREAS**, on April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), enacted as the Road Repair and Accountability Act of 2017, creating the Local Partnership Program to provide funding to jurisdictions that have sought and received voter approved taxes and enacted fees for road maintenance and rehabilitation and other transportation improvement projects; and
- 1.2 **WHEREAS**, On June 27, 2017, the Governor signed Assembly Bill (AB) 115 (Ting, Chapter 20, Statutes of 2017) which clarified language in SB 1 regarding local and regional transportation agency eligibility and expanded the types of projects eligible for program funding; and
- 1.3 **WHEREAS**, the Commission adopted the 2018 Local Partnership Formulaic Program funding share distribution for Fiscal Years 2017-18 and 2018-19 on December 6, 2017, which included shares for 40 agencies; and
- 1.4 **WHEREAS**, Commission staff held a workshop on June 5, 2018, to solicit feedback and comments to ensure jurisdictions interested in receiving the 2019 Local Partnership Formulaic Program funding shares were given an opportunity to review, comment, or request modifications; and
- 1.5 **WHEREAS**, Commission staff revised the funding share distributions and incentive grants for 40 agencies based on the most current data available; and
- 1.6 **WHEREAS**, On June 12, 2018, staff posted the revised funding share distribution on the Commission's website for review.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission adopts the 2019 Local Partnership Formulaic Program Funding Share Distribution as reflected in the Attachment; and
- 2.3 **BE IT FURTHER RESOLVED**, that the Commission staff is authorized to make minor technical changes as needed to the 2019 Local Partnership Formulaic Program Eligible Submittals and Proposed Formulaic Shares; and
- 2.4 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the 2019 Local Partnership Formulaic Program Eligible Submittals and Proposed Formulaic Shares on the Commission's website.

**2019 Local Partnership Formulaic Program
Eligible Submittals and Proposed Formulaic Shares
(Shares in \$1,000s)**

Local Partnership Formulaic Program		2019-20
Formulaic Program Cycle 2		\$100,000
Incentive Program (funded by Competitive Program Cycle 2)		\$5,000

Proposed Annual Share Distribution		2019-20
Tolls + VRF + parcel/property tax	7.0%	\$6,978
North sales tax	27.3%	\$27,288
South sales tax	65.7%	\$65,733

Shares for Voter-Approved Tolls, VRF, Parcel/Property Taxes		
		2019-20
Applicant Agency (Measure)	Revenue	Funding Share
Bay Area Transportation Authority (RM1, RM2)	285,496	\$4,649
Alameda County Transportation Commission (Measure F-VRF)	13,075	\$213
Transportation Authority Marin County (Measure B-VRF)	2,376	\$100
San Francisco County Transportation Authority (Prop AA-VRF)	5,362	\$100
City/County Association of Governments of San Mateo County (Measure M-VRF)	7,471	\$122
Santa Clara County Valley Transportation Authority (Measure B-VRF)	16,545	\$269
Alameda-Contra Costa Transit District (Parcel Tax)	29,509	\$480
Bay Area Rapid Transit District (Parcel Tax)	51,899	\$845
City of Orinda (Measures J & L-Parcel Tax)	1,686	\$100
Yuba County Depletion Surcharge (Measure D-Parcel Tax)	483	\$100
Totals	413,902	\$6,978

Shares Based on Voter-Approved Sales Taxes - North		
		2019-20
County (Agency)	Population	Funding Share
Alameda (Alameda County Transportation Commission)	1,660,202	\$3,589
Contra Costa (Contra Costa Transportation Authority)	1,149,363	\$2,486
Fresno (Fresno County Transportation Authority)	1,007,229	\$2,173
Lake (City of Clearlake)	15,917	\$100
Madera (Madera County Transportation Authority)	158,894	\$341
Marin (Transportation Authority Marin County)	263,886	\$383
Marin (Sonoma Marin Area Rail Transit District)	-	\$192
Mendocino (City of Fort Bragg)	7,512	\$100
Mendocino (City of Point Arena)	448	\$100
Mendocino (City of Willits)	5,128	\$100
Merced (Merced County Transportation Authority)	279,977	\$599
Monterey (Transportation Agency for Monterey County)	443,281	\$724
Monterey (Monterey-Salinas Transit District)	-	\$241
Napa (Napa Valley Transportation Authority)	141,294	\$311
Nevada (Nevada City)	3,226	\$100
Nevada (Town of Truckee)	16,681	\$100
Sacramento (Sacramento Transportation Authority)	1,529,501	\$3,304
San Francisco (San Francisco County Transportation Authority)	883,963	\$1,907
San Joaquin (San Joaquin County Transportation Authority)	758,744	\$1,629
San Mateo (San Mateo County Transportation Authority)	774,155	\$840
San Mateo (San Mateo County Transit District)	-	\$840
Santa Clara (Santa Clara County Valley Transportation Authority)	1,956,598	\$4,228
Santa Cruz (Santa Cruz County Regional Transportation Commission)	276,864	\$302
Santa Cruz (Santa Cruz Metropolitan Transit District)	-	\$302
Sonoma (Sonoma County Transportation Authority)	503,332	\$551
Sonoma (Sonoma Marin Area Rail Transit District)	-	\$551
Stanislaus (Stanislaus County Transportation Authority)	555,624	\$1,196
Totals	12,391,819	\$27,288

