



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

EXECUTIVE COMMITTEE

*Members are: Alejandro Chavez (Chair),
John Phillips (1st Vice Chair), Robert Huitt (2nd Vice Chair),
Kimbley Craig (Past Chair),
Luis Alejo (County Representative), Ed Smith (City Representative)*

**Wednesday, August 2, 2017
TAMC Conference Room
55-B Plaza Circle, Salinas
9:00 AM**

1. ROLL CALL

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

2. PUBLIC COMMENTS

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of Transportation Agency and Executive Committee. Comments on items on today's agenda may be given when that agenda item is discussed.

3. BEGINNING OF CONSENT AGENDA

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

3.1 APPROVE Executive Committee Minutes of June 7, 2017.

-Rodriguez

- 3.2 **APPROVE** out-of-state travel for agency staff member to attend the Association for Commuter Transportation International Conference.

-Green

Approval is requested for one staff member to attend the Association for Commuter Transportation International Conference from July 30 - August 2 in New Orleans, Louisiana.

END OF CONSENT AGENDA

4. **RECOMMEND** the Transportation Agency Board of Directors program \$6.95 million of Regional Surface Transportation Program funds for the 2017 Competitive Grants Program of Projects and remove the contingency placed on the programming of \$900,000 of Transportation Development Act 2% funds to the Fort Ord Regional Trail and Greenway Project.

- Zeller

The Transportation Agency Board approved a new cycle of competitive grants at its March 2017 meeting. The grant applications for projects proposed for funding were due June 1, 2017. Agency staff established an ad hoc committee of Bicycle & Pedestrian Facilities Advisory and Technical Advisory Committee members to review and rank the applications, and provide funding recommendations.

5. **RECEIVE** update on state legislative activities.

- Watson/Khouri

Staff and legislative analyst Gus Khouri will present a state legislative update.

6. **RECEIVE** report on draft agenda for August 23, 2017, TAMC Board meeting.

- Hale

7. **ANNOUNCEMENTS**

8. **ADJOURN**

**Next Executive Committee meeting is:
Wednesday, September 6, 2017
Please mark your calendars.**

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

Transportation Agency for Monterey County

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

CORRESPONDENCE, MEDIA CLIPPINGS, AND REPORTS - No items this month.



Memorandum

To: Executive Committee
From: Elouise Rodriguez, Senior Administrative Assistant
Meeting Date: August 2, 2017
Subject: **Executive Committee Minutes**

RECOMMENDED ACTION:

APPROVE Executive Committee Minutes of June 7, 2017.

ATTACHMENTS:

- ▣ Executive Committee draft minutes

DRAFT MINUTES

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

EXECUTIVE COMMITTEE MEETING

*Members are: Alejandro Chavez (Chair),
John Phillips (1st Vice Chair), Robert Huitt (2nd Vice Chair),
Kimbley Craig (Past Chair),
Luis Alejo (County representative), Ed Smith (City representative)*

Wednesday, June 7, 2017

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

Transportation Agency Conference Room
55-B Plaza Circle, Salinas

1. **CALL TO ORDER:** Chair Chavez called the meeting to order at 9:00 a.m. Committee members present: Alejo, Chavez, Craig, Huitt, and Phillips. Staff present: Hale, Goel, Muck, Delfino, Rodriguez, Watson, and Wright. Others present: Agency Counsel Reimann; Javier Gomez, Supervisor Alejo's office; and Reed Sanders, Senator Cannella's office. Committee member Alejo arrived after the consent agenda.
2. **PUBLIC COMMENTS:** None.

-
3. **CONSENT AGENDA:**
On a motion by Committee member Craig and seconded by Phillips, the committee voted 4-0 to approve the consent agenda as follows:
 - 3.1 Approved minutes from the Executive Committee meeting of May 3, 2017.
 - 3.2 Recommended that the Board of Directors approve evaluation form, procedure, and timeline for completing annual evaluation for Executive Director and Counsel.
 - 3.3 Received a report regarding the ballot Measure X election costs charged by the Monterey County Elections Department.

END OF CONSENT

4. STATE LEGISLATIVE ANALYST CONTRACT:

On a motion by Committee member Craig and seconded by Alejo, the committee voted 4 – 1 with Chair Chavez voting no, to recommend to authorize the Executive Director to execute a contract with Khouri Consulting, in an amount not to exceed \$30,000 per year, to provide state legislative analyst/advocate services, for two years, effective July 1st 2017, with the option to extend another year at the same cost, subject to Agency counsel approval; approve the use of local funds budgeted to this purpose; and authorize the Executive Director to make administrative changes to the contract if such changes do not increase the Agency’s net cost, subject to approval by Agency counsel.

Christina Watson, Principal Transportation Planner, reported on the responses to the TAMC Request for Proposals for state legislative analyst/advocate services. Three proposals were submitted and a multi-agency selection committee reviewed each one. The selection committee recommends selection of Khouri Consulting, due to their impressive legislative expertise in transportation issues.

Committee member Phillips commented that he believes in going out for the process. Committee member Craig commented that she has seen Khouri interacting, he was remarkable and highly organized. Alejo concurred with Craig, noting we will get our money’s worth.

Chair Chavez expressed concern with the timing of the contract, suggesting it should wait until the end of the legislative session in September. He added that he also worked with Mr. Khouri, who he found to be very prepared, and overall he had a positive impression.

5. STATE LEGISLATIVE UPDATE:

On a motion by Committee member Huitt and seconded by Alejo, the committee voted 5 – 0 to recommend that the Board receive update on state legislative activities and recommend the Board adopt positions on bills.

Christina Watson, Principal Transportation Planner, highlighted the state legislative bill list; she reported that the Board will be asked to take a support position on the new SB 5 bill by De Leon, California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018.

6. UPDATE OF AGENCY BYLAWS

On a motion by Committee member Phillips and seconded by Alejo the Committee voted 5-0 to monitor the quorum status for 6 months, and bring back at a later date. The Committee reviewed and provided direction to staff on the proposed amendments to the Agency bylaws.

