



## TRANSPORTATION AGENCY FOR MONTEREY COUNTY

### Measure X Citizens Oversight Committee

Tuesday, October 15, 2019  
\*\*2:00 PM\*\*

#### MEETING LOCATION:

Agricultural Center Conference Room, 1428 Abbott Street, Salinas

#### 1. ROLL CALL

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

#### 2. PUBLIC COMMENTS

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

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#### 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 draft minutes of the July 16, 2019 committee meeting.

- Wright

##### 3.2 RECEIVE an update on the status of the efforts to modify the Maintenance of Effort calculation.

- Zeller

***Transportation Agency staff is in the process of updating the Maintenance of Effort calculation, based on the Citizen Oversight Committee's feedback and recommendation to use the larger of the Senate Bill 1 requirement or Fiscal Year 2016/17 local funds expended on transportation.***

- 3.3 APPROVE** 2020 schedule of the eXcellent Transportation Oversight Committee meetings.

- Wright

***The proposed schedule of the eXcellent Transportation Oversight Committee meetings for 2020 follows the existing pattern of quarterly meetings held at 2:00 p.m. on the third Tuesday of the month in January, April, July and October of each year.***

#### **END OF CONSENT AGENDA**

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- 4. RECEIVE** a call for nominations and **ELECT** an Audit Sub-Committee Chair for the Measure X Citizens Oversight Committee, for the term beginning January 2020.

- Wright

***The Transportation Agency Board of Directors approved the proposed changes in the Measure X Citizens Oversight Committee Bylaws which included the creation of a new Audit Sub-Committee. This report calls for nominations and the election of a Chair for the Audit Sub-Committee of the Citizens Oversight Committee.***

- 5.** Measure X Safe Routes to School Update:
- 1. RECEIVE** update on the Measure X Safe Routes to School Program; and
  - 2. PROVIDE** feedback to TAMC staff about opportunities for program improvement.

- Green

***The Safe Routes to School Program is a Measure X-funded initiative. The Program sets a vision and identifies goals, objectives and types of projects and activities that can be funded. This report reviews the activities accomplished in fiscal year 2018/2019 and upcoming plans for fiscal year 2019/20.***

- 6.** Measure X Senior & Disabled Transportation Program
- 1. RECEIVE** presentation on the Measure X Senior & Disabled Transportation Program Guidelines; and

2. **PROVIDE** input on the Program Guidelines; and
3. **RECOMMEND** to the TAMC Board of Directors to approve Program Guidelines.

- Castillo

*The Measure X Senior and Disabled Transportation Program Guidelines were updated based on input from the ad-hoc committee formed at the July 2019 Measure X Citizens Oversight Committee meeting. The program guidelines will be used for the second round of grant awards covering fiscal years 2020/21 to 2022/23. The primary change is an on-site field visit with the most competitive applicants. The on-site visit will be conducted by the grant review committee and TAMC staff after proposals are scored and before submitting funding recommendations to the Oversight Committee and the TAMC Board of Directors.*

7. **RECEIVE** and **PROVIDE COMMENTS** on the preliminary draft integrated funding plan for priority regional transportation projects.

- Zeller

*Agency staff has prepared an initial review of available fund sources over the next five years and developed a strategy proposal for funding and delivering the priority projects. Funding sources include: Measure X sales tax revenues, regional development fees, State Transportation Improvement Program funds, SB 1 competitive funds, and Local Partnership Program formula funds.*

**8. ANNOUNCEMENTS**

**9. ADJOURN**

**ANNOUNCEMENTS**

Next Transportation Oversight Committee meeting:

**Tuesday, January 21, 2020 at 2:00 p.m.**

Marina Branch Library  
190 Seaside Circle, Marina

*Light refreshments will be provided*

**If you have any items for the next agenda, please submit them to:**

**Theresa Wright**

**eXcellent Transportation Oversight Committee Coordinator**

[theresa@tamcmonterey.org](mailto:theresa@tamcmonterey.org)

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

**Transportation Agency for Monterey County**

**55-B Plaza Circle, Salinas, CA 93901-2902**

**Monday thru Friday 8:00 a.m. - 5:00 p.m.**

**TEL: 831-775-0903**

**FAX: 831-775-0897**

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

***If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, and printed***

***materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.***



## **Memorandum**

**To:** Measure X Citizens Oversight Committee  
**From:** Theresa Wright, Community Outreach Coordinator  
**Meeting Date:** October 15, 2019  
**Subject:** **Measure X Citizens Oversight Committee Minutes**

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### **RECOMMENDED ACTION:**

**APPROVE** draft minutes of the July 16, 2019 committee meeting.

### **ATTACHMENTS:**

- ▢ July Draft XTOC Minutes

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**  
**eXcellent Transportation Oversight Committee (X-TOC)**  
**July 16, 2019 Meeting**

Held at the Agricultural Center Conference Room  
1426 Abbott Street, Salinas, Marina CA

<b>Voting</b>	<b>JANUARY 15 2019</b>	<b>APR 16 2019</b>	<b>JULY 16 2019</b>	<b>OCTOBER 15 2019</b>	<b>JANUARY 21 2020</b>	<b>APRIL 21 2020</b>	<b>JULY 21 2020</b>	<b>OCTOBER 20 2020</b>
<b>Members</b>								
Kevin Dayton, Chair Salinas Valley Taxpayers Association <i>(Rick Giffin)</i>	P	P	P					
Cesar Lara Transit Users <i>(Monica Gurmilan)</i>		A	A					
Janet Brennan League of Women Voters <i>(Howard Fosler)</i>	P	P	A					
Tom Rowley Monterey Peninsula Taxpayers Association Rick Heuer		P	P					
Kalah Bumba Senior or disabled services agency <i>(Teresa Sullivan)</i>	P	P	P					
Victoria Beach Bicycling Advocate <i>(Claire Rygg)</i>	P	E	E					
Rod Smalley Labor Organization <i>(Glen Schaller)</i>	A	A	A					
Cliff Fasnacht Central Coast Builders Association <i>(Kristine O'Dell)</i>		P	P					
John Haupt Salinas Valley Chamber of Commerce <i>(John Bailey)</i>	P	P	E					
Dan Limesand Monterey Peninsula Chamber of Commerce <i>(vacant)---</i>	A	A	A					
Scott Waltz Habitat Preservation <i>(Rachel Saunders)</i>	P	P	E					
Big Sur Land Trust	E	P	E					

