

RESOLUTION NO. 2016-44

A RESOLUTION OF CITY COUNCIL OF THE CITY OF MARINA ADOPTING THE TRANSPORTATION SAFETY & INVESTMENT PLAN TO BE PLACED BEFORE THE VOTERS ON A FUTURE BALLOT AND APPROVE THE LIST OF EXAMPLES OF LOCAL ROAD REPAIR AND SAFETY PROJECTS ANTICIPATED TO RECEIVE TAX REVENUES, IF THE BALLOT MEASURE IS APPROVED

WHEREAS, there is an unfunded need for regional transportation improvements over the next thirty years;

WHEREAS, a three eight of one percent (3/8%) sales tax would help fill this unfunded need, leverage additional state and federal funding, provide additional flexibility in times of state and federal funding shortfalls, and provide local control over our ability to meet our transportation needs; and

WHEREAS, the Transportation Agency for Monterey County (TAMC) is a Regional Transportation Agency with the power to impose a tax, consistent with conditions and requirements of State law; and

WHEREAS, the TAMC Board of Directors is comprised of elected or appointed officials from the cities of Carmel-by-the-Sea, Del Rey Oaks, Gonzales, Greenfield, King City, Marina, Monterey, Pacific Grove, Salinas, Sand City, Seaside, Soledad and the County of Monterey;

WHEREAS, the TAMC Board of Directors is proposing to place before the voters a three eight of one percent (3/8%) sales tax for 30 years to fund projects and programs by adoption of a transportation expenditure plan entitled "Transportation Safety & Investment Plan" and

WHEREAS, a majority of the cities representing a majority of the population, and the County, must approve the Transportation Safety & Investment Plan before the TAMC Board of Directors can request that the Board of Supervisors of the County of Monterey place the proposal on a future ballot for the voters of Monterey County to consider; and

WHEREAS, payment of election costs will be reimbursed from tax revenues should the measure pass, or shared proportionately between the Transportation Agency for Monterey County and each incorporated city and the County of Monterey based on the 60/40% local/regional formula and 50/50% population/lane mile formula to calculate distribution of the local share should the measure not be approved; and

WHEREAS, the Transportation Safety and Investment Plan tax is only a funding mechanism, projects using this funding will be thoroughly studied for environmental impacts and the identified environmental mitigations will be included in the project; approval of this Resolution does not constitute approval of a "project" under CEQA; and

WHEREAS, in order to assure the public of the City's intent to use its share of investment tax revenues for local road maintenance, pothole repairs and safety projects, a list of examples of anticipated use by the City has been prepared and is attached hereto as **Exhibit B**.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Marina that:

1. The City finds that the act of approving the Transportation Safety & Investment Plan itself will have no impact on the environment but that the future discretionary implementation of the transportation projects identified in the Transportation Safety & Investment Plan by the applicable lead agencies for these transportation projects could potentially lead to one or more significant environmental effects and that the lead agencies for such projects will have responsibility to impose such mitigation measures or make such changes or alterations as are within their responsibility and jurisdiction to mitigate identified impacts on the environment to the extent feasible;
2. The City finds that the Transportation Safety and Investment Plan provides economic, legal, social, technological, and other benefits -- including increased safety, congestion reduction, and meets identified community priorities; and
3. The City has identified examples of local road maintenance, pothole repairs and safety priority projects that would benefit from the City's share of the anticipated revenues to be generated by the proposed sales tax; and
4. The City supports placing the tax contemplated by Transportation Safety and Investment Plan on a future ballot for consideration by the voters of Monterey County.

AND BE IT FURTHER RESOLVED that the City Council of the City of Marina hereby:

1. Approves the Transportation Safety & Investment Plan as the expenditure plan for Transportation Sales Taxes in Monterey County (**Exhibit A**);
2. Commits to funding a proportional share of election cost should the tax measure not be approved.
3. Requests that the Board of Supervisors of the County of Monterey approve the placement of the Transportation Safety and Investment Tax on the ballot for consideration by the voters.
4. Adopts the list of example Local Road Maintenance; Pothole Repairs and Safety Priority Projects for the City of Marina identified in **Exhibit B** for inclusion into the Policies & Project Descriptions for the Transportation Safety & Investment Plan being developed by the Transportation Agency for Monterey County.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 5th day of April 2016, by the following vote:

