



Keep
Monterey
County
Moving



Policies & Project Descriptions
for the
Transportation Safety &
Investment Plan

Project Descriptions & Policies

ROADS & POTHOLES



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

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

MOBILITY & ACCESS



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

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

SAFETY & TRAFFIC



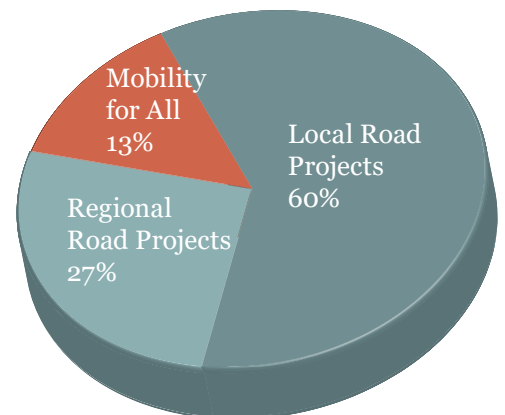
As funds are received, they will be set aside in these two separate accounts according to the percentages listed above, after deducting no more than 1% on funds to pay for administrative salaries and benefits. All interest earned shall remain within its respective program category.

Road Projects

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

Mobility for All

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



WALKING & BIKING



Project Descriptions & Policies

ROADS & POTHOLES



MOBILITY & ACCESS



SAFETY & TRAFFIC



WALKING & BIKING



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Local Road Maintenance, Pothole Repairs & Safety

Priority Projects

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

County Roads

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

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

Intersection safety improvements at locations, such as:

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

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



Local Road Maintenance, Pothole Repairs & Safety

Carmel

Overlay city streets, such as:

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

Make concrete pavement repairs in the downtown area.

Del Rey Oaks

Redesign intersections at:

- Carlton and 218;
- Rosita and 218

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

Conduct a citywide roundabout study

Gonzales

Repair surface streets including:

- Alta Street
- Fifth Street
- Other locations



Local Road Maintenance, Pothole Repairs & Safety

Greenfield

Conduct deferred maintenance and repair of city streets

Replace curbs, repair and replace gutters

Resurface or reconstruct existing streets and pave dirt streets

Reconstruct or construct needed sidewalks

Add ADA pedestrian intersection ramps

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

King City

Resurface and slurry seal local streets

Grind and overlay new pavement on:

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

Marina

Make road maintenance and improvements identified in the Pavement Management Program

Maintain and improve sidewalks

Improve the Del Monte and SR 1 Interchange

Improve the Del Monte Blvd/ Reservation Road intersection



Local Road Maintenance, Pothole Repairs & Safety

Monterey

Construct intersection improvements based on highest safety needs, at:

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

Pacific Grove

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

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

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



Local Road Maintenance, Pothole Repairs & Safety

Salinas

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

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

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

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

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

Street/Sidewalk/Curb Repair and Rehabilitation Program

New Bicycle/Pedestrian Pathways



Local Road Maintenance, Pothole Repairs & Safety

Sand City

Supplement larger street improvements in the following locations:

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

Seaside

Complete West Broadway streetscape

Reconstruct Hilby Avenue

Reconstruct Playa Avenue

Residential paving program

Soledad

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

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



Local Road Maintenance, Pothole Repairs & Safety

Local Project Policies

Distribution of Funds

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

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

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

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

Use for Transportation Purposes Only

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



Local Road Maintenance, Pothole Repairs & Safety

Transportation Safety & Investment Plan Account

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

Regional Development Impact Fees

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

Eligibility Verification

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

Maintaining Local Transportation Funding Efforts

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



Local Road Maintenance, Pothole Repairs & Safety

Monitor Local Street and Road Conditions

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

Enforcement of Policies

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



Local Road Maintenance, Pothole Repairs & Safety

Eligibility Criteria

Road and Street Maintenance and Repairs

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

Road Safety and Operations

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

Walkability and Pedestrian Safety

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

Bike Safety Projects

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



Local Road Maintenance, Pothole Repairs & Safety

Street Enhancements

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

New Technology

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

Matching Funds

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

Environmental and Engineering Standards

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

Regional Safety, Mobility & Walkability

ROADS & POTHOLES



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

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

MOBILITY & ACCESS



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

SAFETY & TRAFFIC



WALKING & BIKING





Top 10 Traffic Collision Corridor in Monterey County

Highway 68 Safety & Traffic Flow

Salinas to Monterey

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

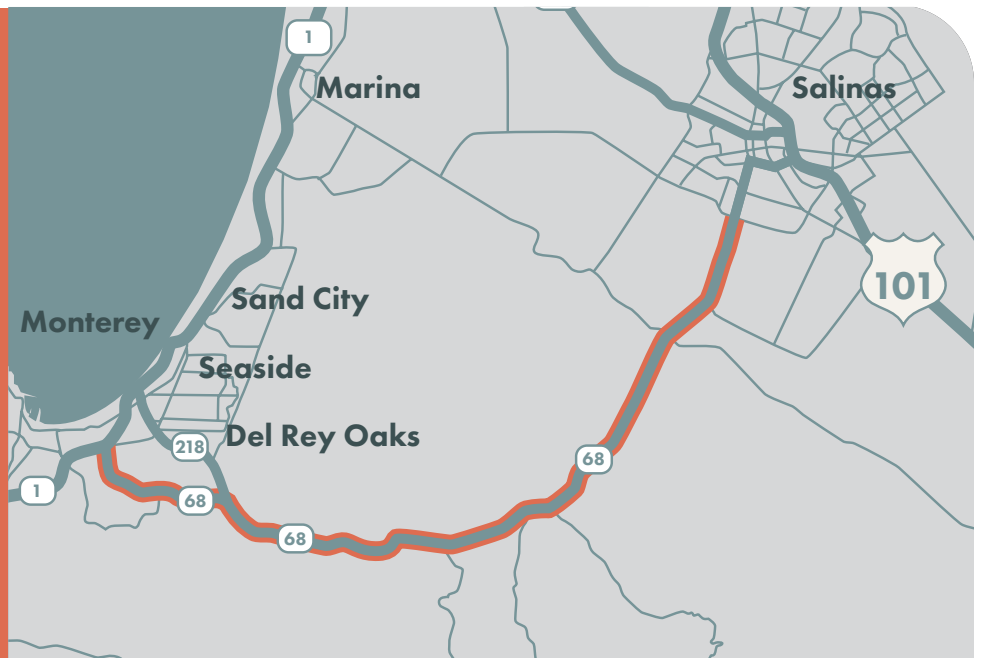
Project Purpose

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

Investment Plan Funding: \$50 Million

Project Benefits:

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





Top 10 Traffic Collision Corridor in Monterey County

State Route 156 Safety Improvements

State Route 156/Castroville Boulevard Interchange

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

Project Purpose

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

Project Benefits:

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

Investment Plan Funding: \$30 Million





Top 10 Traffic Collision Corridor in Monterey County

US-101 Safety Improvements

South Salinas and South County

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

Project Purpose:

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

Investment Plan Funding: \$30 Million

Project Benefits:

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





Top 10 Traffic Collision Corridor in Monterey County

Imjin Safety & Traffic Flow Improvements

Multimodal Corridor Improvements

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

Project Purpose

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

Investment Plan Funding: \$20 Million

Project Benefits:

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





Top 10 Traffic Collision Corridor in Monterey County

Highway 1 Traffic Relief - Busway

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

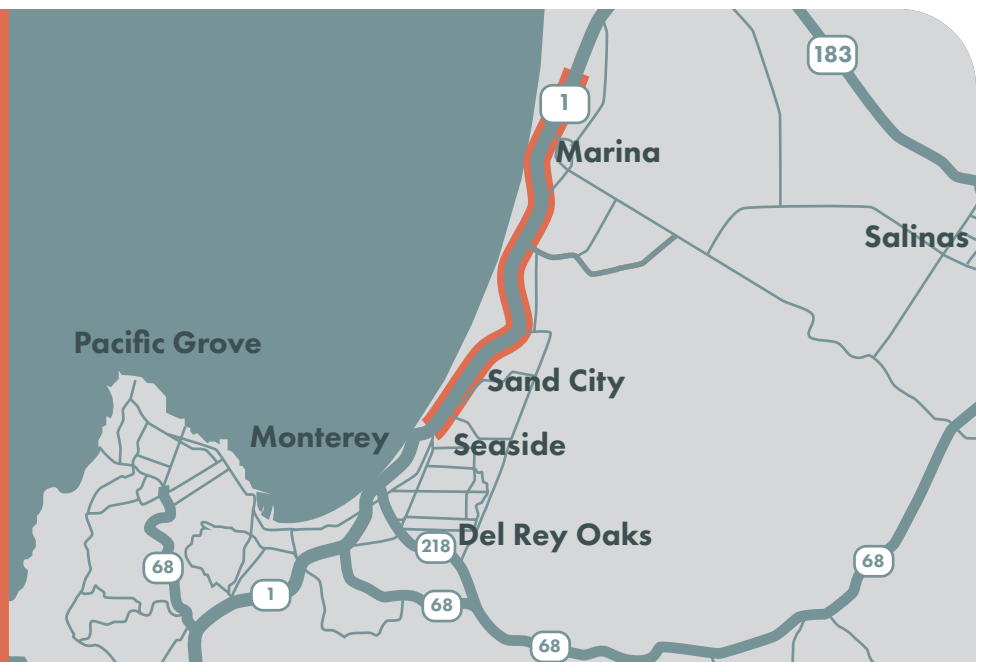
Project Purpose

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

Investment Plan Funding: \$15 Million

Project Benefits:

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





Holman Highway 68 Safety & Traffic Flow

Monterey through Pacific Grove – Holman Highway

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

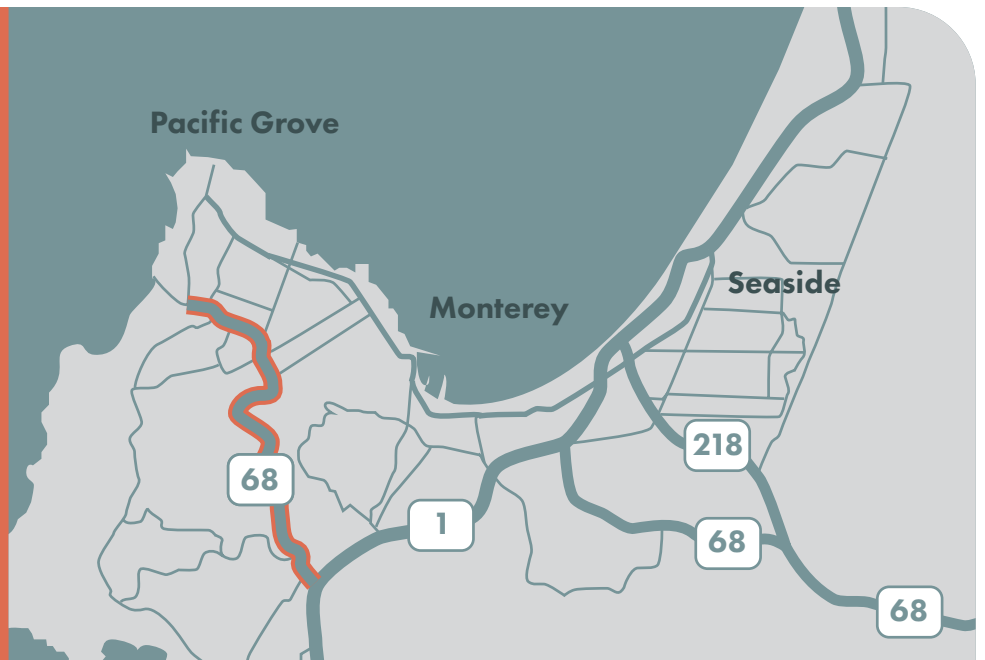
Purpose

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

Investment Plan Funding: \$10 Million

Project Benefits:

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





Habitat Preservation/ Advance Mitigation



Habitat Plan and Advance Right-of-way

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

Project Purpose

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

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

Project Benefits

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

Investment Plan Funding: \$5 million



Pedestrian & Bike Safety

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

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

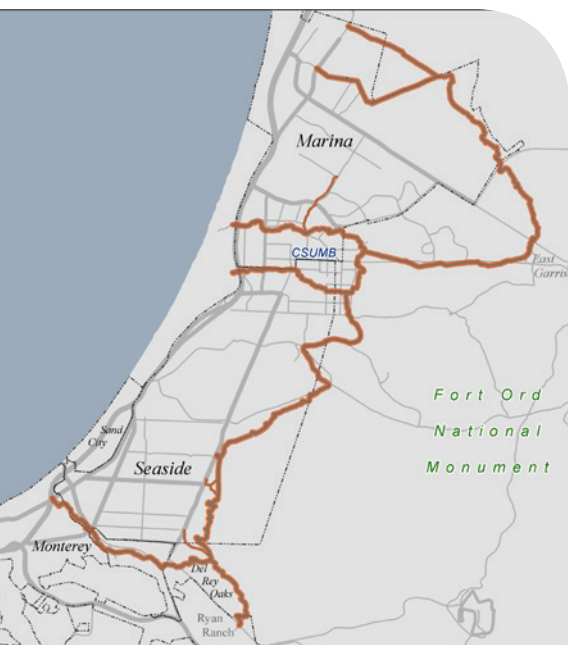
Project Purpose

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

Project Benefits

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

Investment Plan Funding: \$20 million





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

Safe Routes to Schools

Improve the safety and health of children by funding projects and programs (such as sidewalks, bikeways and educational programs) that promote safe walking and bicycling to school. Also, funds may be used to transport young people to vocational training at Rancho Cielo and similar non-profit programs.

Project Purpose

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

Project Benefits

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

Investment Plan Funding: \$20 million





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



Senior & Disabled Transportation Services

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

Program Purpose

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

Project Benefits:

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

Investment Plan Funding: \$15 million



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



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

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

Project Purpose

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

Project Benefits

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

Investment Plan Funding: \$25 million

Regional Safety, Mobility & Walkability

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Regional Project Policies

Eligible Project Costs

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

Use of Excess Revenues

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

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

Funding or Cost Changes

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

Removal or Addition of Projects

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

Expenditure Plan

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

MOBILITY & ACCESS



SAFETY & TRAFFIC



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Regional Safety, Mobility & Walkability

ROADS & POTHOLES



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

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

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Transportation Safety & Investment Plan

ROADS & POTHOLES



Plan Policies

Governance & Safeguards

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

Firm Sunset Date

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

Funds Are Exclusively for Transportation

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

Independent Audits

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

Program Administration

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

One-Percent Spending Limit on Salaries and Benefits

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

MOBILITY & ACCESS



SAFETY & TRAFFIC



WALKING & BIKING



Transportation Safety & Investment Plan

ROADS & POTHOLES



Amendments to the Plan

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

MOBILITY & ACCESS



Loans Within the Program

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

SAFETY & TRAFFIC



Bonding Provisions

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

WALKING & BIKING



Published Results of Audits and Annual Reports

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

Transportation Safety & Investment Plan

ROADS & POTHOLES



MOBILITY & ACCESS



SAFETY & TRAFFIC



WALKING & BIKING



Citizens Oversight Committee

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

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



Transportation Safety & Investment Plan

ROADS & POTHOLES



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

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

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

Transportation Safety & Investment Plan

ROADS & POTHOLES



Matching Funds Opportunity

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

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

Risk of Not Investing

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

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

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

Community Leaders Advisory Group

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Alliance for Jobs
Alliance on Aging
Bay Bikes
Big Sur International Marathon
Big Sur Land Trust
Building Healthy Communities
California State University Monterey Bay

LandWatch Monterey County
League of Women Voters of Monterey County

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Carpenters Union, Local 505
Castroville Community Service District
Central Coast Center for Independent Living
Central Labor Council
Communities Organized for Relational Power in Action (COPA)

Meals on Wheels of the Monterey Peninsula
Monterey Bay Area Managers
Monterey County Convention & Visitors Bureau
Monterey County Farm Bureau
Monterey County Hospitality Association
Monterey County Office of Education
Monterey County Public Works
Monterey County Vintners and Growers
Monterey Peninsula Chamber of Commerce

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Community Hospital of the Monterey Peninsula
Community Housing Improvement Systems and Planning Association, Inc. (CHISPA)

Monterey Peninsula Taxpayers Association

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

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