Barbara Meister Hospitality ( <i>Gary Cursio</i> )	P A	P A	P A					
Norm Groot Agriculture ( <i>Bill Lipe</i> )	P A	E E	P A					
Joshua Jorn Education ( <i>Jarrett Garife, Patrick Deberdt</i> )	P -	A P	A A P					
Paula Getzelman South County ( <i>Carol Kenyon</i> )	P P	P P	P A					
Chris Barrera Latino Organization ( <i>Manuel Valencia</i> )	P -	E E	E P					
Ron Rader North County ( <i>Scott Freeman</i> )	P	E A	P A					
Daniel Hernandez <i>Pedestrian</i> (vacant)		P -	A -					
Alexis Garcia- Arrazaola Youth/College ( <i>Vacant</i> )	A -	P -	P -					
Sean Hebard Construction ( <i>Keith Severson</i> )	P P	P P	A P					
<b>TRANSPORTATION AGENCY STAFF</b>								
Debbie Hale, Executive Director			P					
Todd Muck, Deputy Executive Director	P		P					
Theresa Wright, Community Outreach Coordinator	P	P	P					
Mike Zeller, Principal Transportation Planner	P	P						
Kay Reimann, Transportation Agency Council		P	P					
Rich Deal, Transportation Engineer								
Stefania Castillo, Transportation Planner			P					



Rita Goel, Deputy for Administration & Finance		P						
Madilyn Jacobson, Transportation Planner		P	P					
Laurie Williams, Transportation Engineer	P		P					
<b>OTHERS PRESENT:</b>								
Brian McMinn, Public Works Director, City of Marina			P					
Art Frost, Interim Finance Director, City of Marina			P					
Randy Ishii, Chief of Public Works, County of Monterey			P					

**P-PRESENT**

**E-EXCUSED**

**A-ABSENT**

**- VACANT POSITION**

1. **WELCOME**

Paula Getzelman, Committee Chair, called the meeting to order at 2:00 p.m. Chair Getzelman asked each member to introduce themselves and for Theresa Wright, TAMC's Community Outreach Coordinator, to use their introductions as a roll call, by noting who was present. Chair Getzelman also asked TAMC staff to introduce themselves.

2. **PUBLIC COMMENT**

Chair Getzelman called for public comment. Receiving none, she proceeded to items on the consent agenda.

3. **APPROVE CONSENT AGENDA**

Chair Getzelman asked if any members wanted any item pulled from the consent agenda. Member Groot asked for Consent Item 3.2 to be pulled for discussion. After the item was pulled, Mr. Groot asked for clarification on federal legislation regarding Federal Aviation Administration fuel sales tax and the preservation of local sales tax for projects listed in the expenditure plan. After discussion, Chair Getzelman she asked if there were any public comments on the consent agenda. Receiving none, she asked for a motion to approve the consent agenda. The motion was made by member Groot, seconded by member Rowley and passed unanimously.

The Chair proceeded to items on the regular agenda.

4. **RECEIVE PRESENTATION ON MEASURE X LOCAL PROJECTS FROM THE CITY OF GONZALES**

Patrick Dobbins, Public Works Director/City Engineer, City of Gonzales, provided a presentation on the city's local Measure X funded, "Alta Street Rehabilitation Project. Mr. Dobbins explained that the city had requested a \$2.5 million loan against their future Measure X funds for the Alta Street project. The \$5.2 million rehabilitation project consisted of grinding the existing pavement of Alta Street down to the base layer and reusing the ground pavement to reestablish the base and repave the roadway.

The project which was the largest capital improvement project in the City in the past 25 years, began in November 2017 and completed in March 2018. Mr. Dobbins stated that without the advancement of Measure X funds from the Transportation Agency, the project would have been delayed for several years. He also stated that the City is repaying the loan with interest from the City's share of Measure X revenues.

Chair Getzelman asked if there were any questions at the end of the presentation. A question and answers period followed with members asking about the projected life of the road, bike lanes, repayment of the loan and whether or not the city had any plans in place if the road was cut. Member Severson said that the FDR process that the city used for the project was a good example of the leveraging by the city and it provided a great green build aspect to the project.

Chair Getzelman asked if there were any questions from the public. Receiving none, she thanked Mr. Dobbins for his presentation. Chair Getzelman, then noted that a couple of members needed

to leave early and asked if item 6, the Measure X Annual Audit Streamlining Report could be move up. Hearing no disagreement, she proceeded to ask for a presentation on Item 6.

5. **RECEIVE UPDATE ON THE MEASURE X ANNUAL AUDIT STREAMLINING**

Todd Muck, Deputy Director, Transportation Agency provided an update on the results of the Measure X annual audit and compliance reporting for 2017/18; and the proposed recommendation to the Transportation Agency Board of Directors to modify the Maintenance of Effort calculation to be consistent with the Senate Bill 1 Local Streets & Roads Program.

Mr. Muck explained that the purpose of the Measure X annual audit is to confirm the funding recipient –TAMC, the County of Monterey and the twelve incorporated cities- have complied with the voter-approved requirements specified in the ordinance for the Transportation Safety & Investment Plan. He then provided an update on the receipt and review of the annual audit compliance data, noting that there has been a learning curve for all entities involved. His report included a chart detailing the reporting status of each jurisdictions; and added that TAMC was also audited for compliance with the Measure X requirements and financial audit found no instances of noncompliance that are required to be reported under Government Auditing Standards, nor did they note any matters involving the internal control over financial reporting and its operation that they considered to be material weaknesses.

Mr. Muck said that staff worked with the non-complaint jurisdictions to ensure all reporting materials were eventually submitted; and will evaluate this year’s process and develop a set of recommended changes to help clarify the requirements and avoid reporting delinquencies in the future.

The rest of Mr. Muck presentation focused on the maintenance of effort requirement. Its purpose is to ensure that no funds previously used for transportation are shifted to other uses and then backfilled with Measure X monies. He explained that Measure X currently has a rolling three-year average calculation on Maintenance of Effort, where by contrast the state’s Senate Bill 1 program has a fixed three year of past expenditures (Fiscal years 2009/2010, 2010/2011 and 2011/2012). Based on written comments provided by County of Monterey staff, TAMC staff recommended changing the basis for the Maintenance of Effort calculation from “preceding three fiscal years” to “2009-10, 2010-11, and 2011-12 fiscal years, but not less than what was expended in 2016-17 when Measure X passed”. Mr. Muck reviewed a table that compared two options to the current Measure X Maintenance of Effort formula and highlighted how the different formulas impacted each city and the County.

Mr. Muck noted that representatives from the County of Monterey and the City of Marina were present and that they had asked to speak on this matter. Brian McMinn, Public Works Director, City of Marina, along with Art Frost, Interim Finance Director, City of Marina spoke about their need to make large one-time upfront investments in their road maintenance programs to avoid further costly deterioration. Each of them pointed out that the current three-year rolling average had unintended consequences and would jeopardize their future Measure X revenues. Randy Isshi, Chief of Public Works, County of Monterey, thanked TAMC staff for incorporating his comments. After their comments, Mr. Muck said that Senate Bill 1 calculations with the 2016-17 condition would meet the Measure X Maintenance of Effort intent without penalizing agencies that make large one-time investments in transportation.

With the conclusion of the presentation, committee members asked several questions and

expressed concerns about the SB 1 maintenance of effort compliance being based on a static three-year average lower than what was spent in fiscal year 2016/2017 when Measure X was passed. They also expressed their concerns about leaving the formula at a fixed rate. Options for indexing the Maintenance of Effort were discussed. The Engineering News Record construction index was recommended. The consensus was that this proposal would allow jurisdictions to make large upfront investments while maintaining the Maintenance of Effort requirement in Measure X.