AYES: COUNCIL MEMBERS: Amadeo, Brown, Morton, O'Connell, Delgado

NOES: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None

Frank O'Connell, Mayor Pro-Tem

ATTEST:

Anita Sharp, Deputy City Clerk



Keep
Monterey
County
Moving



Transportation Safety & Investment Plan



Our Plan

ROADS & POTHOLES



MOBILITY & ACCESS



SAFETY & TRAFFIC



WALKING & BIKING



Safety & Investment Plan – \$600 million (est.)

The Safety & Investment Plan is estimated to receive \$20 million per year, or \$600 million total, funded by a 3/8-percent sales tax over 30-years. The revenues are split with 60% dedicated to local road maintenance, pothole repairs and safety projects, and 40% dedicated to regional safety and mobility projects.

Local Road Maintenance, Pothole Repairs & Safety – \$360 million (est.)

- Cities and County select their projects, with Transportation Agency oversight.
- Flexible local funding is restricted to expenditures for local road maintenance and safety projects.
- Local safety projects are defined as projects that directly correlate to safety of the user and do not increase motor vehicle lane miles with the exception of the Pinnacles Parkway Connection project.
- Maintenance of prior years' funding levels from other sources is required.

Local Road Maintenance, Pothole Repairs & Safety

Jurisdiction	Est. 30-Year Distribution
Carmel	\$4,292,000
Del Rey Oaks	\$1,566,000
Gonzales	\$4,386,000
Greenfield	\$9,131,000
King City	\$8,097,000
Marina	14,370,000
Monterey	\$22,643,000
Pacific Grove	\$12,314,000
Salinas	\$91,383,000
Sand City	\$586,000
Seaside	\$22,193,000
Soledad	\$12,595,000
County Roads	\$156,444,000
Total	\$360,000,000

Our Plan

ROADS & POTHOLES



MOBILITY & ACCESS



SAFETY & TRAFFIC



WALKING & BIKING



Regional Safety, Mobility & Walkability Projects - \$240 million (est.)

- Constructs regionally significant improvements selected based on input from key community leaders, transportation planners and engineers, and your elected representatives.
- Includes traffic flow improvements on Highways 68, 101 and 1.
- Includes safety improvements at the top collision locations and corridors within the county.

Highway & Road Safety

\$160 million

Highway 68 Safety & Traffic Flow <i>Salinas to Monterey</i>	\$50 million
US 101 Safety Improvements - South County	\$30 million
State Route 156 Safety Improvements <i>Castroville Boulevard Interchange</i>	\$30 million
Imjin Safety & Traffic Improvements <i>Multimodal Corridor Improvements</i>	\$20 million
Highway 1 Rapid Bus Corridor	\$15 million
Holman Highway 68 Safety & Traffic Flow <i>Monterey to Pacific Grove</i>	\$10 million
Habitat Preservation/Advance Mitigation <i>Habitat Plan and Advance Right-of-way for Projects</i>	\$5 million

Mobility for All

\$80 million

Pedestrian & Bike Safety <i>Fort Ord Regional Trail and Greenway - paved pathway</i>	\$20 million
Transportation for Youth, Seniors Disabled & Working Families <i>Safe Routes to Schools</i>	\$20 million
<i>Senior & Disabled Transportation</i>	\$15 million
<i>Commuter Bus, Salinas Valley Transit Center(s) & Vanpools</i>	\$25 million

Visit tamcmonterey.org for policies and project descriptions.

Our Plan

ROADS & POTHOLES



The Transportation Agency for Monterey County's mission is to proactively fund and plan a transportation system that enhances mobility, safety, access, environmental quality and economic activities by investing in regional transportation projects for Monterey County residents, businesses and visitors.

Our Board of Directors is made up of local elected officials who want to make our transportation system better by filling potholes, making our roads safer, and reducing traffic. Representative of the County's diversity, our Board has one elected official from each of our twelve cities, and all five county supervisors.

