

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
eXcellent Transportation Oversight Committee (X-TOC)
Draft Minutes of October 17, 2017
Held at the Marina Branch Library
139 Seaside Circle, Marina, CA

Voting Members	APR 17 2017	JUL 18 2017	OCT 17 2017	JAN 16 2018	APR 17 2018	JUL 17 2018	OCT 16 2018	JAN 15 2019
Kevin Dayton, Chair Salinas Valley Taxpayers Association (Rick Giffin)	P A	P P	P A					
Cesar Lara, Vice Chair Transit Users (Monica Gurmilan)	P —	P —	P E					
Janet Brennan League of Women Voters (Howard Fosler)	P P	E P	A P					
Tom Rowley Monterey Peninsula Taxpayers Association (Jack Jensen)	P P	P A	P A					
Kalah Bumba Senior or disabled services agency (Teresa Sullivan)	P P	P E	P A					
Victoria Beach Bicycling Advocate (Claire Rygg)	E P	P E	P A					
Rod Smalley Labor Organization (Glen Schaller)	P A	P P	P A					
Christie Cromeenes Central Coast Builders Association (Cliff Fasnacht)	P P	P A	P A					
John Haupt Salinas Valley Chamber of Commerce (John Bailey)	P P	P A	P A					
Dan Limesand Monterey Peninsula Chamber of Commerce (Jody Hansen)	P P	P P	P A					
Scott Waltz Habitat Preservation (Sarah Hardgrave)	P A	P P	P P					
Barbara Meister Hospitality (Gary Cursio)	P P	P P	P P					
Norm Groot Agriculture (Kurt Gollnick)	P P	P A	E E					
Joshua Jorn Education (Ruben Parra, Patrick Deberdt)	P P P	P A A	A A A					

Paula Getzelman South County (Carol Kenyon)	P E	P A	P P					
Chris Barrera Latino Organization (Vacant)	P -	E -	P -					
Ron Rader North County (Scott Freeman)	P E	P A	P A					
Heidi Zamzov Pedestrian (Vacant)	- -	- -	P -					
Anthony Tomas Rocha Youth/College (Vacant)	- -	A -	P -					
Sean Hebard Construction (Keith Severson)	E E	P A	E P					
TRANSPORTATION AGENCY STAFF								
Debbie Hale, Executive Director	P	P	P					
Todd Muck, Deputy Executive Director	P	P	P					
Theresa Wright, Community Outreach Coordinator	P	P	P					
Mike Zeller, Principal Transportation Planner	E	P	P					
Kay Reimann, Transportation Agency Council	P							
Rob Shaw, Transportation Agency Counsel								
Susan Blitch, Transportation Agency Counsel								
Virginia Murillo, Transportation Planner			P					
Rich Deal, Transportation Engineer			P					
OTHERS PRESENT:								
Richard Landsman, City of Salinas, Resident								

P-PRESENT
E-EXCUSED
A-ABSENT
-Vacant Position

1. **WELCOME**

Kevin Dayton, Committee Chair, called the meeting to order at 2:02. He noted that there were two newly appointed members in attendance and asked them to introduce themselves. Anthony Tomas Rocha, the youth/college representative introduced himself; followed by Heidi Zamzow, the pedestrian advocate. Chair Dayton proceeded by asking each member to introduce themselves and for Theresa Wright, TAMC's community outreach coordinator, to note who was present on the sign-in sheet.

After the introductions, at the request of TAMC staff, Chair Dayton asked the committee's approval to switch the presentation order of agenda item 5, the draft "2017 Measure X Strategic Expenditure Plan", and agenda item 6, "Transportation Funding in California". The request to switch the presentations was done to help facilitate the committee's understanding of transportation funding prior to the presentation and subsequent discussion of the draft Measure X Strategic Expenditure Plan. With the committee's approval, the presentation of the two items were switched.

Chair Dayton called for approval of the consent agenda. Member Zamzow noted that her name, her son's name and member Getzelman's names were misspelled in the minutes. After making that notation, Member Cromeenes called for approval, the motion was seconded by Member Smalley, and the consent agenda was unanimously approved by the committee.

2. **PUBLIC COMMENT**

Jerry Landesman, a member of the public, asked to speak to the committee. Chair Dayton, called for public comments and invited him to the podium. Mr. Landesman identified himself as a resident of Salinas. He said there was inadequate signage on city/county roads and urged that this issue be placed upon everyone's agenda.