Member Heuer motioned that the maintenance of effort provision be changed from “preceding three fiscal years” to “2009-10, 2010-11, and 2011-12 fiscal years, but not less than what was expended in 2016-17 when Measure X passed”; and that the chosen formula be indexed annually with the Engineering News Record construction index. The motion was seconded by member Groot and passed unanimously.

6. **RECEIVE UPDATE ON THE MEASURE X SENIOR AND DISABLED PROGRAM**

Stefania Castillo, Transportation Planner, Transportation Agency provided an update on the Measure X Senior and Disabled Program and asked for the committee’s input on the program guidelines and draft needs assessment. A lengthy conversation followed her presentation with members asking several questions about some of the funded agencies expenditures such as administrative costs and MST bus passes. The committee said they needed more information before they would be able to adequately provide input. They suggested that they form an ad hoc subcommittee to review the program guidelines and draft needs assessment. Member Rowley motioned that the Chair Getzelman appoint an ad hoc committee of 2-4 members to review the guidelines, draft needs assessments and that the ad hoc committee make suggestions on the guidelines for the next cycle of funding. The motioned was seconded by member Meister. The motioned carried with a vote of 11 ayes and 1 nay.

Chair Getzelman then asked for volunteers to serve on the ad hoc committee. Members Bumba, Rowley and Dayton agreed to serve. Member Bumba then asked that a poll be sent out to the ad hoc subcommittee members to determine the best date and time for the meeting.

7. **REVIEW PROPOSED CHANGES TO THE MEASURE X CITIZENS OVERSIGHT COMMITTEE BYLAWS**

Theresa Wright, Community Outreach Coordinator, Transportation Agency for Monterey County, presented the proposed revisions to the Measure X Committee Bylaws. She explained that changes included expanding the Chair and Vice Chair term to two-years instead of one, the nomination of an Audit Chair and to clarify the language in other sections of the Measure X Citizens Oversight Committee Bylaws. After reviewing the proposed changes, member Groot moved to accept the proposed changes. The motion was seconded by member Smalley and passed unanimously.

8. **RECEIVE TRAINING ON THE BROWN ACT**

In the interest of time, Chair Getzelman suggested that the Brown Act training be postponed and placed on the October agenda. With agreement from members, she moved on to announcements and/or comments.

**9. ANNOUNCEMENTS AND/OR COMMENTS**

Member Groot mentioned that it was nice to hear unsolicited comments from his neighbors about the new pavement improvements on Congress Avenue in Pacific Grove and that showed Measure X dollars were at work making a difference.

Theresa Wright reminded members that committee elections are normally held in October. With the recommended changes to the bylaws, she noted that Chair Getzelman and Vice Chair Meister would continue to serve for a second year, but that the committee would be electing an Audit Sub-Committee Chair at the next meeting. Chair Getzelman then proceeded to adjourn the meeting.

**10. ADJOURNMENT**

Chair Getzelman adjourned the meeting at 3:45 p.m.



## Memorandum

**To:** Measure X Citizens Oversight Committee  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** October 15, 2019  
**Subject:** Measure X Maintenance of Effort Amendment Update

### **RECOMMENDED ACTION:**

**RECEIVE** an update on the status of the efforts to modify the Maintenance of Effort calculation.

### **SUMMARY:**

Transportation Agency staff is in the process of updating the Maintenance of Effort calculation, based on the Citizen Oversight Committee's feedback and recommendation to use the larger of the Senate Bill 1 requirement or Fiscal Year 2016/17 local funds expended on transportation.

### **FINANCIAL IMPACT:**

Approved by 69% of the voters in 2016, Measure X was projected to generate an estimated \$20 million annually, for a total of \$600 million over thirty years. Revenues have been collected since April, 2017, and in fact, the receipts for fiscal year 2017/18 totaled \$28,026,311. The funding source is a retail transactions and use tax of 3/8 cents. The revenue from the sales tax measure can only be used to fund transportation safety and mobility projects in Monterey County. A maintenance of effort requirement exists to assure that the cities and county do not use Measure X funding to backfill prior levels of transportation expenditures.

### **DISCUSSION:**

The Transportation Agency has fiduciary responsibility for the administration of the voter-approved Transportation Safety and Investment Plan (Measure X) funds. Each jurisdiction entered into a tax sharing agreement with the Transportation Agency in order to receive their share of Measure X Local Streets & Roads revenues. In exchange, these agreements require the jurisdictions to submit audit reports annually to the Transportation Agency detailing the steps taken to comply with the implementing ordinance. As of August 31, 2019, all jurisdictions are in compliance with the audit requirements for Fiscal Year 2017/18. The Agency will continue to monitor compliance and will withhold a jurisdiction's share of Measure X funds for any future instances of non-compliance.

Based on the reporting process this past year, Transportation Agency staff recommends a few changes to help clarify the maintenance of effort requirements and avoid reporting delinquencies in the future. 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. All jurisdictions must meet the SB 1 maintenance of effort requirement in order to receive state SB 1 maintenance funds. Staff's original proposal was to make the Measure X maintenance of effort be the same as the SB 1 requirement. However, after reviewing the amounts, it became clear that in some jurisdictions, this change would result in a large drop in local funds devoted to transportation. The Citizens Oversight Committee therefore recommended to use the larger of the SB 1 or FY 2016/17 local funds expended on transportation. The Citizen Advisory Committee also added a recommendation for an annual inflationary growth factor, resulting in the the following proposal to modify to the Maintenance of Effort section of the Measure X ordinance:

LOCAL ROAD MAINTENANCE, POTHOLE REPAIRS AND SAFETY FUNDS.

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~~ **2009-10, 2010-11, and 2011-12 fiscal years, but not less than what was expended in 2016-17 (when Measure X passed)**, as reported to the Controller pursuant to Streets and Highways Code section 2151. **This baseline amount will be indexed annually to the Engineering News Record construction index.**

The proposed baseline Maintenance of Effort amounts are shown below, highlighted and in bold:

	Current	Proposed (higher amount of SB1 or FY16/17)	
	Measure X	Senate Bill 1	Fiscal Year 2016/17
County	\$4,966,476	\$2,286,667	\$4,940,363
Carmel	\$639,565	\$557,048	\$175,508
Del Rey Oaks	\$33,956	\$80,748	\$61,043
Gonzales	\$0	\$0	\$0
Greenfield	\$0	\$0	\$0
King City	\$47,912	\$2,596	\$51,309
Marina	\$401,090	\$243,064	\$434,257
Monterey	\$2,744,630	\$2,783,933	\$2,919,095
Pacific Grove	\$187,549	\$481,407	\$184,000
Salinas	\$4,475,933	\$2,200,521	\$3,984,744
Sand City	\$509,475	\$478,218	\$276,000
Seaside	\$587,327	\$301,962	\$653,790
Soledad	\$0	\$0	\$0

If Measure X is amended as recommended, each jurisdiction will have the above-defined baseline Maintenance of Effort that must be met in order to qualify for Measure X funds. The proposed amendment will tie this baseline amount to an annual index for engineering costs (much like a cost of living adjustment), in order to account for incremental increases in construction costs.

