

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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HIGHLIGHTS

September 25, 2019

TAMC Board Receives Preliminary Draft Integrated Five-Year Funding Plan for Priority Regional Transportation Projects



The TAMC Board of Directors received a preliminary draft of the Integrated Five-Year Funding Plan for priority regional transportation projects at their meeting, which Board Chair Robert Huitt described as “one of the best tools” TAMC staff has developed, for it clarifies complex transportation funding relationships and puts everything in perspective.

The revised five-year integrated funding plan presented by TAMC staff identifies Measure X sales tax revenues, regional development fees, State Transportation Investment Program funds, SB 1 competitive funds, and Local Partnership formula funds as potentially available sources of funding. The integrated funding plan strategizes how to best match availability of funds with the latest delivery schedules for priority regional transportation projects.

The Plan’s purpose is to ensure that the Agency is coordinating the programming of various funding sources in the most efficient manner, as well as, identifying and pursuing available sources of matching funds for Measure X and State Transportation Improvement Program funds.

The projects selected for the funding plan are primarily comprised of those from the regional portion of Measure X, with the addition of the Salinas Rail Extension project. With guidance from the Board, staff will revise the plan and bring the proposal back to them in October. The finalized proposal will be presented in December as the Regional Transportation Improvement Program, which is the document the Agency is required to submit for State Transportation Improvement Program funds.

[Draft 2019 Integrated Funding Plan](#)

Measure X Ordinance Amendment Public Hearing



In a follow-up to the August Board meeting, the Transportation Agency Board of Directors conducted a public hearing on the proposed Measure X Amendment which would revise the Measure X Maintenance of Effort definition.

The purpose of the Maintenance of Effort requirement is to assure that no funds previously used for transportation are shifted to other uses and then back-filled with Measure X monies - the so-called "bait and switch."

Measure X currently has a rolling three-year average calculation of Maintenance of Effort. By contrast, the state's Senate Bill 1 program calculates Maintenance of Effort based on a fixed three years of past expenditures (Fiscal Years 2009/2010, 2010/2011, and 2011/2012).

The goal of modifying the Measure X Maintenance of Effort is to meet the Measure X Maintenance of Effort intent without penalizing agencies that make a large one-time investment in transportation.

The proposed amendment will change the method for calculating the existing ordinance's required maintenance of effort to be the greater of the SB 1 requirement, or the amount local funds spent in fiscal year 2016/17, plus the recommendation from the Measure X Citizen Advisory Committee to include an annual growth factor. [DRAFT Ordinance 2019-01](#)



Board Adopts Policy for Reviewing Unsolicited Proposals

The TAMC Board of Directors adopted a policy for reviewing unsolicited proposals. The policy was written in response to unsolicited proposals from consultants wishing to do business with TAMC or from companies interested in public-private partnerships and/or joint development.

Prior to this new policy, the Transportation Agency did not have a written policy for responding to unsolicited proposals, and handled them on an ad-hoc basis, consulting with Agency Counsel. The Policy for Reviewing Unsolicited Proposals is designed to address those situations in a manner that is fair to all and of benefit to the Agency.

[Policy for Reviewing Unsolicited Proposals](#)