



Regional Transportation Planning Agency - Local Transportation Commission
Monterey County Service Authority for Freeways & Expressways
Monterey County Regional Development Impact Fee Joint Powers Agency
Email: info@tamcmonterey.org

TECHNICAL ADVISORY COMMITTEE

Thursday, August 6, 2020

****9:30 AM****

REMOTE CONFERENCING ONLY

There will be NO physical location of the meeting.

Please see all the special meeting instructions at the end of this agenda

Join meeting online at:

<https://us02web.zoom.us/j/950428194?pwd=T0N6RkZXWmN3UDAwTEZpUE9iVTIzQT09>

OR

By teleconference at: +1 669 900 6833

Meeting ID: 950 428 194

Password: 185498

Any person who has a question concerning an item on this agenda may call the Agency Secretary to make inquiry concerning the nature of the item described on the agenda.

1. ROLL CALL

Call to order and self-introductions. According to Transportation Agency and Committee bylaws, Committee membership consists of representatives from the Transportation Agency voting and ex-officio members, and other agencies that may be appointed by the Transportation Agency. Currently the Committee membership includes representatives from 12 Cities, the County, MST, Caltrans, City of Watsonville, the Air District, and AMBAG, for a total of 18 members. Five members of the Technical Advisory Committee, representing voting members of the Transportation Agency Board of Directors, constitute a quorum for transaction of the business of the committee. If you are unable to attend, please contact the Committee coordinator. 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. Under this item, each member of the public is allowed three minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Tuesday before the meeting, and such comments will be distributed to the Committee before the meeting.

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 the draft Technical Advisory Committee Minutes for June 4, 2020.

- Zeller

END OF CONSENT AGENDA

4. RECEIVE an update on the development of the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (2045 Plan) and 2022 Regional Growth Forecast.

- Heather Adamson (AMBAG)

Federal and state law requires that AMBAG prepare a long-range transportation plan every four years. That plan includes policies, projects and financial information consistent with the Regional Transportation Plans prepared by each of the countywide transportation planning agencies.

5. RECOMMEND the Transportation Agency Board of Directors program \$10.547 million of Regional Surface Transportation Program funds for the 2020 Competitive Grants Program of Projects.

- Zeller

The Transportation Agency Board approved releasing a call for projects for a new cycle of competitive grants at its March 2020 meeting. The grant applications were due June 1, 2020. Agency staff established an ad hoc committee of Bicycle & Pedestrian Facilities Advisory and Technical Advisory Committee members to review and rank the applications and provide funding recommendations. That list of recommended projects is provided in this staff report.

6. **RECEIVE** presentation by Monterey-Salinas Transit on the update of the "Designing for Transit" Guidelines, and **PROVIDE** input to Monterey-Salinas Transit and submit comments by Thursday August 13, 2020.

- Deal / Overmeyer

Monterey-Salinas Transit has prepared a draft update to their "Designing for Transit" guidelines. The guidelines are intended to help agencies plan and design transit infrastructure within their jurisdictions. Monterey-Salinas Transit will present the draft update to the "Designing for Transit" Guidelines and provide an opportunity for Technical Advisory Committee members and the public to provide comments to the guidelines. Comments are due by Thursday, August 13, 2020.

7. **ANNOUNCEMENTS**

8. **ADJOURN**

**Next Committee meeting will be on
Thursday, September 3, 2020 at 9:30 a.m.**

REMINDER: If you have any items for the next Committee Agenda, please submit them to: Transportation Agency for Monterey County; Attn: Rich Deal; 55-B Plaza Circle, Salinas, CA 93901, email: rich@tamcmonterey.org

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.

Important Meeting Information

Remote Meetings: On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which enhances State and Local Governments ability to respond to COVID-19 Pandemic based on Guidance for Gatherings issued by the California Department of Public Health. The Executive Order specifically allows local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. The public is strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants should download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/wordpress/2018/07/03/video-communications-best-practice-guide/>.