The Transportation Safety and Investment Plan Policies includes an established process for how the policies may be amended:

1. Review and recommendation from the Citizens Oversight Committee - **completed July 16, 2019**;
2. Provide a 45-day comment period - **initiated August 28, 2019**; and
3. Hold a noticed public hearing - **held on September 25, 2019**; and
4. Receive approval from the Transportation Agency Board by a 2/3 vote and by a simple majority weighted vote

based on population - scheduled for October 23, 2019.





## Memorandum

**To:** Measure X Citizens Oversight Committee  
**From:** Theresa Wright, Community Outreach Coordinator  
**Meeting Date:** October 15, 2019  
**Subject:** **2020 Committee Meeting Schedule**

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### **RECOMMENDED ACTION:**

**APPROVE** 2020 schedule of the eXcellent Transportation Oversight Committee meetings.

### **SUMMARY:**

The proposed schedule of the eXcellent Transportation Oversight Committee meetings for 2020 follows the existing pattern of quarterly meetings held at 2:00 p.m. on the third Tuesday of the month in January, April, July and October of each year.

### **FINANCIAL IMPACT:**

None

### **DISCUSSION:**

Please mark your calendars for the 2020 meeting schedule as follows:

- January 21 - Marina Branch Library, Marina
- April 21 - Agricultural Center Conference Room, Salinas
- July 21 - Marina Branch Library, Marina
- October 20 - Agricultural Center Conference Room, Salinas

The meeting time remains the same at 2:00 p.m. The meeting location will alternate as recommended by the committee between a Monterey Peninsula location and a Salinas location.



## Memorandum

**To:** Measure X Citizens Oversight Committee  
**From:** Theresa Wright, Community Outreach Coordinator  
**Meeting Date:** October 15, 2019  
**Subject:** Election of Audit Sub-Committee Chair

### **RECOMMENDED ACTION:**

**RECEIVE** a call for nominations and **ELECT** an Audit Sub-Committee Chair for the Measure X Citizens Oversight Committee, for the term beginning January 2020.

### **SUMMARY:**

The Transportation Agency Board of Directors approved the proposed changes in the Measure X Citizens Oversight Committee Bylaws which included the creation of a new Audit Sub-Committee. This report calls for nominations and the election of a Chair for the Audit Sub-Committee of the Citizens Oversight Committee.

### **FINANCIAL IMPACT:**

There are no direct financial impacts, to this action, but the Audits Sub-committee is responsible for assuring that Measure X funding recipients are expending monies in a manner that is consistent with the voter-approved Safety and Investment Plan.

### **DISCUSSION:**

In accordance with the Policies & Project Descriptions for the Transportation Safety & Investment Plan, a Citizens Oversight Committee representing a diverse range of community interest was formed within 6 months of voter approval of Measure X. Members of the committee were appointed to serve by the Transportation Agency's Board of Directors on March 22, 2017.

The committee was formed in order to facilitate the Transportation Agency's Transportation Safety and Investment Plan and Retail Transaction and Use Tax Ordinance 2016-01. The Ordinance, known as Measure X is anticipated to raise \$20 million annually for an anticipated \$600 million over 30 years. The Oversight Committee's purpose is to be an additional layer of transparency so that the public is assured that the Transportation Agency, the County of Monterey and the participating cities are operating consistent with the terms of the Ordinance.

Their duties as defined in the Policies & Project Descriptions for the Transportation Safety & Investment Plan are as follows:

- Conduct independent audits to assure that funds are being expended in accordance with requirements of the Transportation Safety & Investment Plan;
- Review and make recommendations on any proposed changes to the plan, prior to the Transportation Agency

Board consideration;

- Prepare annual reports regarding the administration of the program, to be presented to the Transportation Agency Board of Directors and available for public review.

On April 26, 2017, the Transportation Agency Board of Directors approved the Measure X Citizens Oversight Committee Bylaws which governs the committee. After consulting with the current officers in April of 2019, staff drafted bylaws modifications to change the term of office for the committee's Chair and Vice Chair from one year to two years; and proposed creating a new Sub-Committee Audit Chair for the oversight Committee. Other changes were proposed to clarify the language in the attendance, voting, communication and conflicts of interest sections of the bylaws.

The Measure X Citizens Oversight Committee voted unanimously at their meeting on July 16, 2019, to support the changes and recommended that revisions be submitted to the Transportation Agency's Board of Directors for approval. On August 21, 2019, the Transportation Agency's Board of Directors approved the recommended revisions for the Measure X Citizens Oversight Committee Bylaws.

As a result, this staff reports calls for the nominations and the election of a new Sub-Committee Audit Chair for the Measure X Citizens Oversight Committee. The term of the new Sub-Committee Audit Chair begins in January 2020.



## Memorandum

**To:** Measure X Citizens Oversight Committee  
**From:** Ariana Green, Associate Transportation Planner  
**Meeting Date:** October 15, 2019  
**Subject:** **Measure X Safe Routes to School Update**

### **RECOMMENDED ACTION:**

Measure X Safe Routes to School Update:

1. **RECEIVE** update on the Measure X Safe Routes to School Program; and
2. **PROVIDE** feedback to TAMC staff about opportunities for program improvement.

### **SUMMARY:**

The Safe Routes to School Program is a Measure X-funded initiative. The Program sets a vision and identifies goals, objectives and types of projects and activities that can be funded. This report reviews the activities accomplished in fiscal year 2018/2019 and upcoming plans for fiscal year 2019/20.

### **FINANCIAL IMPACT:**

The Measure X Safe routes to School program provides a consistent source of funding over the next 30 years: approximately \$667,000 annually, or \$20 Million over the 30-year life of Measure X. To broaden the reach of the program, Measure X money will leverage state SB 1 gas tax monies and federal dollars to plan and build safe routes to school projects and fund education and encouragement programs.

### **DISCUSSION:**

The Measure X Safe Routes to School program funds projects and programs that improve children's health by making walking and bicycling safer and easier. The program will result in projects that provide the following benefits: improved safety for children walking and biking to school; better connections between schools, residential areas and vocational training programs; enhanced air quality; reduced traffic congestion around schools, and healthier transportation choices for school children and parents.

The Program is consistent with local, State and Federal goals to provide safe access to and from school and applies the 6 E's to ensure programs and projects funded are comprehensive and inclusive.

The 6 E's are:

- Evaluation (& Planning)
- Engineering
- Education
- Encouragement
- Enforcement
- Equity

## **FY 18/19 Measure X Safe Routes to School Program Activities**

Fiscal Year 2018 - 2019 was a busy one for safe routes to school work in Monterey County. Among the program highlights is the ongoing development of the Seaside & Marina Safe Routes to School Plan, expansion of the Safe Routes to School Education Program, creation and launch of the MY Town Exhibit and securing ~\$3 Million in grant funding to deliver safe routes to school planning and programming in Monterey County over the next three years.