3. **RECEIVE THE DRAFT MEASURE X SENIOR & DISABLED TRANSPORTATION PROGRAM GUIDELINES**

Virginia Murillo, TAMC's Transportation Planner, presented a report on the draft "Measure X Senior & Disabled Transportation Program Guidelines"; asked the committee to provide input on the guidelines and nominate three members to serve on the program's application review committee. Ms. Murillo explained that the purpose of the program is to increase transportation services for seniors and persons with disabilities to support their ability to live independently in their homes and communities. Per Measure X policies, this program is intended to fund non-profit transportation services to support seniors and persons with disabilities.

Ms. Murillo explained that the Transportation Agency worked with the Monterey-Salinas Transit (MST) Mobility Advisory Committee to establish implementation strategies for this program. The Committee includes consumer and medical/social services agency personnel who have first-hand experience using MST services and/or assisting others that do so. She explained that TAMC is a member of the MST Mobility Advisory Committee and that the Committee also serves as TAMC's Social Services Transportation Advisory Council. TAMC consults with the Committee on the transit needs of transit-dependent and transit disadvantaged persons, including the elderly, disabled,

and persons of limited income.

In establishing the program guidelines, the group reviewed similar federal grant program templates, as well as, those from the Monterey Peninsula Foundation. Ms. Murillo re-emphasized that the grant program was intended to provide funding to non-profits who were filling gaps not met by services provided by MST. The recommended guidelines include a multi-year grant program and funding for capital and operation projects, such as the purchase of a van to provide transportation services. After her presentation on the program policies and application process, committee members engaged in a robust discussion which included the following questions, comments and responses:

1. MST recently passed their sales tax measure. How is TAMC coordinating with what MST is doing?
(The MST Measure Q funds are being used to maintain and fund MST's paratransit programs that serve seniors, veterans and people with disabilities. Measure X funds non-profit organizations that fill the gaps that MST does not provide.)
2. Make sure there is no duplicity in duties between the Measure X program and MST services.
3. How will the public know about this program? Is there a publicity plan attached the grant application? If not, it should be added.
(TAMC community outreach includes traditional media and social media, Measure X construction project signs, a Measure X newsletter, which members are encouraged to subscribe to, advocacy on the part of all stakeholders including members of the citizens oversight committee to keep the public informed about how Measure X funds are being used, the importance of leveraging these funds with new SB 1 funds. TAMC is also developing a Measure X Communications Plan. As for the application, it does include a publicity requirement for the non-profit.)
4. Members asked if they could be given talking points or a PowerPoint presentation that they could use in their own public outreach efforts.
(TAMC staff will put together the requested items and provide them to committee members.)
5. How will you know if someone is cheating the non-profit program?
(The grant agreement includes auditing provisions.)
6. Who will be responsible for picking the applications to be funded?
(A sub-committee, comprised of members from other committees; three of which will come from this citizens oversight committee.)
7. What is the cost per ride?
(The cost per ride will depend on the applicant's proposal.)
8. How do you discern a person's need?
(The application asks for the need to be explained.)
9. What is the set range for funding? A suggestion is to look at setting limits, using fore-sighting to fund adequately to make a difference, rather than trying to fund every application, thereby not providing enough funding to the funding effective.
(There isn't any assignment. This is a competitive grant. The decision was made not to set minimums & maximus in this first round because we don't have a history to base it upon.)

We reviewed the structure of other applications & the criteria they set, such as the Community Foundation.)

10. Are you considering how many are being served through the non-profit and their capacity for funding?

(Yes, we are looking at both and the non-profits ability to leverage funding.)

11. What are your expectation in the funding cycle? Is it good for 3 years or are you re-evaluating it one year into the funding cycle?

(Funding is for a 3-year period.)

12. Are you accepting collaborative proposal, such as one submit from two partnering organizations or a county-wide proposal from several organizations?

(Yes.)

13. Will the 20% points for experience be a barrier for new non-profit organizations or innovations?

(It shouldn't be. The application only requires 5 years and we are factoring in experience in other programs. This presents a good partnering opportunity for non-profits.)

14. Good coordination is critical to the success of the program.

15. How can this program's integrity be protected?

(This program is in the measure approved by voters. It contains a check & balance system that includes the citizens oversight committee and the TAMC Board.)

