

RESOLUTION NO. 5164

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOLEDAD
REQUESTING THE TRANSPORTATION AGENCY OF MONTEREY COUNTY
(TAMC) TO REDUCE REGIONAL DEVELOPMENT IMPACT FEES FOR THE
SOUTH MONTEREY COUNTY ZONE**

WHEREAS, the Council of the City of Soledad (“City”) has adopted Ordinance No. 659 (“Ordinance”) establishing a Regional Development Impact Fee (“RDIF”) to be paid by new development within the City to fund, in part, the cost of regional transportation improvements needed to accommodate new development of land within the county;

WHEREAS, the Council of the City has authorized the execution and delivery of a Joint Powers Agreement (“JPA”) establishing the Regional Development Impact Fee Agency (“RDIF Agency”) to coordinate the activities of the parties to the JPA in connection with the collection, transmittal and expenditure of Regional Development Impact Fees;

WHEREAS, the City is a voting member of the RDIF Agency Board of Directors;

WHEREAS, issues regarding implementation of the local interchange projects include lack of revenues generated by the program, the need for cities within the zone to compete for the sequence of obtaining funding for projects within their jurisdiction, and the need for local jurisdictions to generate other project funding required; and

WHEREAS, the Council of the City deems it necessary and appropriate to request that TAMC update the RDIF as provided in this Resolution.

NOW THEREFORE, BE IT HEREBY RESOLVED, by the City Council of the City of Soledad that the City of Soledad requests TAMC to amend its regional development impact fee program in order to reduce the regional development impact fees charged to the South County zone by removing all local interchange projects in the South County regional development impact fee project list.

BE IT FURTHER RESOLVED, that the City Council authorizes the Mayor to sign a letter, a copy of which is attached hereto as Exhibit A and by this reference incorporated herein, to send to TAMC requesting that South County interchanges be considered for regional projects as part of a proposed transportation sales tax.

PASSED AND ADOPTED this 6th day of April 2016, by the following vote:


AYES, and in favor thereof, Councilmembers: Christopher K. Bourke, Mayor Pro Tem Alejandro Chavez, Richard J. Perez, Patricia D. Stephens, and Mayor Fred J. Ledesma

NOES, Councilmembers: None

ABSTAIN, Councilmembers: None

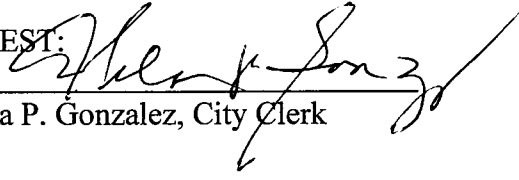
ABSENT, Councilmembers: None

APPROVED:

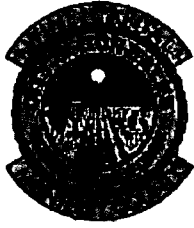


Fred J. Ledesma, Mayor

ATTEST:



Adela P. Gonzalez, City Clerk



May 2, 2016

Debra L. Hale
Executive Director
Transportation Agency of Monterey County
55-B Plaza Circle
Salinas, CA 93901

***RE: 2013 TAMC Regional Traffic Improvement Fee Update – South County Region –
Removal of South County Interchanges***

Dear Ms. Hale:

On June 13, 2013, the Mayors from the four South County Cities submitted a joint letter in regards to the 2013 Regional Traffic Fee Update, in support of a “70% proposal” in order to maintain certain South County interchange improvements in the fee program without having to increase the overall amount of the fees. The Cities participated in numerous meetings to let TAMC know, that we collectively view these projects as critical links between our communities and the vital transportation artery that is US 101. We all view regional transportation as a common interest to all our Cities, and we believe that acting in unison on these matters is of great importance.

As we are all aware, these interchanges are in most cases approaching 50 years old, are all severely outdated per current CalTrans standards, and were built in a time when the Cities were much smaller and traffic was minimal. As the Salinas Valley has prospered and significant growth has occurred throughout the region, our transportation infrastructure has not been modernized to keep up with increased traffic demand.

The lack of interchange capacity in each of our Cities severely limits the opportunity for South County as a whole, to succeed in attracting a regional shopping center with the retail, entertainment, and employment opportunities that our residents currently have to travel long distances to either Salinas, or Paso Robles to reach. Traffic constraints will continue to be the number one reason deterring both commercial and industrial growth in South County for the foreseeable future.

Unfortunately, it is of our collective opinion that after nearly eight years of seeing minimal development since the implementation of the Regional Traffic Fee, the backlog of projects and lack of funding sources available to TAMC make us believe that the South County interchange

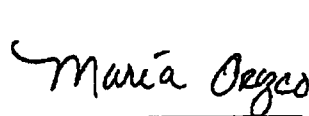
projects, will not be funded through the Regional Traffic Fee program for many years, well beyond the sunset of the current fee program.

Given that our Cities are starting to see renewed signs of optimism for future economic development, these current impact fees represent a significant obstacle that jeopardizes the ability to build needed facilities to facilitate job creation in the Salinas Valley. As such, we find it an unfair burden on developers to pay this fee for projects that will not be developed in the lifetime of the program, and respectfully request that TAMC remove the interchanges from the Regional Traffic Fee program, and lower the fees accordingly.

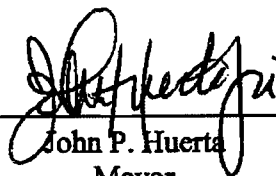
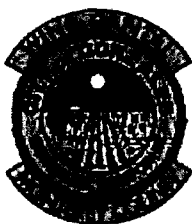
However, the elimination of the interchanges from the impact fee program CANNOT eliminate the projects from prioritization on TAMC's radar for funding. We strongly support including these interchange projects in any future expenditure plans from a potential future sales tax increase to be paid by our local residents, along with a commitment of the local jurisdictions to provide a fair-share contribution through their own revenue sources. Having an available amount of regional money to contribute to an interchange project when necessary, will greatly assist in our combined efforts to increase the local tax base by bringing more business into South County.

The four South County Cities are in agreement that the removal of the interchanges from the Regional Traffic Impact Fee, is a prudent course to take given the lack of available funding in the program. In addition, we agree that any future sales tax revenues should include in its expenditure plan funding, specifically for future South County interchange projects as the need arises for such improvements, in collaboration through local revenues. We remain committed to working with TAMC and our jurisdictions to wisely plan for regional infrastructure needs in the future, properly phase these improvements, and maintain a fee structure that does not drive potential business out of the Salinas Valley. We sincerely thank TAMC staff for their cooperation and request that the TAMC Board support this proposal at the next available opportunity.

Sincerely,



Maria Orozco
Mayor
City of Gonzales



John P. Huerta
Mayor
City of Greenfield



Robert Cullen
Mayor
King City



Fred Ledesma
Mayor
City of Soledad