### Seaside & Marina Safe Routes to School Plan

Funded through a Caltrans Sustainable Transportation Planning Grant, the Seaside & Marina Safe Routes to School Plan will develop safe routes to school recommendations for 15 public K-12 schools in the cities of Seaside and Marina. The planning effort launched in late August with two community workshops (one in Seaside and one in Marina). In the Fall of 2018, the planning team comprised of staff from TAMC, Monterey County Health Department, City of Seaside Public Works, City of Marina Public Works, and Ecology Action invited school staff and community members to participate in walking audits at each of the 15 schools. The walking audits allowed the team and school community to observe morning drop-off issues as well as opportunities for infrastructure improvements. The list of recommended infrastructure and non-infrastructure improvements will be brought to each school community and City committees and councils for review and input in Spring 2019.

In May 2019, the team selected two recommended improvements from the list to demonstrate on the street for a two-week period. The on-street demonstrations transformed Broadway Avenue in front of MLK Jr. School of the Arts in Seaside and Carmel Avenue in front of Crumpton Elementary and Marina Vista Elementary schools in Marina into more walkable and bikeable places. Public opinion surveys and data were collected for each demonstration to gauge whether or not the improvements should be made permanent and if the design should be improved. The project team received lots of good feedback from the community and city staff. The next step is to revise the recommended improvements list and draft the Seaside & Marina Safe Routes to School Planning document to be reviewed and ultimately adopted by each of the cities and the Monterey Peninsula Unified School District. Once adopted, the cities can apply for grant funding to design and build the recommended improvements.

### Safe Routes to School Education Program

The Measure X Safe Routes to School Program has set a goal of providing pedestrian safety classes to all 2nd graders and bicycle safety classes to all 5th graders in Monterey County. These bicycle and pedestrian safety education programs will take place at elementary schools across the county. TAMC has contracted with Ecology Action to teach bicycle and pedestrian safety in all elementary schools in the Salinas Valley, Marina and Seaside over the next 2-5 years. In the 2018 - 2019 school year Ecology Action served a total of 41 5th grade classes and 50 2nd grade classes at eleven schools with comprehensive bicycle and pedestrian safety education. 2,155 students were trained and 156 students learned how to ride a bicycle for the first time using Measure X funding.

### MY Town Exhibit

MY Town is a traveling children's exhibit designed to teach traffic safety and other healthy life skills to young children and their guardians. The exhibit was created through a partnership between TAMC, MY Museum, CSUMB, First 5, Monterey County Libraries, and Hijos del Sol as a creative way to engage the community and create a fun space for learning. The initial site for the exhibit is at the Steinbeck Center in downtown Salinas. The grand opening was held on June 7 and was a great success with 750 people visiting the MY Town Exhibit. Since its opening, MY Town has between 100 - 300 visitors per day and is open Thursday through Sunday. Staff is actively looking for the next locations for the exhibit.

### Mini Grant Program Guidelines

Staff is in the process of developing Mini Grant Program Guidelines and application form with the goal of adopting the Guidelines in Fall 2019 and implementing the program in Spring 2020. The Mini Grant program will provide support to non-infrastructure Education, Encouragement and Enforcement activities such as Walk & Roll programs, Walk to

School Day events, volunteer crossing guard training, traffic safety training workshops, and more.

Grants

TAMC staff successfully secured two state grants in 2019 to deliver Measure X Safe Routes to School work:

<b>Grant</b>	<b>Project Title</b>	<b>Description</b>	<b>Grant Amount</b>	<b>Measure X Match</b>
Active Transportation Program (Cycle 4)	Every Child: Community Supported Safe Routes to School	Education/Encouragement/Enforcement at 10 schools in Salinas Valley, Peninsula and North Monterey County	\$2.12M	\$82K
Caltrans Sustainable Transportation Planning	Salinas Safe Routes to School Plan	Safe Routes to School Planning for 42 K-12 public schools in Salinas	\$955K	\$129K

TAMC was awarded the Active Transportation Program Cycle 4 grant in January 2019. Monterey County Health Department is a grant partner and will help to deliver the project. Work will begin in September 2019. TAMC was awarded the Caltrans Sustainable Transportation Planning grant in May 2019 with work also beginning in September 2019. The Safe Routes to School Plan will be a partnership between TAMC, Monterey County Health Department, City of Salinas and Ecology Action.

**Goals for Fiscal Year 2019/20**

- Launch a comprehensive Measure X Safe Routes to School Website;
- Adopt Mini Grant Program guidelines and develop application forms;
- Kick-off "Every Child: Community-Supported Safe Routes to School" grant work;
- Kick-off Salinas Safe Routes to School Plan;
- Continue implementing the Education Program serving Salinas Valley, Seaside, Marina and North County;
- Continue to coordinate with stakeholders through Safe Routes to School task force meetings;
- Support Safe Routes to School infrastructure projects in all cities and Monterey County;
- Adopt the Seaside & Marina Safe Routes to School Plan in Spring 2020;
- Apply for Active Transportation Program Cycle 5 and/or provide support to City/County applications.



## Memorandum

**To:** Measure X Citizens Oversight Committee  
**From:** Stefania Castillo, Transportation Planner  
**Meeting Date:** October 15, 2019  
**Subject:** Measure X Senior & Disabled Transportation Program Guidelines

### **RECOMMENDED ACTION:**

Measure X Senior & Disabled Transportation Program

1. **RECEIVE** presentation on the Measure X Senior & Disabled Transportation Program Guidelines; and
2. **PROVIDE** input on the Program Guidelines; and
3. **RECOMMEND** to the TAMC Board of Directors to approve Program Guidelines.

### **SUMMARY:**

The Measure X Senior and Disabled Transportation Program Guidelines were updated based on input from the ad-hoc committee formed at the July 2019 Measure X Citizens Oversight Committee meeting. The program guidelines will be used for the second round of grant awards covering fiscal years 2020/21 to 2022/23. The primary change is an on-site field visit with the most competitive applicants. The on-site visit will be conducted by the grant review committee and TAMC staff after proposals are scored and before submitting funding recommendations to the Oversight Committee and the TAMC Board of Directors.

### **FINANCIAL IMPACT:**

Measure X allocates \$15 million over 30 years to this program, which is approximately \$500,000 per year. On January 2018, the TAMC Board of Directors voted to use \$1.5 million of Measure X funds for the program's first 3-year grant cycle covering fiscal years 2017/18, 2018/19, and 2019/20.

### **DISCUSSION:**

Transportation Agency staff updated the Measure X Senior and Disabled Transportation Program Guidelines in preparation for the second round of grant awards covering fiscal years 2020/21, 2021/22, and 2022/23 (July 2020 to June 2023).