MOBILITY & ACCESS



The Transportation Agency for Monterey County, working with our local, state, and federal partners, has made great progress on making our highways safer and reducing traffic, ranging from large projects, such as US 101 at San Juan Road; to rail or bus service; to smaller projects such as neighborhood sidewalks, bicycle paths and bike racks. However, our transportation system in Monterey County is aging and the county roads and city streets are crumbling. There are still significant safety concerns and traffic jams, such as those on Highway 68, Highway 156 and US 101. These issues stifle our regional economy and make it more difficult for our vulnerable populations – the elderly, children and the disabled – to get around.

SAFETY & TRAFFIC



The challenge facing us is that we have fallen off the fiscal cliff when it comes to transportation revenues. The gas tax hasn't been raised for 20 years, and our cars are more fuel-efficient than ever before. We can't count on the State and federal government to bail us out. Meanwhile, the cost of projects rises with inflation, and road repairs become more expensive the longer we wait. We have over \$2 billion dollars in unfunded road maintenance, safety and traffic reduction needs in Monterey County.

Community leaders have joined with the Transportation Agency for Monterey County to develop this Transportation Safety & Investment Plan, which identifies solutions to regional safety and local road needs of the highest priority.

WALKING & BIKING



Community Leaders have joined with the Transportation Agency for Monterey County to develop this Transportation Safety & Investment Plan