Executive Director Hale reported several updates to the Agency bylaws are needed, including clarification of the requirements for adding a late item to the Board agenda, role of alternates on the Executive Committee, and characterization of annual member agency assessments.

First, the changes address the issue of late-breaking agenda items. The current process by which the Executive Committee reviews the draft Transportation Agency Board of Directors agenda has worked well for regular agenda items. However, in some cases agenda items needing attention arise after the Executive Committee but before the agenda closing on the Thursday, 9 days before the Board of Directors meeting. Recognizing that often-times such items are ministerial, the Committee suggested that the Executive Director check in with the Chair, or Chair and first Vice Chair when items arise after the Executive Committee review, but before the agenda deadline.

Second, questions have arisen regarding the role of alternate Board members on the Executive Committee, and clarification is sought for the bylaws. While County staff alternates are often well-versed in TAMC issues, City alternates may not attend as frequently or may represent different viewpoints than the regular member. In addition, there may be sensitive personnel items that the Executive Committee may prefer not to have staff alternates make decisions on. This situation, however, may result in the lack of a quorum. The proposed language would reflect existing practice, which allows alternates to represent their Board member in all situations, including at the Executive Committee.

Third, staff proposes to rename the annual congestion management program assessments as Regional Transportation Planning Agency assessments, to better reflect actual usage of the member agency contributions, which are one of the agency's few local funding sources.

7. TAMC DRAFT AGENDA FOR JUNE 28, 2017

Executive Director Hale reviewed the highlights of the draft agenda for June 28, 2017, she reported that the Board will receive update on the Phase 2 Outreach for the SR 68 Scenic Highway Plan and development of a recommended corridor concept; and Holman Highway 68 Roundabout Update and provide comments.

On the consent agenda the Board will be asked to:

- Approve evaluation form, procedure, and timeline for completing annual evaluation for Executive Director and Counsel as recommended by the Executive Committee;
- Issue a notice of proposed amendments to the Agency bylaws as recommended by the Executive Committee;
- Approve release of Request for Proposals for the Monterey County traveler information and rideshare program branding and strategic marketing plan;
- Receive a list of Monterey County's unmet transit needs; and approve Monterey-Salinas Transit's application for state Transportation Development Act funds; and adopt Resolution 2017-20 allocating \$16,655,774 in Transportation Development Act funds to Monterey-Salinas Transit for Fiscal Year 2017-18.

In addition, the committee raised no objections to placing the approval of the State Legislative Assistance Contract with Khouri Consulting on the consent agenda.

8. ANNOUNCEMENTS

None this month.

9. ADJOURNMENT

Chair Chavez adjourned the meeting at 10:16 a.m.



Memorandum

To: Executive Committee
From: Ariana Green, Associate Transportation Planner
Meeting Date: August 2, 2017
Subject: Association for Commuter Transportation Conference

RECOMMENDED ACTION:

APPROVE out-of-state travel for agency staff member to attend the Association for Commuter Transportation International Conference.

SUMMARY:

Approval is requested for one staff member to attend the Association for Commuter Transportation International Conference from July 30 - August 2 in New Orleans, Louisiana.

FINANCIAL IMPACT:

The cost to attend the conference is approximately \$1,691 including registration, airfare, hotel accommodations and meals. There are sufficient funds from the agency's adopted travel and training budget for this expense.

DISCUSSION:

The Association of Commuter Transportation International Conference is the premier gathering of Transportation Demand Management professionals in North America. The Conference features sessions in new trends and innovation, transportation system challenges, suburban and rural transportation demand management, marketing and communications, mobility as a service, emergency preparedness & disaster recover and social justice. In addition to valuable education sessions, the conference offers various opportunities to network with the 500 attendees coming from across the United States, Canada, Europe and Australia.

Associate Transportation Planner Ariana Green is primarily assigned to developing and managing the transportation demand management program for TAMC and is also a member of the Association for Commuter Transportation. This conference would provide educational and networking opportunities for agency staff that would contribute to the TAMC-lead transportation demand management program

that is scheduled for a soft launch in fall 2017 and full launch in spring 2018.

Staff requests that the Committee approve out-of-state travel for Associate Transportation Planner Green to attend the Association for Commuter Transportation International Conference.

ATTACHMENTS:

- ▣ Conference Schedule

Saturday, July 29			
Session Title	Speaker(s)	Room	Track
12:00 PM - 5:00 PM			
ACT National Board of Directors Meeting		Grand Couteau	
Sunday, July 30			
Session Title	Speaker(s)	Room	Track
8:30 AM - 12:30 PM			
Jean Lafitte Swamp Tour		Lobby	
9:00 AM - 12:00 PM			
Whoever Tells the Best Story Wins	Annette Simmons	Bayside A	
The Human Algorithm: A New Approach to Influencing Behavior Change	Daniel O'Donnell Eileen O'Donnell	Bayside C	
11:00 AM - 1:00 PM			
Mardi Gras World Tour		Lobby	
11:00 AM - 2:00 PM			
The National World War II Museum & Beyond Boundaries 4-D Movie		Lobby	
12:00 PM - 5:00 PM			
Exhibitor Set-Up		Grand Ballroom DE	
1:00 PM - 4:00 PM			
National Transit Database Reporting for Vanpool Services	Margaret Schilling Matt Bonzek	Bayside A	
Marketing Fundamentals for TDM Professionals	Jeff Horton	Bayside C	
New Orleans 10 Years After Katrina		Lobby	
1:00 PM - 7:00 PM			
Registration		Grand Reg Desk - 5th Floor	
1:30 PM - 4:30 PM			
Historical River Boat Cruise		Lobby	
5:00 PM - 6:00 PM			