Remote Meeting Public Comment: Due to current circumstances, there may be limited opportunity to provide verbal comments during the meeting. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to maria@tamcmonterey.org by 5:00pm the Tuesday before the meeting. Such comments will be distributed to the Committee before the meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

Agenda Packet and Documents: Any person who has a question concerning an item on this agenda may call or email the Agency office to make inquiry concerning the nature of the item described on the agenda. Complete agenda packets are on display online at the Transportation Agency for Monterey County website. 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 review at the Agency website. Agency contact

information is as follows:

Transportation Agency for Monterey County
www.tamcmonterey.org
Office is closed an all employees are working remotely until further notice
TEL: 831-775-0903
EMAIL: info@tamcmonterey.org

Agenda Items: The agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member of the Committee 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.

Alternative Agenda Format and Auxiliary Aids: 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 staff at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish language interpreters, 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.

CORRESPONDENCE, MEDIA CLIPPINGS, and REPORTS - No items this month



Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: August 6, 2020
Subject: **Draft Technical Advisory Committee Minutes - June 4, 2020**

RECOMMENDED ACTION:

APPROVE the draft Technical Advisory Committee Minutes for June 4, 2020.

ATTACHMENTS:

- ▣ DRAFT TAC Minutes for June 4, 2020

TECHNICAL ADVISORY COMMITTEE MINUTES

**Meeting Held At
Transportation Agency for Monterey County
Conference Room 55-B Plaza Circle, Salinas**

Draft Minutes of Thursday, June 4, 2020

COMMITTEE MEMBERS	JUN 19	AUG 19	SEP 19	OCT 19	NOV 19	JAN 20	FEB 20	MAR 20	APR 20	MAY 20	JUN 20
R. Harary, Carmel-by-the-Sea (S. Friedrichsen)	P	C	P		P		P	P	C	P	P
D. Pick, Del Rey Oaks		A			P				A		
P. Dobbins Gonzales (M. Sundt)	P	N	P/A	P		P		P	N	P	P
D. Pike, Greenfield (T. Nisich)		C					P/P(A)	P	C	P/P(A)	P/P(A)
O. Hurtado, King City, Vice Chair (S. Adams)	P	E	P	P	P	P	P	P	E	P	P
B. McMinn, Marina (E. Delos Santos)	P	L	P	P	P		P	P	L	P	P
A. Renny, Monterey (F. Roveri, M. Garcia)	P(A)	L		P	P(A)	P	P		L	P(A)	P
D. Gho, Pacific Grove (M. Brodeur)	P(A)	E		P	P	P	P	P	E	P	P
A. Easterling, Salinas, Chair (J. Serrano)	P	D	P	P	P	P	P	P(A)	D	P	P
L. Gomez, Sand City (F. Meuer)	P		P	P	P		P(A)	P		P	P
S. Ottmar, Seaside (L. Llantero)				P	P	P	P	P		P	P(A)
D. Wilcox, Soledad (B. Slama, E. Waggoner)											
E. Saavedra, MCPW (R. Martinez)			P	P	P	P/A	P(A)	P(A)		P(A)	
Vacant , Monterey County Economic Development											
H. Adamson, AMBAG (P. Hierling)					P(A)	P/A	P(A)	P(A)			
O. Monroy-Ochoa, Caltrans (K. McClendon)			P	P			P	P		P/P(A)	P
M. McCluney, CSUMB											
A. Romero, MBUAPCD											
P. Said, FORA											
L. Rheinheimer, MST (M. Overmeyer)	P			P(A)		P(A)	P(A)	P(A)		P(A)	P(A)

STAFF	JUN 19	AUG 19	SEP 19	OCT 19	NOV 19	JAN 20	FEB 20	MAR 20	APR 20	MAY 20	JUN 20
D. Hale, Exec. Director				P	P	P		P	C	P	
T. Muck, Dep. Exec. Director	P		P	P	P	P		P	A	P	P
M. Zeller, Principal Transp. Planner	P		P	P	P	P	P	P	N	P	
C. Watson, Principal Transp. Planner								P	C		P
M. Jacobsen, Transportation Planner			P	P	P	P	P	P	E		P
T. Wright, Public Outreach Coordinator	P								L		P
R. Deal, Principal Engineer	P			P	P		P	P	L	P	P
A. Green, Senior Transportation Planner	P					P			E		
S. Castillo, Transportation Planner						P			D		
L. Williamson, Senior Engineer	P					P	P			P	