The following program guideline updates were discussed with the ad-hoc committee:

- Clarify the Measure X program purpose and goals as spelled out in the Policies and Project Descriptions for the Transportation Safety & Investment Plan.
- Avoid duplication of other senior and disabled transportation services, specifically services provided by Monterey-Salinas Transit.
- Clarify eligible activities and reimbursement requirements.
- Include an on-site field visit after proposals are scored as an opportunity for the grant review committee to review proposal with the applicant and clarify any items and/or request additional information before

submitting funding recommendations.

- Clarify how the effectiveness of the proposed projects will be measured (i.e. number of trips and average cost per trip, number of non-trip mobility services provided and average cost per non-trip mobility service provided).
- Clarify the scoring criteria and avoid repetitive application questions.
- Update the project budget template to streamline quarterly reporting of expenses to date and remaining funds.
- Provide a quarterly reimbursement submittal timeline.

Transportation Agency staff recommends the Oversight Committee recommend approval of the program guidelines to the TAMC Board of Directors for their October 23, 2019 meeting. This timeline will ensure that the grant agreements are signed before the start of Fiscal Year 2020/21 and will avoid the 3-month delay applicants experienced during the first grant cycle.

If the Oversight Committee recommends approval of the program guidelines at this meeting, the program implementation timeline would be as noted below:

- Oct. 23, 2019.....Call for projects opens.
- Dec. 2, 2019.....Cycle 2 applications due.
- Dec. 3-13, 2019.....TAMC staff screens proposals.
- Dec. 16-20, 2019.....Grant review committee meets to score proposals.
- Jan. 7-18, 2020.....Grant review committee and TAMC staff conduct on-site visits.
- Jan. 18, 2019.....Grant review committee submits funding recommendations to Oversight Committee.
- Feb. 27, 2020.....TAMC Board of Directors adopt Program of Projects for fiscal years 2020/21, 2021/22, and 2022/23.
- Mar. 27, 2020.....TAMC Board of Directors approve grant agreements with organizations selected for grant awards.

**WEB ATTACHMENTS:**

[Program Guidelines](#)





## Memorandum

**To:** Measure X Citizens Oversight Committee  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** October 15, 2019  
**Subject:** **Integrated Funding Plan for Priority Projects**

### **RECOMMENDED ACTION:**

**RECEIVE** and **PROVIDE COMMENTS** on the preliminary draft integrated funding plan for priority regional transportation projects.

### **SUMMARY:**

Agency staff has prepared an initial review of available fund sources over the next five years and developed a strategy proposal for funding and delivering the priority projects. Funding sources include: Measure X sales tax revenues, regional development fees, State Transportation Improvement Program funds, SB 1 competitive funds, and Local Partnership Program formula funds.

### **FINANCIAL IMPACT:**

The two primary sources for the funding plan come from Measure X and the State Transportation Improvement Program. Measure X is estimated to generate \$600 million over the 30-year life of the program, with an estimated \$8 million dedicated to regional projects annually. The Agency's 2020 State Transportation Improvement Program fund estimate is \$19.9 million for the five-year fund period. To expedite project delivery, the preliminary draft funding plan assumes debt financing against the regional portion of Measure X.

### **DISCUSSION:**

With the passage of Measure X and Senate Bill 1 (which provides additional funding to the State Transportation Improvement Program), Transportation Agency for Monterey County staff have prepared a revised five-year integrated funding plan to identify available sources of funding and delivery schedules for priority projects. The purpose of the plan 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. The goals in programming funding to each of these projects was three-fold:

- First, to fund projects that are ready or near-ready for construction, such as the Imjin Road Widening project;
- Second, to advance projects as expeditiously as possible through the pre-construction process to make them eligible candidates for matching funds, such as the Scenic Highway 68 Corridor; and

- Third, to maximize the use of matching funds to deliver projects as early in the Measure X program as possible.

With this update, staff is also developing a process to bring new projects into the funding plan as they enter the five-year window on a rolling basis and completed projects drop off. Current candidate projects include those with completed or planned corridor studies, including County Route G12, the Canyon Del Rey Boulevard (SR 218) Corridor Improvements, and State Route 1 Carmel Corridor.

The following funding sources were considered as part of the draft five-year integrated funding plan:

Measure X: The regional portion of Measure X is estimated to delivery \$8 million annually in new funding to Monterey County. To advance projects as early in the program as possible and reduce the risk of rising construction costs from delaying projects to later years, staff is proposing to bond against this portion of Measure X. Staff is coordinating with KNN Public Finance on the bonding analysis.

State Transportation Improvement Program: The passage of Senate Bill 1 provided a new infusion of funding for the State Transportation Improvement Program and a payback of funds that were removed from the County in the 2016 program due to declining gas tax revenues. The fund estimate for Monterey County for the 2020 program is \$19.9 million.

Inter-Regional Transportation Improvement Program: The Inter-Regional portion of the State Transportation Improvement Program is managed by Caltrans. The Transportation Agency has been coordinating with Caltrans to program this fund source to the State Route 156 / Castroville Boulevard Interchange project. While there is currently no capacity for new projects in the 2020 Inter-Regional program, the Agency is preparing to submit a request for the 2022 program.

State Highway Operation and Protection Program (SHOPP): The State Highway Operation and Protection Program is the State's "fix-it-first" program that funds the repair and preservation of the State Highway System, safety improvements, and some highway operational improvements. Caltrans manages the programming of SHOPP funds, and Senate Bill 1 adds about \$1.9 billion per year to the SHOPP program. The Transportation Agency is coordinating with Caltrans to provide funding for the State Route 68 Scenic Corridor project to include wildlife crossings.

Regional Surface Transportation Program / Transportation Development Act 2%: This source of funding comes to the Agency from the State in annual amounts estimated at \$4.4 million for the Regional Surface Transportation Program (RSTP) and \$250,000 for the Transportation Development Act 2% (TDA 2%). The Agency's adopted guidelines for the RSTP program sets aside 10% of the funding for the Agency's reserve, which can be used on a variety of road, bicycle, and pedestrian transportation projects.

Developer Fees: The Transportation Agency's development impact fee programs contributes fee revenues towards regional priority projects. The fees are collected from new development when building permits are pulled based on the number of new vehicle trips the development will generate, serving as the development's mitigation for transportation impacts.

Federal Matching Funds: The Federal Lands Access Program grant provides funding for projects that increase access to federal lands, including trails. During the last grant cycle, the Transportation Agency was unsuccessful in receiving a \$5.8 million grant request for the Fort Ord Regional Trail and Greenway project. The Transportation Agency could seek to reapply to this program during the next grant cycle, using Measure X funds as match for the grant funds.