First Time Conference Attendee & New Member Reception		Grand Ballroom DE Foyer	
5:00 PM - 8:00 PM			
Exhibit Hall Open		Grand Ballroom DE	
6:00 PM - 8:00 PM			
Opening Reception		Grand Ballroom	
Monday, July 31			
Session Title	Speaker(s)	Room	Track
7:30 AM - 8:30 AM			
Continental Breakfast		Grand Ballroom DE	
7:30 AM - 5:00 PM			
Registration		Grand Reg Desk - 5th Floor	
Exhibit Hall Open		Grand Ballroom DE	
8:30 AM - 10:15 AM			
General Session - Karl Marx, Southwest Airlines, and Heroin Addiction: How remembering Econ 101 will make TDM relevant	Jeffrey Tumlin	Grand Ballroom ABC	
10:30 AM - 12:00 PM			
How to Keep Them: A Discussion on Marketing and Retaining Vanpools	Annie Arguello Carolyn Newsome Dezra Nauls Lisa Kay Schweyer	Bayside C	
Local TDM Polices & Ordinances - Best Practices & ACT's 25x20 Transit Benefit Campaign Update	David Judd Rob Henry Jason Pavluchuk Jon Martz	Grand Couteau	
University Council Meeting		Bacchus/Iris	
Autonomous Vehicles, Changing Travel Behavior, and the Future of Sustainable Parking	Aaron Fodge Joshua Karlin-Resnick Peter Costa Paul Wessel	Bayside A	

Developing User Interfaces to Promote Your Programs and Increase Transportation Options	Courtney Banker Madeline Steele Jennifer O'Brien Rick Steele David Sorrell	Bayside B	
Work Smarter Not Harder by Incorporating an Effective Year-Long Engagement Program	Angie Malpiede Debbie Anderson Maggie Awad Marne Duke Wendy Duren Derek Hofbauer	Grand Chenier	
12:00 PM - 1:30 PM			
Luncheon & General Session		Grand Ballroom ABC	
1:45 PM - 3:00 PM			
Employer Council Meeting		Bacchus/Iris	
Future of TDM for Higher Education	Aaron Fodge Debbie Hoffmann Jeri Baker Ian Stude Ramon Zavala Julie Bond	Grand Chenier	
The National Transit Database has a Central Role in Public Transportation Policy, Funding and Data	Margaret Schilling Matt Bonzek David McMaster	Bayside A	
The San Diego Association of Governments Pilot Telework Program: A Summary of Four Companies	Elham Shirazi Deborah Jones Elizabeth Johnson	Bayside B	
Leveraging Mobility on Demand and its Impacts on Public Transit	David Judd Carol Cooper Brady Young David Adelman	Bayside C	
Stage of Change - Strategies to Shift Travel Behavior and Create New Game Plans	Courtney Reynolds Jonathan	Grand Couteau	

	Bollhoefer Cathy Cibor Daniel Weaver		
3:15 PM - 4:15 PM			
Telework Council Meeting		Bacchus/Iris	
Bike Sharing for All! Expanding Bikeshare Beyond the Big City	Ted Bronstein Lucy Tice Lindsay Walker Joanna Rustin	Grand Chenier	
Making Your Case: Quantifying the Impacts of TDM Programs	Philip Winters Jessica Roberts Steven Higashide Derek Hofbauer Michael Sudol	Grand Couteau	
Strategies for a Data Driven Commuter Challenge	Katherine Molin Adrienne Harrington Thuy Le Jeff Weiss	Bayside B	
Tailoring TDM Programs for Success Within Targeted Markets	Alison Carpenter Elizabeth Denton Stephanie Loyka Sheila McGraw Cheryl O'Connor	Bayside C	
Working Together to Solve the Last Mile Challenge: Innovations in Public-Private Partnership	Frank Mongioi Roman Kuropas John Carpenter	Bayside A	
Tuesday, August 01			
Session Title	Speaker(s)	Room	Track
7:30 AM - 8:30 AM			
Continental Breakfast		Grand Ballroom DE	
7:30 AM - 4:00 PM			
Exhibit Hall Open		Grand Ballroom DE	
7:30 AM - 5:00 PM			
Registration		Grand Reg Desk - 5th Floor	

8:30 AM - 10:00 AM			
ACT Annual Meeting	David Straus Jason Pavluchuk	Grand Ballroom ABC	
10:15 AM - 11:45 AM			
Best Practices: Learn how to Plan and Implement a Telework Week	Christopher Arabia Melissa Madison Michelle Parker	Bayside B	
Campus Parking & TDM Strategies: Complementary or Competitive?	Craig Cotton Beth Snoke Tom Yardley Brian Shaw	Bayside A	
Competing with Free Parking: TDM Challenges for Large Employers Who Don't Charge for Parking	Tien-Tien Chan Susan Heinrich Thomas Harrington Lucy Tice	Bayside C	
Current Trends and Innovative Programs that TMAs have Implemented to Improve Employees' Journeys	Katherine Auge Thomas Butler Lisa Dworak Aylene McCallum	Grand Chenier	
Planning & Procuring for Innovation in TDM: A Look at Best Practices	Diane Thorne Adrienne Moretz Jon Martz Jason Pavluchuk	Grand Couteau	
Vanpool Council Meeting		Bacchus/Iris	
12:00 PM - 1:30 PM			
Luncheon & General Session		Grand Ballroom ABC	
1:45 PM - 3:15 PM			
How Technology Innovations are Changing the Role and Productivity of Park-and-Ride Lots	Cathy Cibor Carol Cooper Zachary Elgart Stefanie Hom Bill Loudon	Bayside C	
TMA Council Meeting		Bacchus/Iris	