OTHERS PRESENT:

Randy Ishii, County of Monterey	Will Conden, AMBAG
Norm Groot, Monterey County Farm Bureau	John Olejnik, Caltrans D5
Kevin Dayton, Salinas Valley Taxpayers Association	Joyce Halabi, Pacific Grove
Katherine Hansen, County of Monterey	Scott Waltz, Sierra Club
Howard Fosler, League of Women Voters	

1. ROLL CALL

Chair Andrew Easterling, City of Salinas, called the meeting to order at 9:31 am. Introductions were made and a quorum was established.

1.1 ADDITIONS OR CORRECTIONS TO AGENDA

None.

2. PUBLIC COMMENTS

None

3. BEGINNING OF CONSENT AGENDA

M / S / C: McMinn / Gho / unanimous

Ayes: Dobbins, Easterling, Gho, Gomez, Harary, Hurtado, Ishii, Llantero, McMinn, Pike, Renny

No: None

Abstain: None

3.1 APPROVE the minutes of the Technical Advisory Committee meeting of May 7, 2020.

END OF CONSENT AGENDA

4. MEASURE X MAINTENANCE OF EFFORT – TEMPORARY MODIFICATION

Michael Zeller, Principal Transportation Planner, requested feedback from the Committee on potential options to temporarily modify the Measure X Maintenance of Effort requirement in response to COVID-19.

Mr. Zeller presented that 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." The Measure X implementing ordinance was recently amended to revise the maintenance of effort calculation from a rolling three-year average to the higher of a jurisdiction's Senate Bill 1 Maintenance of Effort amount or the amount of general fund expenditures on transportation in the 2016/17 fiscal year, adjusted annually for inflation.

With the State of Emergency, planned local transportation projects may not be moving forward, and jurisdictions may be diverting local funds for emergency relief or public health projects. To address this, Agency staff is reviewing potential temporary modifications to the Measure X Maintenance of Effort requirement. Given the severity of some jurisdictions' budget shortfalls, one option could be to temporarily suspend the maintenance of effort requirement for fiscal year 2019/20. Another option could be to allow for a percentage reduction from a jurisdiction's maintenance of effort amount. The California League of Cities recently requested that the Senate Bill 1 Road Maintenance and Rehabilitation Act Maintenance of Effort be reduced by 25 percent to account for the reduction in spending during the fourth quarter of the fiscal year, as a result of the State of Emergency.

Randy Ishii, County of Monterey, commented that the County is working towards delivering its projects, but we understand that other jurisdictions may be having issues. The County does not see a need to defer projects yet, and we support a temporary suspension for this year only.

Brian McMinn, City of Marina, commented that they are looking at numbers but do not have a degree of clarity yet as to how the downturn in revenues will impact their projects. The revenue shortfalls are not affecting everyone equally. Approving a temporary suspension would allow jurisdictions to keep spending if they are able to and provide relief to those who cannot.

Robert Harary, City of Carmel, commented that they are in dire straits. The Carmel City Council defunded all projects for this year and next. The City does not recommend an ordinance amendment if its only Carmel, although suspending Measure X disbursements until you are caught up on your Maintenance of Effort makes sense. It could be 2 to 4 years for Carmel to catch-up.

Leslie Llantero, City of Seaside, commented that the city bonded for our projects and that they would like to move forward with the current maintenance of effort or perhaps a 25% reduction

Andrea Renny, City of Monterey, commented that they city would like to be less restrictive, and allow for a reduction of the maintenance of effort since the city has had people laid off and projects defunded.

Dan Gho, City of Pacific Grove, commented that they city relies on tourists and they are not coming. But Public Works staff has lobbied their council to try to meet our maintenance of effort, and they've approved the budget as of now. My concern is that if we suspend the requirement, the council may cancel projects and reallocate funding.

Andrew Easterling, City of Salinas, commented that the city will have some trouble meeting the maintenance of effort this year, and supports a temporary suspension or reduction.