Funding Shares Based on Voter-Approved Sales Taxes - South		
		2019-20
County (Agency)	Population	Funding Share
Imperial (Imperial County Local Transportation Authority)	190,624	\$556
Los Angeles (Los Angeles County Metropolitan Transportation Authority)	10,283,729	\$29,973
Orange (Orange County Transportation Authority)	3,221,103	\$9,388
Riverside (Riverside County Transportation Commission)	2,415,955	\$7,042
San Bernardino (San Bernardino County Transportation Authority)	2,174,938	\$6,339
San Diego (San Diego County Regional Transportation Commission)	3,337,456	\$9,727
Santa Barbara (Santa Barbara County Local Transportation Authority)	453,457	\$1,322
Tulare (Tulare County Transportation Authority)	475,834	\$1,387
Totals	22,553,096	\$65,733

Shares for Agencies through Local Partnership Program Incentive Grant		
		2019-20
Applicant Agency (Measure)		Funding Share
Bay Area Transportation Authority (RM3)		\$5,000

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 27-28, 2018

Reference No.: 4.7
Action

Published Date: June 15, 2018

From: SUSAN BRANSEN
Executive DirectorPrepared By: Christine Gordon
Assistant Deputy DirectorSubject: 2019 LOCAL PARTNERSHIP FORMULAIC PROGRAM FUNDING SHARE
DISTRIBUTION, RESOLUTION G-18-31**ISSUE:**

Should the California Transportation Commission (Commission) adopt the 2019 Local Partnership Formulaic Program funding share distribution?

RECOMMENDATION:

Commission staff recommends that the Commission adopt the 2019 Local Partnership Formulaic Program funding share distribution outlined in the 2019 Local Partnership Formulaic Program Eligible Submittals and Proposed Formulaic Shares, as set forth in the Attachment.

BACKGROUND:

Senate Bill 1 (Chapter 5, Statutes of 2017), which created the Local Partnership Program, was signed by the Governor on April 28, 2017. Assembly Bill 115 (Chapter 20, Statutes of 2017), signed by the Governor on June 27, 2017, clarified Senate Bill 1 language regarding local and regional transportation agency eligibility and expanded the types of projects eligible for the program. The objective of the Local Partnership Formulaic Program is to reward counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements.

The 2019 Local Partnership Formulaic Program is funded from \$100 million annually in state funds authorized by Senate Bill 1 that are appropriated from the Road Maintenance and Rehabilitation Account for Fiscal Year 2019-20. The 2019 Local Partnership Formulaic Program only awards funding to those agencies with Commission-adopted shares and committed local matching funds.

Commission staff held a workshop on June 5, 2018, to solicit feedback and comments to ensure jurisdictions interested in receiving the 2019 Local Partnership Formulaic Program funding shares were given an opportunity to review, comment, or request modifications prior to the June 27-28, 2018 Commission meeting. The workshop objectives were to discuss the proposed

amendments to the 2018 Local Partnership Program Guidelines, identify potential jurisdictions eligible for funding shares in subsequent cycles, and discuss the proposed funding share distribution for Fiscal Year 2019-20. Commission staff revised the share distributions and incentive grants for 40 agencies adopted for the 2018 Local Partnership Formulaic Program based on the most current data available. On June 12, 2018, staff posted the revised funding share distribution for the 2019 Local Partnership Formulaic Program on the Commission's website for review.

Attachments:

- Attachment A: Resolution G-18-31
- Attachment B: 2019 Local Partnership Formulaic Program Eligible Submittals and Proposed Formulaic Shares