TOD, Transit Benefits, and TMA's	David Judd Keara Mehlert Courtney Menjivar Jason Pavluchuk	Grand Couteau	
Can Anyone Tell a Developer What to do When it Comes to TDM?	Martin Alkire Tien-Tien Chan Geoff England Christopher Barker	Grand Chenier	
Driving Through Challenges - Integrating Parking and Best Practices to Drive TDM Success	James Barr Stephen Alianiello Mark Melnyk Beth Snoke Jane Wilberding	Bayside A	
Utilizing Data to Guide Your Programs Success	Thomas Cerny Calli Cenizal Michael Hemry Christopher Hrones Brian Shaw Robert Yates	Bayside B	
3:30 PM - 4:45 PM			
SRED Council Meeting		Bacchus/Iris	
Artificial Intelligence – Personalized Marketing to Commuters	Steve Wheeler Courtney Menjivar Lauren Bennett	Bayside A	
Mobility Credits for Behavior Change: An Innovative Pilot to Create a Better Planet	Jeffrey Chernick Linda Lyles David Weisman	Bayside C	
Mobilizing the Suburbs Through Innovation and Behavioral Change	Tim Grzesiakowski Alex Mehn Nicole Ventimiglia Catilin Cerame	Bayside B	

Using Data to Make the Future of Mobility a Reality	Crissy Ditmore Adam McGavock Craig Nelson Mary Riemer Danny Silva	Grand Couteau	
Vanpool Recharged: Revitalizing 25 Years of Vanpool	Annette Harper Gregory Garrett	Grand Chenier	
3:30 PM - 5:00 PM			
New Orleans Street Car Tour		Lobby	
Wednesday, August 02			
Session Title	Speaker(s)	Room	Track
8:00 AM - 10:30 AM			
Registration		Grand Reg Desk - 5th Floor	
8:30 AM - 10:00 AM			
ACT National Awards Breakfast		Grand Ballroom ABC	
10:15 AM - 11:45 AM			
A Rapid Discussion of Changing Customer Expectations and their Dynamic Impact on TDM	Daniel Allalemdjian Brian Crockford Maureen Farrell Jeff Olschwang Rob Henry	Grand Chenier	
Autonomous, Electric, and Connected Vehicles – The Future of Shared Rides and Transportation	David DeRosa Lauren Isaac Lee Rawlings Corey Ershow Frank Mongioi	Bayside A	
Changing Times: How TNCs Fit in a Multi-Modal Landscape	Annie Arguello Zachary Elgart Todd Hansen Maarit Moran	Bayside B	
TDM Communication Strategies for a Transportation Crisis	Maggie Awad Marina Budimir Robyn Chiarelli Michelle Cragle	Grand Couteau	

	Ashley Nuckles Zanna Worzella Wendy Duren		
1:00 PM - 4:30 PM			
Tour of Tulane University		Lobby	



Memorandum

To: Executive Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: August 2, 2017
Subject: **2017 Competitive Grants Program of Projects**

RECOMMENDED ACTION:

RECOMMEND the Transportation Agency Board of Directors program \$6.95 million of Regional Surface Transportation Program funds for the 2017 Competitive Grants Program of Projects and remove the contingency placed on the programming of \$900,000 of Transportation Development Act 2% funds to the Fort Ord Regional Trail and Greenway Project.

SUMMARY:

The Transportation Agency Board approved a new cycle of competitive grants at its March 2017 meeting. The grant applications for projects proposed for funding were due June 1, 2017. Agency staff established an ad hoc committee of Bicycle & Pedestrian Facilities Advisory and Technical Advisory Committee members to review and rank the applications, and provide funding recommendations.

FINANCIAL IMPACT:

At its March 22, 2017 meeting, the Transportation Agency Board voted to use \$6.95 million of Regional Surface Transportation Program funds from the Transportation Agency's FY 2017/18, 2018/19 and 2019/20 allocation for a new round of competitive grants.

DISCUSSION:

In establishing the Regional Surface Transportation Program Competitive Grants program, the Transportation Agency is seeking to fund projects that advance the goals of the Transportation Agency Board. These include delivering projects of regional significance that improve safety, provide maintenance for existing facilities, or support the development of a multimodal transportation network utilizing the principles of Complete Streets. Fair geographic balance in distributing the funds and the cost effectiveness of the proposed projects are also taken into consideration when awarding grant funds.

The grant application is composed of four sections, each with 25 available points, for a total possible score of 100 points. The four scoring categories are Project Information & Regional Significance, Complete Streets, Project Readiness & Cost Effectiveness, and Regional Transportation Plan Consistency. The TAMC Board-approved scoring for the application was designed to favor projects that: improve regional routes with high traffic volumes, include bicycle and pedestrian facilities and safety enhancements, can be completed within the three year funding window, and support the performance measures included in the 2014 Regional Transportation Plan.

In May 2017, the Technical Advisory and Bicycle & Pedestrian Committees nominated committee members to the grants review committee to review and score the applications:

- Sean Vienna, AMBAG
- Vera Noghera, BPC Member
- Orchid Ochoa-Monroy, Caltrans
- Mary Israel, Fort Ord Reuse Authority
- Lisa Rheinheimer, Monterey-Salinas Transit,
- Virginia Murillo, TAMC Staff
- Mike Zeller, TAMC Staff

The Transportation Agency received thirteen complete grant applications, totaling over \$14.3 million in requested Regional Surface Transportation Program grant funding. Each application was reviewed and scored by four committee members. The attached summary sheet provides an overview of the projects submitted for consideration, and how the applications were scored by the review committee. After considering the scores and factoring in geographic equity and cost effectiveness, the following projects are recommended by Agency staff for grant funding:

- Monterey - North Fremont Bike and Pedestrian Improvements - \$1,933,000
- Soledad - Metz Road Traffic Calming Project - \$516,800
- County - State Route 1 Climbing Lane - \$600,000
- Salinas - Downtown Complete Streets - \$2,970,000
- Pacific Grove - Highway 68 Complete Street Corridor - \$502,268

With this recommendation, staff made one adjustment from the overall scoring of the projects. First, the City of Marina's Reservation Road Roundabouts project ranked fifth in the total scoring, but was seeking a total of \$4,005,000 of grant funding for a \$4,500,000 project. Due to the high amount of requested funding, the limited amount of grant funding available, low matching funds for the project, and overall geographic equity, Agency staff is not recommending funding for this project at this time. Instead, staff is recommending retaining the \$900,000 in funding for the Fort Ord Recreational Greenway, as discussed below.