State Matching Funds: Senate Bill 1 creates several new grant programs that priority projects in Monterey County could be eligible candidates:

- State-Local Partnership Program (SLPP): Funding from this program, \$200 million per year, is for counties that have received voter approval of taxes or that have imposed fees, including development impact fees. Funds are appropriated “for allocation to each eligible county and city in the county for road maintenance and rehabilitation purposes.” Senate Bill 277 (Beall) would amend the program to be a 85/15 split between competitive grants and formula-based shares. It is estimated that the Transportation Agency would receive about \$1 million formula share under this proposal. The Agency was successful in receiving a \$19 million grant award from this program for the Imjin Road Widening project, and could apply in future cycles for the State Route 156 / Castroville Boulevard Interchange project.
- Solutions for Congested Corridors: Senate Bill 1 creates this new \$250 million per year program. Funds will be allocated by the California Transportation Commission to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors. Project elements may include improvements to state highways, local streets and roads, transit facilities, bike/ped facilities, and protection of local habitat or open space. Projects may be nominated by the state or regional or county transportation agencies. To qualify for funding a project must be included in a “comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.” The Transportation Agency could potentially seek funding for the State Route 68, State Route 156, or US 101 corridors from this program.
- Trade Corridor Enhancement Account: Senate Bill 1 creates this new \$300 million per year account to fund corridor-based freight projects nominated by local agencies and the state. The Cycle 2 budget includes \$1.33 billion to the program. The Transportation Agency could potentially seek funding for the State Route 156 project, and/or projects along the US 101 corridor.
- Transit & Intercity Rail Program: This competitive program (\$1.5 billion to \$2 billion over five years) is to fund a small number of transformative projects that improve the statewide network and reduce greenhouse gas emissions. The primary evaluation criteria are emissions reduction, ridership growth, achievement of integrated service, and safety benefit. The Agency received a \$10 million award from this program for the Salinas Rail Extension project. The Highway 1 Rapid Bus Corridor project is a potential candidate for this funding source.

At the September Board of Directors meeting, Agency staff will request guidance from the Board on the list of projects and priorities. Agency staff will then revise the plan based on comments received and bring the proposal forward to the Board of Directors at the October meeting. At the December Board meeting, Agency staff will bring the finalized proposal forward as the Regional Transportation Improvement Program, which is the document the Agency is required to submit for State Transportation Improvement Program funds.

## **ATTACHMENTS:**

- Draft 2019 Integrated Funding Plan

Transportation Agency for Monterey County  
2019 Integrated Funding Plan (all dollars in \$1,000s)



Summary of Funding Sources	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Funding
Measure X	\$ 1,188	\$ 20,268	\$ 2,735	\$ 9,993	\$ 14,233	\$ 7,533	\$ 50,643	\$ 106,593
RSTP / TDA 2%	\$ 904	\$ 874	\$ 352	\$ -	\$ -	\$ -	\$ -	\$ 2,130
Developer Fees	\$ -	\$ 2,250	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 7,250
STIP - 2018	\$ 12,283	\$ 26,800	\$ 7,000	\$ 1,975	\$ -	\$ 10,694	\$ -	\$ 58,752
STIP - 2020	\$ -	\$ -	\$ 12,573	\$ -	\$ -	\$ 7,359	\$ -	\$ 19,932
STIP - 2018 (PPM)	\$ 231	\$ 234	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 465
STIP - 2020 (PPM)	\$ -	\$ -	\$ 201	\$ 201	\$ 201	\$ 201	\$ 202	\$ 1,006
SB 1 Local Partnership Formula	\$ 500	\$ 1,837	\$ -	\$ 1,000	\$ 650	\$ 2,000	\$ -	\$ 5,987
State Highway Operation & Protection Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000
STIP - ITIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000
Active Transportation Program	\$ -	\$ 3,341	\$ -	\$ 9,181	\$ -	\$ 4,850	\$ -	\$ 17,372
SB 1 Adaptation Planning Grant	\$ 376	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 376
Caltrans Sustainable Transportation Planning Grant	\$ -	\$ 995	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 995
SB 1 Statewide Habitat Grant	\$ -	\$ -	\$ -	\$ 4,952	\$ -	\$ -	\$ -	\$ 4,952
SB 1 Congested Corridors	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SB 1 Local Partnership Competitive	\$ -	\$ 19,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,000
SB 1 Trade Corridors	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 40,000
SB 1 TIRCP	\$ 500	\$ 1,615	\$ 8,033	\$ -	\$ -	\$ -	\$ 25,000	\$ 35,148
Traffic Congestion Relief Program	\$ 5,500	\$ -	\$ 16,500	\$ -	\$ -	\$ -	\$ -	\$ 22,000
Prop 116	\$ 4,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,900
Other Matching Funds	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ 7,000	\$ 8,000
	\$ 26,382	\$ 77,213	\$ 47,394	\$ 52,302	\$ 16,084	\$ 32,637	\$ 117,845	\$ 369,858

	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Funding
<b>State Route 68 Safety &amp; Traffic Flow</b>	<b>Env't</b>					<b>Design &amp; ROW</b>		
STIP - 2018	\$ 6,000		\$ (5,000)			\$ 10,694		\$ 16,694
STIP - 2020						\$ 7,359		\$ 7,359
Measure X	\$ 640							\$ 640
SB 1 Congested Corridors								\$ -
State Highway Operation & Protection Program								\$ -
	\$ 6,640	\$ -	\$ -	\$ -	\$ -	\$ 18,053	\$ -	\$ 24,693

<b>State Route 156 - A: Castroville Boulevard Interchange</b>		<b>Design &amp; ROW</b>		<b>Con</b>				
STIP - 2018		\$ 25,700		\$ 1,975				\$ 27,675
STIP - ITIP								\$ -
Measure X				\$ 2,525				\$ 2,525
Developer Fees				\$ 5,000				\$ 5,000
SB 1 Trade Corridors				\$ 20,000				\$ 20,000
	\$ -	\$ 25,700	\$ -	\$ 29,500	\$ -	\$ -	\$ -	\$ 55,200

<b>State Route 156 - B: Blackie Road Extension</b>		<b>Env't</b>		<b>Design &amp; ROW</b>		<b>Con</b>		
STIP - 2018					\$ (2,000)			\$ -
Measure X			\$ (2,000)	\$ 1,000	\$ (2,000)	\$ 3,000		\$ 4,000
Developer Fees		\$ 250						\$ 250
SB 1 Local Partnership Formula	Time Ext -->	\$ 250		\$ 1,000		\$ 1,000		\$ 2,250
	\$ -	\$ 500	\$ -	\$ 2,000	\$ -	\$ 4,000	\$ -	\$ 6,500

Funds shown in grey italics indicate a change from the 2017 Integrated Funding Plan

Funds showing "---->" indicate a time extension on the use of the funds to shift into the next fiscal year from when the funds were originally programmed.