Tony Nisich, City of Greenfield, asked if TAMC staff will be sending out a survey to the city managers to find out what the impacts are so you have that data? Todd Muck responded that it makes sense as a next step.

Norm Groot, Monterey County Farm Bureau and Measure X Citizens Oversight Committee Member, commented that the Oversight Committee will need data from the jurisdictions to be able to justify making a change. If any change is approved, it needs to be for one year and then reevaluated. We also need to consider public perception about the wise use of tax dollars and that cities are delivering on the Measure X projects.

5. CENTRAL COAST HIGHWAY 1 ELKHORN SLOUGH RESILIENCY STUDY

Will Conden, AMBAG, presented that the transportation corridors through Elkhorn Slough will face significant challenges under conditions of climate change and sea level rise. The draft Central Coast Highway 1 Elkhorn Slough Resiliency Study provides a comprehensive assessment of the threats and options available to respond to those threats including the transportation, environmental and economic dimensions.

The study presents a detailed understanding of the risks and options for adaptation in this critical stretch of Highway 1 and the railway corridor, as well as an adaptation management strategy to ensure updated scientific information is integrated into the project planning process. The eight-mile stretch of Highway 1 near Elkhorn Slough is already constrained and will be increasingly impacted by coastal storm flooding and sea level rise.

The study emphasizes the importance of planning for Highway 1 and railway adaptation in the early to mid-2030s and implementing a course of action well before sea levels are

predicted to follow the exponential part of the curve in mid-to late-21st century. The no action scenario would result in widespread loss of habitat and biodiversity through the slough and worsen an existing transportation function problem, to the detriment of the community, region, and visitors to Monterey Bay.

John Olejnik, Caltrans D5, commented that he was glad to see four-lane widening was included and that you would see positive benefits from it.

Robert Harary, City of Carmel, asked to what extent did the railway participate in the study? Will Conden responded that we reached out to them but received no response. Todd Muck commented that Christina Watson, our rail planner, was involved in the study for regional rail.

Patrick Dobbins, City of Gonzales, asked if there was any coordination with the Coastal Commission? Will Conden responded that yes, they were involved in the steering committee and we worked with them to address concerns.

6. ANNOUNCEMENTS

Michelle Overmeyer, Monterey-Salinas Transit, announced that MST are still operating limited service right now, encouraging people to enter through rear doors and not collecting fare box. Increasing frequency in mid-July and starting to install barriers for the drivers when fare collection starts again. Also, please coordinate with MST if your city is promoting outdoor events and there are road closures.

Christina Watson, Principal Transportation Planner, announced that TAMC published a public survey for the rail network integration survey, and that a link to the survey will be sent out to the committee.

7. ADJOURN

The meeting was adjourned at 10:23 am.



Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: August 6, 2020
Subject: **2045 Metropolitan Transportation Plan / Sustainable Communities Strategy & 2022 Regional Growth Forecast**

RECOMMENDED ACTION:

RECEIVE an update on the development of the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (2045 Plan) and 2022 Regional Growth Forecast.

SUMMARY:

Federal and state law requires that AMBAG prepare a long-range transportation plan every four years. That plan includes policies, projects and financial information consistent with the Regional Transportation Plans prepared by each of the countywide transportation planning agencies.

FINANCIAL IMPACT:

There is no direct financial impact to the Transportation Agency in receiving this update; however TAMC's 2022 Regional Transportation Plan is closely linked with AMBAG's Metropolitan Transportation Plan/Sustainable Communities Strategy development. The environmental impact report being prepared by the Association of Monterey Bay Area Governments will cover both plans. The cost is estimated not to exceed \$225,000, of which TAMC has committed to pay \$60,000.