In addition, the City of Soledad submitted grant applications for two projects, with the East Street / Metz Road Roundabout Project as their first choice for funding, and the Metz Road Traffic Calming Project as the second. However, their second choice project scored higher higher and is currently recommended for funding.

Finally, in past grant cycles, the Transportation Agency has programmed Transportation Development Act 2% funds in coordinatin with the Regional Surface Transportation Program funds to increase the total competitive grants amount. For this cycle, the Transportation Agency Board approved programming the Transportation Development Act 2% funds to the Fort Ord Regional Trail and Greenway Project, subject to the Agency receiving a Federal Lands Access Program grant for the project. Agency staff is now recommending to program the \$900,000 of Transportation Development Act 2% funds be programmed to the Fort Ord Regional Trail and Greenway Project in advance of potential receipt of the federal grant, in order to begin environmental review on this Measure X regional project.

ATTACHMENTS:

- 2017 Competitive Grants - Scoring Committee Summary

Transportation Agency for Monterey County
Regional Surface Transportation Program
Competitive Grant Summary

App ID	Applicant	Project	Total Project Cost	RSTP Grant Funding Requested	RSTP Grant Funding Recommended	Total Points
MRY01	Monterey	North Fremont Bike and Pedestrian Access and Safety Improvements	\$8,600,000	\$1,933,000	\$1,933,000	358.5
SOL02	Soledad	Metz Road Traffic Calming Project	\$568,800	\$516,800	\$516,800	327.0
MCO01	County of Monterey	State Route 1 Climbing Lane	\$5,866,000	\$600,000	\$600,000	322.0
SAL01	Salinas	Downtown Complete Streets	\$5,920,100	\$2,970,000	\$2,970,000	317.5
MAR02	Marina	Reservation Road Roundabouts	\$4,500,000	\$4,005,000	\$0	316.5
PCG01	Pacific Grove	Transforming Pacific Grove Highway 68 into a "Complete" Corridor	\$16,266,980	\$502,268	\$502,268	310.0
CAR01	Carmel	Rio Park/Larson Field Shared Use Trail	\$900,000	\$760,000	\$0	306.0
SOL01	Soledad	East St/Metz Rd Roundabout Project	\$1,030,500	\$869,000	\$0	304.5
KCY01	King City	Downtown Streetscape	\$1,750,000	\$900,000	\$0	271.0
SAL02	Salinas	Alvin at El Dorado Roundabout	\$2,565,000	\$170,000	\$0	264.5
MCO02	County of Monterey	Gonzales River Road Bridge Superstructure Replacement	\$13,750,000	\$750,000	\$0	258.0
DRO01	Del Rey Oaks	Complete Streets Plan	\$140,000	\$140,000	\$0	201.0
MAR01	Marina	Downtown Vitalization Specific Plan	\$150,000	\$150,000	\$0	194.0
			\$62,007,380	\$14,266,068	\$6,522,068	



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: August 2, 2017
Subject: State Legislative Update

RECOMMENDED ACTION:

RECEIVE update on state legislative activities.

SUMMARY:

Staff and legislative analyst Gus Khouri will present a state legislative update.

FINANCIAL IMPACT:

Several of the bills on the bill list could have positive or negative financial impacts to the Transportation Agency.

DISCUSSION:

On July 10, Governor Brown announced a "deal" to extend the cap and trade emissions reductions program from its current 2020 expiration date to 2030. Online as **web attachments** are articles about the proposed deal. It will require a 2/3 vote in both houses if it is to succeed.

Attachment 1 is a state legislative update from Gus Khouri reviewing state transportation funding available. **Attachment 2** is the updated list of transportation legislation as of July 13. The list has been cut back to delete bills that are no longer moving in this session and limited to key bills only - bills the Agency was sponsoring, supporting or opposing. Staff still maintains a list that includes "watch" bills; that list is available upon request.

Of particular interest, the two bills TAMC is sponsoring this year are moving through the legislature:

- AB 696 (Caballero): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties: currently on the suspense file for the Senate Appropriations committee. On July 10, the Department of Finance sent a letter opposing the bill (**Attachment 3**). Gus will report on a meeting with the Governor's office regarding this bill.

- SB 477 (Cannella): Intercity rail corridors: extensions: passed Assembly Transportation Committee on July 10; and passed the Assembly Local Government Committee on July 12. So far the votes have been unanimous and no opposition is on file, so no hurdles are expected to get this bill to the Governor's desk.

Web Attachment 4 is the Agency's adopted 2017 legislative program.

ATTACHMENTS:

- Khouri report - state transportation funding
- Bill list as of July 13
- Letter from the Department of Finance re: AB 696

WEB ATTACHMENTS:

1. [July 11, 2017 article in the Mercury News, "Debate rages over California cap-and-trade deal, concessions to Big Oil"](#)
2. [July 11, 2017 article in the Capitol Weekly, "Cap-and-trade deal heading for showdown"](#)
3. [July 11, 2017 article in the LA Times, "Beyond the triumphant rhetoric, Gov. Brown's cap-and-trade plan is stirring up angst"](#)
4. [FINAL TAMC 2017 Legislative Program](#)



July 13, 2017

TO: Board Members, Transportation Agency for Monterey County

FROM: Gus Khouri, Principal
Khoury Consulting

RE: STATE LEGISLATIVE UPDATE – JULY

With the enactment of SB 1 (Beall), Chapter 5, Statutes of 2017, also known as the Road Maintenance and Accountability Act, TAMC will have an opportunity to access much-needed funding to address our multimodal priorities. While the full effect of the revenues will not be realized until fiscal year (FY) 18-19 with the imposition of the transportation improvement fee (goes into effect January 1, 2018) and gas and diesel tax increases (November 1, 2017), the enacted FY 2017-18 budget includes estimates in this fiscal year.