**DRAFT**

	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Funding
<b>US 101 Safety Improvements - South County</b>		<b>Study</b>	<b>Env't</b>		<b>Design</b>		<b>Con</b>	
<i>Measure X</i>		\$ 440					\$ 29,560	\$ 30,000
<i>STIP - 2018</i>			\$ 7,000		\$ (16,169)			\$ 7,000
<i>STIP - ITIP</i>							\$ 5,000	\$ 5,000
<i>SB 1 Trade Corridors</i>							\$ 20,000	\$ 20,000
<i>State Highway Operation &amp; Protection Program</i>							\$ 10,000	\$ 10,000
<i>Senate Bill 628 (Caballero)</i>					\$ 10,000			\$ 10,000
	\$ -	\$ 440	\$ 7,000	\$ -	\$ 10,000	\$ -	\$ 64,560	\$ 82,000
<b>Holman Highway 68 - B: Pacific Grove</b>		<b>Study</b>	<b>Env't</b>		<b>Design</b>		<b>Con</b>	
<i>RSTP / TDA 2%</i>		\$ 150	\$ 352					\$ 502
<i>Measure X</i>			\$ 150		\$ 650	\$ 3,200		\$ 4,000
<i>SB 1 Local Partnership Formula</i>					\$ 650	\$ 1,000		\$ 1,650
<i>Active Transportation Program</i>						\$ 4,850		\$ 4,850
	\$ -	\$ 150	\$ 502	\$ -	\$ 1,300	\$ 9,050	\$ -	\$ 11,002
<b>Highway 1 Rapid Bus Corridor</b>		<b>Env't</b>			<b>Design</b>		<b>Con</b>	
<i>Measure X</i>		\$ 750			\$ 1,500		\$ 12,750	\$ 15,000
<i>SB 1 Local Partnership Formula</i>		\$ 100						
<i>SB 1 TIRCP</i>							\$ 25,000	\$ 25,000
	\$ -	\$ 850	\$ -	\$ -	\$ 1,500	\$ -	\$ 37,750	\$ 40,100
<b>Multimodal Corridor: Imjin Parkway</b>		<b>Con</b>						
<i>STIP - 2018</i>		\$ 1,100						\$ 1,100
<i>Measure X</i>		\$ 17,000						\$ 17,000
<i>SB 1 Local Partnership Competitive</i>		\$ 19,000						\$ 19,000
<i>Developer Fees</i>		\$ 2,000						\$ 2,000
	\$ -	\$ 39,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,100
<b>Fort Ord Trails and Greenway - Full Project Environmental</b>		<b>Env't</b>						
<i>RSTP / TDA 2%</i>	\$ 584							\$ 584
<i>SB 1 Local Partnership Formula</i>	\$ 500							\$ 500
	\$ 1,084	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,084
<b>Fort Ord Trails and Greenway - Segment 1 (Highway 218)</b>		<b>Design &amp; ROW</b>		<b>Con</b>				
<i>Measure X</i>		\$ 1,367		\$ 1,016				\$ 2,383
<i>RSTP / TDA 2%</i>								\$ -
<i>SB 1 Local Partnership Formula</i>	Time Ext -->	\$ 600						\$ 600
<i>Active Transportation Program</i>		\$ 1,198		\$ 9,181				\$ 10,379
	\$ -	\$ 3,165	\$ -	\$ 10,197	\$ -	\$ -	\$ -	\$ 13,362
<b>Fort Ord Trails and Greenway - Segment 2</b>					<b>Design &amp; ROW</b>		<b>Con</b>	
<i>Measure X</i>					\$ 1,000		\$ 7,000	\$ 8,000
<i>Other Matching Funds</i>					\$ 1,000		\$ 7,000	\$ 8,000
	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ 14,000	\$ 16,000
<b>Salinas Rail Extension - Package 1</b>		<b>Con</b>						
<i>STIP - 2018</i>	\$ 6,283							\$ 6,283
<i>Prop 116</i>	\$ 4,900							\$ 4,900
	\$ 11,183	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,183

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**DRAFT**

	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Funding
<b>Salinas Rail Extension - Packages 2 &amp; 3</b>	<b>Design &amp; ROW</b>		<b>Con</b>					
<i>STIP - 2020</i>			\$ 12,573					\$ 12,573
<i>Traffic Congestion Relief Program</i>	\$ 5,500		\$ 16,500					\$ 22,000
<i>SB 1 TIRCP</i>			\$ 8,033					\$ 8,033
	\$ 5,500	\$ -	\$ 37,106	\$ -	\$ -	\$ -	\$ -	\$ 42,606
<b>Salinas Rail Extension - Positive Train Control</b>		<b>Con</b>						
<i>SB 1 TIRCP</i>		\$ 1,615						\$ 1,615
	\$ -	\$ 1,615	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,615
<b>Salinas Rail Extension - Network Integration</b>	<b>Study</b>							
<i>SB 1 TIRCP</i>	\$ 500							\$ 500
	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500
<b>Habitat Preservation / Advance Mitigation</b>	<b>Plan</b>		<b>ROW</b>					
<i>Measure X</i>	\$ 48		\$ 4,952					\$ 5,000
<i>SB 1 Adaptation Planning Grant</i>	\$ 376							\$ 376
<i>SB 1 Statewide Habitat Grant</i>			\$ 4,952					\$ 4,952
	\$ 424	\$ -	\$ -	\$ 9,904	\$ -	\$ -	\$ -	\$ 10,328
<b>Regional Wayfinding (Bikeway Signs)</b>	<b>Con</b>	<b>Con</b>						
<i>SB 1 Local Partnership Formula</i>	Time Ext -->	\$ 887						\$ 887
<i>RSTP / TDA 2%</i>	\$ 320	\$ 724						\$ 1,044
	\$ 320	\$ 1,611	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,931
<b>Safe Routes to Schools: Every Child</b>								
<i>Measure X</i>		\$ 82						\$ 82
<i>Active Transportation Program</i>		\$ 2,143						\$ 2,143
	\$ -	\$ 2,225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,225
<b>Safe Routes to Schools: Salinas SRTS Plan</b>								
<i>Measure X</i>		\$ 129						\$ 129
<i>Caltrans Sustainable Transportation Planning Grant</i>		\$ 995						\$ 995
	\$ -	\$ 1,123	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,123
<b>Senior and Disabled Transportation</b>								
<i>Measure X</i>	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 3,500
	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 3,500
<b>Commuter Bus, Salinas Valley Transit Centers - A: King City Maintenance Facility</b>			<b>Con</b>		<b>Loan Repay</b>	<b>Loan Repay</b>	<b>Loan Repay</b>	
<i>Measure X</i>			\$ 1,835		\$ 833	\$ 833	\$ 833	\$ 4,334
	\$ -	\$ -	\$ 1,835	\$ -	\$ 833	\$ 833	\$ 833	\$ 4,334
<b>Commuter Bus, Salinas Valley Transit Centers - B: Salinas Bus Operations &amp; Maintenance Facility</b>			<b>Env't</b>		<b>Con</b>			
<i>Measure X</i>			\$ 250		\$ 9,750			\$ 10,000
	\$ -	\$ -	\$ 250	\$ -	\$ 9,750	\$ -	\$ -	\$ 10,000
<b>Planning, Programming, &amp; Monitoring</b>								
<i>STIP - 2018 (PPM)</i>	\$ 231	\$ 234	\$ (189)	\$ (189)	\$ (189)			\$ 465
<i>STIP - 2020 (PPM)</i>			\$ 201	\$ 201	\$ 201	\$ 201	\$ 202	\$ 1,006
	\$ 231	\$ 234	\$ 201	\$ 201	\$ 201	\$ 201	\$ 202	\$ 1,471

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