\$600 Million Estimated Tax Revenues

ROADS & POTHOLES



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

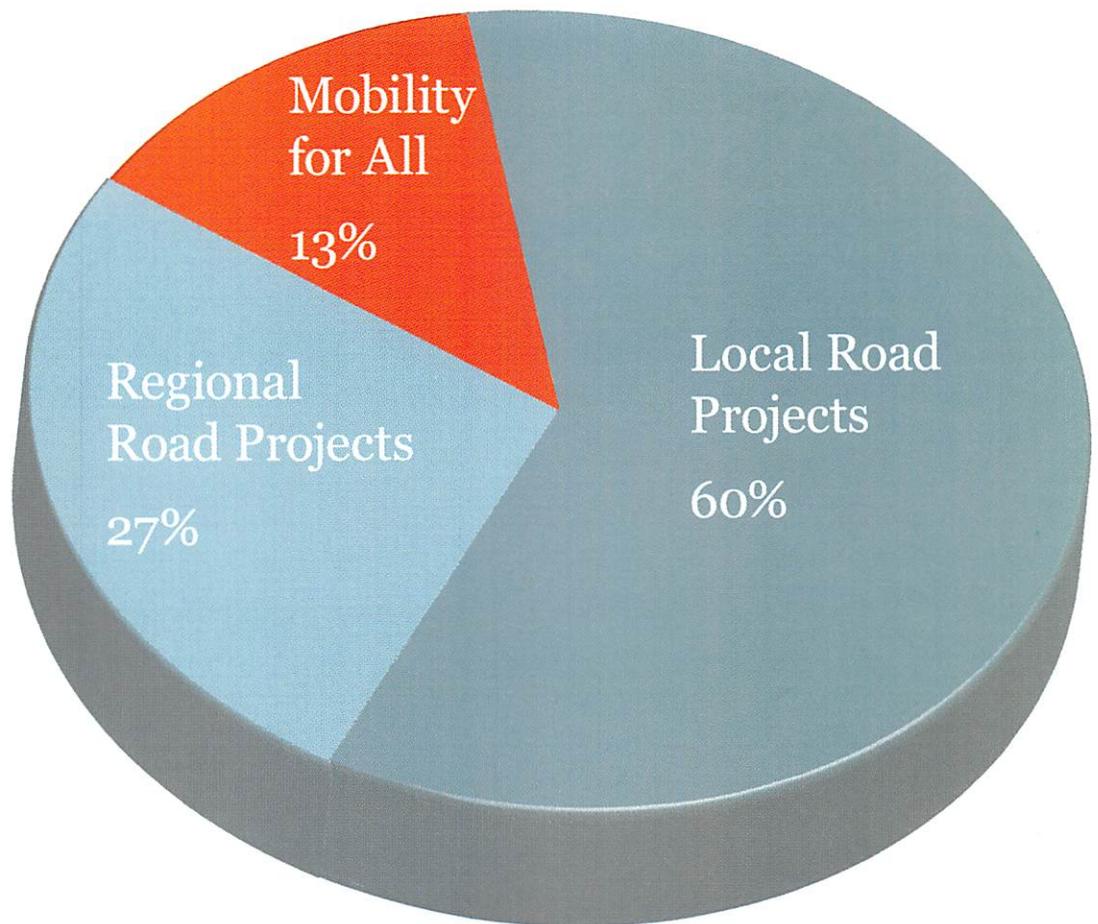
MOBILITY & ACCESS



SAFETY & TRAFFIC



WALKING & BIKING



Our Plan

ROADS & POTHOLES



Local Road Maintenance, Pothole Repairs & Safety

\$360 million for maintenance of local streets, pothole repairs, and safety improvements.

Transportation for Youth, Seniors, Disabled & Working Families

Investing in transportation options for older adults to support their ability to live independently in their homes and communities. Also, funding for youth transportation and new bus and vanpool service for workers to reach jobs throughout the region.

MOBILITY & ACCESS



Increase Safety and Reduce Traffic Congestion

Constructing regionally significant improvements based on input from key community leaders, the TAMC Board, city managers and mayors. These projects include safety improvements at the top collision locations and/or corridors within the county.

SAFETY & TRAFFIC



Make Walking and Biking Safer

Improving the safety and health of children by funding Safe Routes to Schools projects and programs that promote safe walking, bicycling and rides to schools, including transportation to Rancho Cielo. Also includes funding for a safe, paved regional biking and walking path that links California State University Monterey Bay, local schools and residents to parks, shops and jobs in Seaside, Marina, Del Rey Oaks, and Monterey (the Fort Ord Recreational Trail and Greenway).

Matching Funds

With an approved transportation measure, our County will qualify for State and federal matching funds, essentially doubling our money. Making this investment now in our future transportation needs will help to maintain our quality of life and ensure safer travel for all of Monterey County's residents, workers and visitors.

WALKING & BIKING



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Our Plan

ROADS & POTHOLES



MOBILITY & ACCESS



SAFETY & TRAFFIC



WALKING & BIKING



Taxpayer Safeguards

To ensure proper safeguards for these funds, this Investment Plan will be approved by the County, the cities, and then the voters. Strong taxpayer safeguards have been put in place to ensure that the projects and programs proposed in this balanced plan can be funded over its lifetime. This plan:

- Guarantees that funding raised by the sales tax can only be used for the transportation projects and programs in this investment plan;
- Specifies that the Transportation Agency for Monterey County will oversee the distribution of revenues to the projects and programs in this plan;
- Assures that these local monies cannot be taken and used for other purposes by TAMC or another government agency;
- Appoints an independent Citizens Oversight Committee to assure that revenues are spent according to the plan;
- Requires annual independent audits and reports to the taxpayers;
- Limits the ability to change the programs or projects in the Investment Plan;
- Limits funds for administrative costs; and
- Provides the ability to issue bonds to deliver projects ahead of schedule.

Strong taxpayer safeguards ensure that the projects and programs will be funded over the lifetime of the plan.

TAMC Board of Directors

Voting Representatives

County of Monterey Board of Supervisors

City of Carmel-by-the-Sea

City of Del Rey Oaks

City of Gonzales

City of Greenfield

City of King City

City of Marina

City of Monterey

City of Pacific Grove

City of Salinas

City of Sand City

City of Seaside

City of Soledad

Non-voting Ex-officio Representatives

Association of Monterey Bay Area Governments

Caltrans District 5

City of Watsonville

Monterey Bay Unified Air Pollution Control District

Monterey Regional Airport

Monterey-Salinas Transit



EXHIBIT B

Examples of Local Road Repair and Safety Projects

1. Road maintenance and improvements identified in the Marina Pavement Management Program.
2. Sidewalk maintenance and improvements identified in the Sidewalk and Pedestrian Improvement Management Program and Pedestrian and Bicycle Master Plan.
3. Road maintenance and improvements identified in the five-year capital Improvement Program.
4. Del Monte and SR 1 Interchange and connection to Patton Parkway and 2nd Avenue.
5. Del Monte Blvd. and Reservation Road Intersection.
6. Pedestrian crossing on Del Monte Road connecting Locke Paddon and Vince DiMaggio Parks.
7. Traffic Calming Measures
8. Crossways over or under 2nd Avenue