Potential Funding Opportunities

The California Transportation Commission (CTC) and California State Transportation Agency (CalSTA) are in the process of establishing a schedule for workshops prior to adopting guidelines for various programs in SB 1. Below is snapshot of programs of interest to TAMC:

Active Transportation Program

SB 1 provides an increase of **\$100 million annually** for the Active Transportation Program (ATP). This represents an increase in the size of this on-going program by more than 80% (funding prior to SB 1 was \$125 million). The ATP funding provided in SB 1 will begin in FY 2017-18. Projects have been selected for the current Active Transportation Program through 2020-21. The CTC will have a call for projects that covers FY 17-18 and 18-19 for the new funding. This is the timeline for the 2018 ATP:

- Applications due – August 2017
- Program adoption, statewide and small urban & rural components – October 18-19, 2017
- Program adoption, large Metropolitan Planning Organization component – December 6-7, 2017

State-Local Partnership Program (SLPP)

SB 1 puts **\$200 million per year** into this program, first established in 2008. Guidelines for the SLPP must be adopted on or before January 1, 2018. Funding from this program is for counties that have received voter approval of taxes or that have imposed fees, including development impact fees (SB 1 excludes toll revenues from this program). Funds are appropriated “for allocation to each eligible county and city in the county for road

maintenance and rehabilitation purposes”, but the Governor’s budget trailer bill seeks to provide flexibility for other purposes.

In 2008, the legislature defined the purpose and intent of the program, the eligibility of applicants, projects, and matching funds, and provided that 95% of program funds would be distributed by formula to match voter-approved transportation taxes and fees, with the remaining 5% available for competitive grants to match developer fees. Without any legislative direction this time around, the CTC will adopt a 50/50 split between competitive grants and formula-based shares. The CTC will reevaluate the 50/50 split in two years. It is uncertain how much revenue TAMC would receive from its formula share due to Measure X, given that there are now 24 self-help counties and many other counties with developer fees. The timeline for program adoption is as follows:

- Applications due – March 2018
- Adopt Program – June 2018

Local Streets and Roads

SB 1 provides an increase of **\$1.5 billion annually**, beginning in November 2017. The FY 2017-18 budget allocates \$445.4 million to the program. Prior to SB 1, the CTC had no role in the Local Streets and Roads apportionment program. The CTC now has new responsibilities relative to this funding, including development of guidelines, review of project lists submitted by cities and counties, reporting to the State Controller, and receiving reports on completed projects. The timeline for program adoption is as follows:

- Adoption of guidelines – October 18-19, 2017
- First funding expected to flow – November/December 2017

Solutions for Congested Corridors

SB 1 creates this new **\$250 million per year** program beginning in FY 2017-18. CTC responsibilities include developing guidelines, holding public hearings, reviewing corridor plans, scoring project nominations, programming projects, allocating funds to projects, monitoring program delivery, and reporting to the Legislature. The timeline for program adoption is as follows:

- Applications due – February 2018
- Program adoption – May 2018

State Highway Operation and Protection Program (SHOPP)

SB 1 provides an increase of approximately **\$1.9 billion annually**, beginning in November 2017, along with a significant expansion of the CTC’s oversight responsibilities. The FY 2017-18 budget allocates \$445.4 million to the program. SB 1 requires additional CTC oversight of the development and management of the SHOPP, including allocating support staff, project review and approval, and convening public hearings prior to adopting the SHOPP. The CTC is also responsible for monitoring Caltrans’ performance and progress toward accomplishing the specific goals set out in SB 1 and other targets or performance measures adopted by the CTC. The adoption of guidelines occurred at the CTC’s June 28-29 meeting.

State Transportation Improvement Program (STIP)

SB 1 stabilizes funding for the STIP. The impact of the stabilization of STIP funding will be included in the 2018 STIP Fund Estimate and incorporated in the 2018 STIP. **The initial draft fund estimate shows an additional \$30.947 million for Monterey County.** The CTC has the following timeline for the 2018 STIP:

- Adoption of guidelines and fund estimate – August 16-17, 2017

- Submittal of draft Interregional Transportation Improvement Program – October 15, 2017
- Interregional Transportation Improvement Program Hearings – November 2017
- Submittal of Regional Transportation Improvement Programs and the final Interregional Transportation Improvement Programs – December 15, 2017
- STIP Hearings – January-February 2018
- Program adoption – March 2018

Trade Corridor Enhancement Account

SB 1 creates this new **\$300 million per year** account to fund corridor-based freight projects nominated by local agencies and the state. The FY 2017-18 budget allocates \$199.8 million to the program. Budget trailer bill language was recently released to incorporate this funding and federal freight funding into a single program. The timeline for program adoption is as follows :

- Applications due – February 2018
- Program adoption – May 2018

Meanwhile, California State Transportation Agency (CalSTA) is also developing guidelines for the rail and transit funding pots, which have both cap and trade funding as well as new funding from SB 1. For these programs, CalSTA is aiming to adopt final guidelines in September 2017.

Transit & Intercity Rail Program

The FY 2017-18 budget allocates \$323 million to the program. The next program will cover 5 years of funding, estimated to be in the range of **\$1.5 billion to \$2 billion**. This is a competitive program to fund a small number of transformative projects that improve the statewide network and reduce greenhouse gas emissions. The primary evaluation criteria are emission reduction, ridership growth, achievement of integrated service, and safety benefit. The secondary evaluation criteria are co-benefits of broader sustainable community goals, disadvantaged community benefits, and geographic balance. Awards will be made in early spring 2018.