16. Is there any consideration for geographic equity?

(Yes, geographic equity is included as a scoring criteria.)

Following this discussion, the committee asked that their comments be formalized in the minutes and that they be used as guidance. They also requested that the Measure X Senior & Disabled Program provide an annual update to the citizens oversight committee. Chair Dayton noted that three members were needed to serve on the Measure X Senior & Disabled Transportation Program application review committee. He asked members, Vice Chair Lara, the transit-users representative, Bumba, the senior & disabled services agency representative, and Rocha, the youth/college representative, if they were willing to serve. Each agreed to serve. A motion was made by Ms. Beach and seconded by Ms. Cromeenes to appoint the three nominees to the review committee. The motion passed unanimously.

The presentation presented by Ms. Murillo can viewed on the TAMC website at:

<http://www.tamcmonterey.org/wp-content/uploads/2017/10/VM-Senior-Disabled-Mobility-Draft-Guidelines-1.pdf>

4. **RECEIVE PRESENTATION ON TRANSPORTATION FUNDING IN CALIFORNIA**

Mr. Todd Muck, Deputy Director of TAMC, explained the various transportation funding sources and how these funds are distributed. Mr. Muck's presentation illustrated how only 36% of the gas exercise tax, which is the primary funding source for transportation, goes to local streets & roads, while the remaining 64% goes to state highway. Other revenue sources that are associated with transportation, such as the motor vehicle fee, do not contribute to transportation, but rather to the CHP, fire and public safety.

He pointed out that it is difficult to plan for projects when annual adjustments are made by the state based upon projected revenue from the gas tax; which continues to decline due to the efficiency of automobiles and the increase in hybrid and electric vehicles. However, he said there has been a

huge shift in transportation funding with the passage of SB 1. SB1 adds \$5 billion a year for transportation. That's a 45% increase over the current state funding. Mr. Muck said that members will see in Mr. Zeller's presentation, that SB 1 gives us the ability to leverage Measure X funds for many of our major projects. Optimistically, Monterey County could leverage \$209 million.

Mr. Muck said that an example of how erratic California's revenue stream has been is illustrated by this comment he made during a presentation to the hospitality association, They were shocked when he said "we don't have funding identified for the projects we are working on now." He said he was surprised by the association's surprised reaction. He pointed out that both reactions are an example of the difference between funding projects on the private side and funding projects through the public process.

SB 1 shifts that reality by providing a consistent funding source and enables Monterey County to move projects forward. However, there are concerted efforts to repeal SB 1 through a voter initiative in November 2018. That effort creates uncertainty; and we'll likely see higher construction costs until the uncertainty of SB 1 is resolved.

Committee members asked follow-up questions that included:

1. FORA collects impact fees, how are they applied to regional projects?
(Up to this point, the fees are collected by FORA have not been given to TAMC for regional projects; but rather to FORA who has adopted a "local project first policy.")
2. Give an example of a significant regional project that could benefit from this funding.
(Highway 156.)
3. What is the percentage for pedestrian money?
(It's a competitive grants process.)
4. How does the state improvement program work with SB 1 and are you considering gas free automobiles, new technology = less gas, less taxes? (Other methods for collecting transportation taxes, such as Vehicle Miles Traveled, are being investigated by the state.)
5. How will SB 1 funds be leveraged?
(Mr. Zeller will present that his presentation today.)
6. When will we know whether SB 1 is going to be repealed?
(The initiative must qualify by August 2018 for the November 2018 ballot.)
7. What is TAMC back-up plan if its repealed?
(We have to deal with the new reality.)

After receiving no public comment on the transportation funding presentation, Chair Dayton called for Mr. Zeller's presentation.

A link to Mr. Muck's presentation can be found at:

<http://www.tamcmonterey.org/wp-content/uploads/2017/10/eXtoc-Transportation-Funding-101-1.pdf>

5. **RECEIVE THE DRAFT 2017 MEASURE X STRATEGIC EXPENDITURE PLAN**

Michael Zeller, Principal Transportation Planner, presented the draft 2017 Measure X Strategic Expenditure Plan. The Policies and Project Descriptions documents for Measure X calls for the Transportation Agency to prepare and adopt by vote of the TAMC Board a Strategic Expenditure Plan within twelve months of the sales tax taking effect. The Agency is on track to approve the plan at the December 7, 2017 Board of Directors meeting, in advance of this deadline.