March 31, 2016

Item No. **11a**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of April 5, 2016

**CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2016-,
ADOPTING THE TRANSPORTATION SAFETY & INVESTMENT PLAN TO BE
PLACED BEFORE THE VOTERS ON A FUTURE BALLOT AND APPROVE
THE LIST OF EXAMPLES OF LOCAL ROAD REPAIR AND SAFETY
PROJECTS ANTICIPATED TO RECEIVE TAX REVENUES, IF THE BALLOT
MEASURE IS APPROVED**

REQUEST:

It is requested that the City Council consider:

1. Adopting Resolution No. 2016-, Adopting the Transportation Safety & Investment Plan to be placed before the voters on a future ballot and approve the list of examples of local road repair and safety projects anticipated to receive tax revenues, if the ballot measure is approved.

BACKGROUND:

The Transportation Safety & Investment Plan will guide the investment of an estimated \$20 million per year for a total of \$600 million in new revenues over the next 30 years. The revenue will be raised from a 3/8 percent sales tax that will sunset after 30-years, if approved by the voters in the November 4, 2016 election. The Investment Plan will supply locally-controlled funding for critical local and regional transportation projects where safety improvements and congestion relief are vitally needed. It provides a balance between local road maintenance, pothole repairs & safety; and regional safety and mobility projects. The Investment Plan will fund local street and road maintenance and regional bicycle and pedestrian projects, develop a bus rapid transit corridor, increases bus service, offer safe routes to school for children and expands focused transportation services for the elderly and people with disabilities. The Investment Plan is a crucial part of becoming a “self-help” county. Gaining this status would significantly enhance the ability for local projects in Monterey County to compete for federal and state grants.

On February 24, 2016, the Transportation Agency for Monterey County’s Board of Directors agreed to a spending plan for the Transportation Safety & Investment Plan that will split the estimated \$600 million raised through the transportation sales tax. The Board approved a 60%/40% split of revenues between local and regional projects, respectively; 60% of the funds (est. \$360 million) will be allocated to the cities and County for road repairs and safety projects, and 40% (est. \$240 million) for regional safety and mobility projects. The Board also approved a formula based upon 50% population and 50% lane miles for distribution of the 60% local share amongst the cities and the county. The Board also adopted a cost-sharing policy for payment of election costs based thereon, should the measure not be approved.

Community leaders from around the county have joined with the Transportation Agency for Monterey County to develop this Transportation Safety & Investment Plan, which identifies solutions to regional safety and local road needs of the highest priority. Numerous public meetings were held to encourage dialogue and input. The Transportation Agency Board of

Directors approved the components of the balanced investment plan at their March 23, 2016 meeting.

The Transportation Agency Board also approved a set of Policies and Project Descriptions to provide additional detail for the anticipated uses of the revenue to be generated by the measure. This document calls for cities and the County of Monterey to identify examples of the types of road repair and safety projects anticipated to be funded by the 60% of revenues allocated to the local jurisdictions. Projects using this funding “will be thoroughly studied for environmental impacts and the identified environmental mitigations will be included in the project.” Because the Transportation Safety & Investment Plan tax is only a funding mechanism, approval of this Resolution does not constitute approval of a “project” under CEQA. A list of the type of projects anticipated to be funded by the City is attached as Attachment 3. This list will be included in the Policies and Project Description document being prepared by the Transportation Agency for dissemination to the voters, if the measure is approved to go on the ballot.

ANALYSIS:

A majority of cities representing a majority of the population must approve the Investment Plan for Transportation Sales Taxes in Monterey County before it can proceed to an election. After the Plan is approved by the required majority of cities, the Transportation Agency must adopt a tax ordinance and request the Board of Supervisors place the ordinance on the ballot. The Board of Supervisors must take action by July in order to place the ordinance on the November 8, 2016 ballot.

FISCAL IMPACT:

CONCLUSION:

This request is submitted for City Council discussion and possible action.

Respectfully submitted,

REVIEWED/CONCUR:

Layne P. Long
City Manager
City of Marina