State Transit Assistance

SB 1 directs approximately **\$105 million annually** for state-of-good-repair investments. The FY 2017-18 budget allocates \$280 million to the program. Revenue is allocated according to the STA formula based on population and transit agency revenue. Upon certification of project eligibility, funds will be allocated quarterly by the Controller, starting in early 2018.

Commuter Rail and Intercity Rail funding

SB 1 directs a 0.5% portion of new diesel sales tax revenue for allocation: half to the 5 commuter rail providers and half to the 3 intercity rail corridors. The average annual total statewide annual allocation will be approximately **\$4.4 million**. Revenue is allocated to intercity rail corridors such that each existing corridor receives at least 25% of the intercity rail share. TAMC is working with CalSTA regarding the remaining 25% share that is expected to go to emerging corridors, such as the Salinas Rail Extension and Coast Passenger Rail. The FY 2017-18 budget allocates \$25 million to the program.

We will work with staff to help formulate a strategy to maximize TAMC's position in acquiring resources from the various programs.

TAMC Bill Matrix – July

Measure	Status	Bill Summary	Position
AB 696 Caballero (D) Prunedale Bypass: Sale proceeds	7/10/17 Senate Appropriations Committee Suspense File	This bill would reserve proceeds from the sale of any excess properties originally acquired by the Department of Transportation (Caltrans) for the Prunedale Bypass in Monterey County and require that the funds be used for other US 101 projects in the County. Last amended on 7/3/17	Sponsor Priority: 3S Letter sent 3/13/17
AB 1113 Bloom (D) State Transit Assistance Program Disbursements	7/7/17 Governor's Desk	This bill would revise and recast the provisions governing the State Transit Assistance (STA) program by providing that only STA-eligible operators are eligible to receive an allocation from the portion of program funds based on transit operator revenues. The bill would also provide for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator. An urgency clause is included meaning that it would require a two-thirds vote of each house and would become effective immediately upon the Governor's signature. Last amended on 6/20/17	Support Priority: 2S Letter sent 5/31/17
AB 1218 Obernolte (R) CEQA: exemption: bicycle transportation plans	7/11/17 Senate Floor (consent calendar)	The California Environmental Quality Act (CEQA), until January 1, 2018, exempts from its requirements bicycle transportation plans. Until January 1, 2018, CEQA also exempts from its requirements projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan under certain conditions. This bill would extend those two exemptions until January 1, 2021. Amended on 4/18/17	Support Priority: 6S Letter sent 3/27/17

TAMC Bill Matrix – July

Measure	Status	Bill Summary	Position
<p>AB 1223 Caballero (D)</p> <p>Construction contract payments: Internet Web site posting</p>	<p>7/11/17</p> <p>Senate Appropriations Committee</p>	<p>This bill would require, within 10 days of making a construction contract payment, a state agency that maintains an Internet Web site to post on its Internet Web site the project for which the payment was made, the name of the construction contractor or company paid, the date the payment was made, the payment application number or other identifying information, and the amount paid. Last amended on 7/5/17</p>	<p>Concerns</p> <p>Priority: N/A</p> <p>Met with author to discuss concerns</p>
<p>AB 1250 Jones-Sawyer (D)</p> <p>Counties and cities: contracts for personal services</p>	<p>7/12/17</p> <p>Senate Government & Finance Committee</p>	<p>This bill would allow a county or city agency to contract for personal services currently or customarily performed by county employees, would require the county or city to demonstrate that the proposed contract will result in overall costs savings and also to show that the contract does not cause the displacement of county or city workers. Would require that the county or city conduct a cost-benefit analysis prior to entering into the contract and would require the prospective contractors to reimburse the cost of the analysis. Would require the county or city to conduct an audit of the contract to determine whether cost savings have been realized and would require the contractor to reimburse the cost of the audit. Would impose additional disclosure requirements for contracts exceeding \$5,000,000 annually, and would require each county or city to maintain on its website a searchable database of all of its contracts exceeding \$5,000,000. Last amended on 6/21/17</p>	<p>Oppose</p> <p>Priority: N/A</p> <p>Letter sent 5/31/17</p>

TAMC Bill Matrix – July

Measure	Status	Bill Summary	Position
<p>SB 5 De León</p> <p>California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018</p>	<p>6/29/17</p> <p>Assembly Water, Parks & Wildlife Committee</p>	<p>This bill proposes the Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018, subject to voter approval in the November 2018 election. The bill proposes the issuance of \$3.5 billion in general obligation bonds to implement its provisions. TAMC could be eligible for trails and wildlife crossing funds. Last amended on 5/26/17</p>	<p>Support</p> <p>Priority: 5S</p> <p>Letter sent 6/28/17</p>
<p>SB 150 Allen (D)</p> <p>Regional transportation plans</p>	<p>7/11/17</p> <p>Assembly Natural Resources Committee</p>	<p>Existing law requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) as part of a Regional Transportation Plan (RTP), which is to be designed to achieve certain targets for 2020 and 2035 established by the ARB for the reduction of greenhouse gas emissions.</p> <p>This bill would require the ARB to update and revise the greenhouse gas emission reduction targets consistent with the scoping plan and an assessment of the portion of the state's overall climate targets that is anticipated to be met by reductions in vehicle miles traveled. The bill, beginning on July 1, 2018, would require the ARB to provide an assessment of currently available and historical vehicle miles traveled (VMT). The bill, beginning on September 1, 2018, would require the state board to prepare a report that assesses progress made by each MPO on a set of data-supported metrics. Last amended on 6/21/17</p>	<p>Oppose unless amended</p> <p>Priority: N/A</p> <p>Joint letter with Central Coast Coalition sent 6/8/17</p>