DISCUSSION:

The Transportation Agency prepares the Regional Transportation Plan every four years, which provides a basis for actions to allocate state and federal funding to transportation projects. The Transportation Agency prepares its plan in coordination with AMBAG, which prepares a Metropolitan Transportation Plan for the three-county Monterey Bay Area in its role as the federal Metropolitan Planning Organization for this region. Transportation investments in the Monterey Bay region that receive state and federal funds or require federal approvals must be consistent with the Plan and included in AMBAG's Metropolitan Transportation Improvement Program. The Metropolitan Transportation Improvement Program is a four-year program and represents the near-term commitments of the Plan. Developing a Sustainable Communities Strategy is a newly enacted requirement of a Metropolitan Transportation Plan from Senate Bill 375. The Sustainable Communities Strategy provides linkage between greenhouse gas emissions from automobiles through integrated transportation, land use and environmental planning. As part of the planning process, AMBAG works closely with the cities and counties in the tri-county region to develop a new population, employment and housing growth forecast and land use patterns and strategies based on reasonably available revenues. The Strategy also integrates the transportation network of projects included in each county's Regional Transportation Plan. These documents are prepared in in close coordination with the region's transit operators, local jurisdictions, Caltrans, the Monterey Bay Area Resources Board, state and federal resource agencies, local agency

formation commissions and other special purpose public agencies.

These regional plans outline the tri-county priorities for meeting future transportation and mobility needs, consistent with the adopted policy goals and objectives, as well as within the constraints of transportation revenues forecast over the 20-year planning horizon of the document. AMBAG's current 2040 Plan is built on a set of integrated policies, strategies and investments to maintain and improve the transportation system to meet the diverse needs of the region through 2040, consistent with those developed within Monterey, Santa Cruz and San Benito County's transportation plans. The new Plan's forecast year will be 2045.

Initial activities for the 2045 Plan were kicked off in April 2019. Activities currently underway are highlighted below.

2022 Regional Growth Forecast

The process to update the Regional Growth Forecast is underway. The first step in updating Regional Growth Forecast is establishing the regional numbers. The draft tri-county regional employment, population and housing figures have been accepted by the AMBAG Board of Directors in March 2020. AMBAG then began to disaggregate the forecast numbers to the jurisdiction level. The draft subregional growth forecast was released in July 2020 and will be presented to the AMBAG Board of Directors and the Planning Directors Forum in August 2020. The 2022 Regional Growth Forecast is scheduled to be accepted for planning purposes in Fall 2020. Once the 2022 Regional Growth Forecast has been finalized, AMBAG staff will be reaching out to each local jurisdiction to verify and update each of the traffic analysis zones (TAZs) using the new forecast. This is a crucial step as it will be used for modeling purposes in the Regional Travel Demand Model.

2045 Metropolitan Transportation Plan/Sustainable Community Strategies and Regional Transportation Plan Performance Measures

The 2045 Metropolitan Transportation Plan/Sustainable Communities Strategies performance measures (Attachment 1) are used to evaluate each of the policy goals and have been updated with new metrics added. The performance measures in the Regional Transportation Plan are aligned to maintain consistency with the 2045 Plan. Performance measures allow us to quantify regional goals, estimate the impacts of proposed investments, and evaluate progress over time. The AMBAG Board of Directors accepted the updated performance measures for the 2045 Plan in February 2020. The Transportation Agency Board also approved the updated performance metrics for the Regional Transportation Plan at their February 2020 meeting. AMBAG staff is currently developing methodologies to calculate the new measures to be included in the 2045 Plan.

Environmental Justice Definitions and Thresholds

Environmental Justice is the fair treatment of people of all races, cultures, and incomes during the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. The 2045 Plan includes a proposed set of updated environmental justice definitions and thresholds for minority, low income, low mobility, and low community engagement populations (Attachment 2). These draft definitions and thresholds would be used with the aforementioned performance metrics to better identify how the scenarios and projects included in the 2045 Plan will effect these communities. Transportation Agency staff is coordinating with AMBAG and our partner Regional Transportation Planning Agencies in the development of the environmental justice definitions to maintain consistency with the Regional Transportation Plan.

Transportation Project List

Transportation Agency staff is working with local jurisdictions and Caltrans, and AMBAG is working with the transit operators, to update the transportation project list for the 2045 Plan using the TELUS database. Transportation

Agency staff has requested that jurisdictions provide any changes to existing 2040 Plan projects, such as changes to cost estimates and project phasing, as well as adding new projects or deleting projects that have been completed.