Mr. Zeller's presentation to the Committee included a summary of the outcome of the Transportation Agency Board's September strategic planning session, in which they outlined four goals that should be considered when implementing Measure X projects: project delivery; maximizing leveraging; new approaches (forward thinking); and communications to the board and public. During that session, the Board also developed a list of five prioritization criteria:

1. Project Readiness
2. Ability to Leverage Matching Funds
3. Fair Geographic Distribution of Funds
4. Project Need: Congestion Relief and Safety Benefits
5. Cost Effectiveness & System Connectivity

Using those goals and criteria, Agency staff prepared a draft prioritization of the Measure X projects, and developed an integrated funding plan to synchronize the use of Measure X funds with other available fund sources. In the first five years of the Measure, the Agency is looking at potential debt financing and at several projects reaching construction:

- State Route 68 Safety & Traffic Flow
- Marina-Salinas Multimodal Corridor (Imjin Safety & Traffic Flow)
- Fort Ord Regional Trail and Greenway
- Holman Highway 68 – CHOMP Roundabout

Mr. Zeller then proceeded to outline the 11 projects identified in the Measure, the projected funding for each and the timeline for project completion. His summary included the projection of leveraging Measure X funds at 2.4 times with grants and other fund sources. The ability to leverage funds along with debt financing would allow the projects to be delivered as quickly as possible, making them more cost-effective while reducing overall expenses.

After his presentation, committee members made the following comments:

1. This reinforces the importance of leveraging and the empowerment of Measure X.
2. The Agency should be at as many public events as possible to share this information.
3. There needs to be clarification on the Highway 156 section of your presentation. Measure X is funding the Castroville Blvd. Interchange, but this makes it seem like the entire highway.
4. Can you provide committee members with information to empower us to talk about this? (Yes, the Agency will provide the Committee members with information on Measure X and Senate Bill 1 to discuss with the public.)
5. Where does Monterey County stand in relations to other counties in getting these funds? (The larger regions tend to receive most of the available State funds; however, Monterey County has several projects that are positioned well to take advantage of the upcoming grant cycles.)
6. What can we do to help to get the word out about Measure X, SB 1 to move it along against the repeal efforts? (The Agency will provide the Committee members with information on Measure X and Senate Bill 1 to discuss with the public.)
7. Provide the committee with the list of what each city/county will get from SB 1.
8. Is any Measure X money being used to clean up ordinance in the FORA area? (No, ordinance clean-up on the Former Fort Ord is the responsibility of the Fort Ord Reuse Authority, and no Measure X funds will be used for this purpose. Further, the proposed alignment of the Fort Ord Regional Trail and Greenway project is in an area that has already been cleared of munitions.)

During the public comment session, Mr. Landesman said there was no mention of the Monterey

Branch Line and he wanted to know if there was anything in the plan for rail service. Mr. Zeller responded that Measure X includes funding for the Highway 1 Bus on Shoulder project, which parallels the Monterey Branch Line alignment, but there are no rail funds included in Measure X.

A link to Mr. Zeller's presentation can be found at:

<http://www.tamcmonterey.org/wp-content/uploads/2017/10/2017-1017-Integrated-Funding-Plan-XTOC.pdf>

6. ANNOUNCEMENTS AND/OR COMMENTS

Chair Dayton called for announcements and/or comments. He asked the committee that in addition to the email notification that includes an on-line link to the agenda, if they wanted to have the agenda printed and handed out at the committee meeting or sent to them by mail. The sign-in sheet was passed around for members to indicate their preference. The committee also requested that the draft minutes from this meeting be sent out as early as possible, while all the information presented to them was still fresh in their memories. The Agency agreed to send the draft minutes as soon as possible, post the presentations online and send them the links.

Ms. Wright announced that the first Measure X project started construction in King City during August and that there will be a ground-breaking ceremony in Gonzales on November 2, 2017 for the Alta Street project.

The next X-TOC meeting will be on January 16, 2018.

Committee members asked for the following items to be placed on the January 16, 2018 oversight committee agenda:

- A presentation by Independent Transportation Network (ITN)
- A presentation of TAMC's Measure X public information plan

7. ADJOURNMENT

Chair Dayton adjourned the meeting at 3:50 p.m.