TAMC Bill Matrix – July

Measure	Status	Bill Summary	Position
<p>SB 158 Monning (D)</p> <p>Commercial driver's license: education</p>	<p>7/10/17</p> <p>Assembly Appropriations</p>	<p>This bill would require the DMV, no later than February 7, 2020, to adopt regulations related to entry-level driver training requirements for drivers of commercial motor vehicles including minimum hours of behind-the-wheel training and in compliance with federal regulations. Last amended on 7/12/17</p>	<p>Support</p> <p>Priority: N/A</p> <p>Letter sent 3/27/17</p>
<p>SB 477 Cannella</p> <p>Intercity rail corridors: extensions</p>	<p>7/12/17</p> <p>Assembly Appropriations Committee</p>	<p>This bill would authorize an extension of a rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. It would require that the proposed extension, and intercity rail service expansion to be consistent with the State Rail Plan, and to be approved through the business plan adopted by the joint powers board and would require the joint powers board to make a determination that the extension will not jeopardize or come at the expense of existing services. Last amended on 5/26/17; revised July 12 to add co-authors.</p>	<p>Sponsor</p> <p>Priority: 2S</p> <p>Letter sent 4/6/17</p>
<p>SCA 6 Wiener (D)</p> <p>Local transportation measures: special taxes: voter approval</p>	<p>5/22/17</p> <p>Senate Appropriations Committee (suspense file)</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would require that the imposition, extension, or increase of a special tax by a local government to provide funding for transportation purposes, as specified, be submitted to the electorate and approved by 55% of the voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes. The California Constitution provides that a proposed amendment of the constitution, upon submission to, and approval by, the voters takes effect the day after the election unless the measure provides otherwise. This measure would provide that the amendments of the constitution in this measure shall take effect on the date of the election. Last amended on 5/1/17</p>	<p>Support</p> <p>Priority: N/A</p> <p>Letter sent 3/27/17</p>



DEPARTMENT OF
FINANCE
OFFICE OF THE DIRECTOR

EDMUND G. BROWN JR. GOVERNOR

STATE CAPITOL ■ ROOM 1145 ■ SACRAMENTO CA ■ 95814-4998 ■ WWW.DOF.CA.GOV

Honorable Anna Caballero
Member of the Assembly
State Capitol, Room 2117
Sacramento, CA 95814

Dear Assemblymember Caballero:

Our office has reviewed AB 696 as introduced. On the basis of our attached analysis of available information, we regret that we must oppose your legislation. If you feel that we may have overlooked factors that may be important in evaluating your legislation, please call me at 445-8610 and we will arrange any assistance necessary.

Sincerely,

MICHAEL COHEN
Department Director

Attachment

DEPARTMENT OF FINANCE BILL ANALYSIS

AMENDMENT DATE: 07/03/2017
POSITION: Oppose

BILL NUMBER: AB 696
AUTHOR: Caballero, Anna

BILL SUMMARY: Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties.

This bill directs the California Department of Transportation (Caltrans) to use proceeds from the sale of parcels originally acquired for the Prunedale Bypass project for projects in the State Route 101 corridor.

FISCAL SUMMARY

Caltrans currently owns 112 parcels, totaling 304 acres that would be subject to this bill's provisions. The fair market value of these parcels is between \$5 million and \$12 million. Current law directs the revenue from excess property sales to offset transportation-related debt service costs. Redirecting revenue from the sale of these parcels reduces available transportation funds to offset transportation-related bond debt service, resulting in additional General Fund costs.

Caltrans annually collects approximately \$60 million in miscellaneous revenue that is used to offset transportation debt service. Of this amount, \$15 million to \$20 million is collected from the sale of excess properties statewide.

COMMENTS

The Department of Finance opposes this bill because it results in additional General Fund costs and transfers the burden of paying for transportation debt from a user-based funding source to general purpose revenue without regard to the level of benefit the payer is receiving.

Existing law allows Caltrans to acquire any real property necessary for state highway purposes, and to sell or exchange that property should it be determined that the property in question is no longer necessary for highway projects. Existing law also directs Caltrans to sell or exchange those properties within one year of determining they are no longer necessary, if possible.

Caltrans acquired 140 parcels for the Prunedale Bypass project, which was abandoned and replaced with the smaller-scale Prunedale Improvement Project. The updated plan allowed Caltrans to sell 28 parcels. Caltrans plans to use the 112 remaining parcels for the completion of the Prunedale Improvement Project or for future mitigation needs within the State Route 101 corridor, and has therefore not yet declared the parcels to be excess. If any of the 112 parcels are not used for these needs and later sold as excess or unnecessary, they would be covered by this bill which would direct the proceeds of their sale to highway projects within the State Route 101 corridor.

Revenues from the sale of excess Caltrans properties are not subject to the provisions of Article XIX of the California State Constitution, and are therefore free to be used for any purpose the state may choose. Currently, these revenues are statutorily directed to offset transportation debt service costs that otherwise

Analyst/Principal L. Mirante	Date	Program Budget Manager Karen Finn	Date
Department Deputy Director Ong. Signed By J.W.H. JUL 06 2017			Date
Governor's Office:	By:	Date:	Position Approved _____ Position Disapproved _____
BILL ANALYSIS			Form DF-43 (Rev 03/95 Buff)

BILL ANALYSIS--(CONTINUED)

AUTHOR

AMENDMENT DATE

BILL NUMBER

Caballero, Anna

07/03/2017

AB 696

COMMENTS (continued)

would be fully borne by the General Fund. This bill requires that the sale of any properties related to the Prunedale Improvement Project be retained in the State Highway Account to be spent on future projects in State Route 101 corridor. Doing so would redirect non-Article XIX revenues from transportation debt service costs, and would therefore increase General Fund costs.

Finance notes that the Governor vetoed a substantially similar bill: AB 2730 (Alejo, 2015), noting that "Maintaining this funding stream to the General Fund is even more necessary when the state's budget remains precariously balanced."

Code/Department Agency or Revenue Type	SO LA CO RV	(Fiscal Impact by Fiscal Year)					Fund Code
		PROP	(Dollars in Thousands)				
			FC	2017-2018 FC	2018-2019 FC	2019-2020	
2660/Caltrans	SO	No	C	5,000-12,000	C	--	C 0001