2045 Plan Financial Assumptions and Scenario Development

Transportation Agency staff has been working with AMBAG, the Regional Transportation Planning Agencies of Santa Cruz and San Benito, and the transit agencies to develop financial assumptions for the Metropolitan Transportation Plan and Regional Transportation Plan through 2045. The financial assumptions will guide how much local, state and federal funding will be reasonably available for the transportation investments included in the 2045 Plan. Beginning later this year, scenarios will be developed and evaluated. The scenarios will include various combinations of land use assumptions and various multimodal transportation improvements and investments. The scenarios will be evaluated using the Regional Travel Demand Model.

Next Steps

Transportation Agency and AMBAG staff will continue to develop the various components of the 2045 Plan working with the Planning Directors Forum, Technical Advisory Committees, partner agencies and key stakeholders.

ATTACHMENTS:

- ▣ 2045 Plan - Performance Measures
- ▣ 2045 Plan - Environmental Justice

2045 MTP/SCS – Regional Performance Measures July 2020

Access and Mobility

- Commute Travel Time (minutes)
- Work Trips Within 30 Minutes (percentage)
- Population Within 30 Minutes of Parks (percentage)*
- Population Within 30 Minutes of Healthcare (percentage)*
- Daily Vehicle Delay Per Capita (minutes)*

Economic Vitality

- Population Near High Quality Transit (percentage)*
- Jobs Near High Quality Transit (percentage)
- Daily Truck Delay (hours)
- Income Consumed by Out of Pocket Transportation Costs (percentage)*

Environment

- GHG Reductions (Percent reduction from 2005 baseline)
- Open Space Consumed (acres)
- Farmland Converted (acres)

Healthy Communities

- Growth in Opportunity Areas (percentage)*
- Alternative Transportation Trips (percentage)
- Population Near Bike facilities (percentage)*
- Jobs Near Bike Facilities (percentage)*
- Peak Period Congested Vehicle Miles of Travel (miles)

Social Equity

- Distribution of MTP/SCS Investments (percentage)
 - Low income areas
 - Non low income areas
 - Minority areas

- Non minority areas
- Low mobility (zero car households and aged populations)*
- Low community Engagement (linguistic isolation and education attainment)*
- Access to Transit within 1/2 mile (percentage)
 - Low income population
 - Non low income population
 - Minority population
 - Non minority population
 - Low mobility (zero car households and aged populations)*
 - Low community engagement (linguistic isolation and education attainment)*

System Preservation and Safety

- Maintain the Transportation System (percentage)
- Fatalities and Injuries per 1,000 VMT
- Annual Projected Bike/Pedestrian Fatalities and Injuries per 1,000 VMT

** Denotes new performance metric*

Note: Low income and minority populations definitions will be revised.

2045 MTP/SCS

Environmental Justice Definitions and Thresholds

Draft for Discussion

Minority: The definition of minority individual was considered any non white or mixed race person according to the 2015 5-Year American Community Survey (ACS) data. Conversely, a non minority individual was considered any white or non Hispanic person. For the purposes of this analysis, a tract was considered to be predominantly minority if greater than 65% of the total population was non white. This is the same definition used in the adopted 2040 MTP/SCS.

Low Income: AMBAG chose to use 200% of the federal poverty level for 2015 as the definition for low income. This reflects the higher cost of living in the AMBAG region. For the purpose of this analysis, a tract was considered predominantly low income if greater than 33% of residing families earned less than 200% of the federal poverty level annually.

Low Mobility:

Aged Population: Population aged 65 and over that had income below the poverty level are considered low mobility. For this analysis, a tract was considered low mobility if 15% of the population aged 65 and over had income below the poverty level.

Zero-Car Households: Households that have zero-vehicle ownership fall into the low mobility category. For this analysis, a tract was considered low mobility if 15% of the households in the tract have zero-car ownership.

Disability: Census reports disability in six categories: Hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty. For this analysis, all categories of disability are used. Tracts with 11.12% disabled population, or the highest 20% above the regional average, was selected.

Low Community Engagement:

Limited English Proficiency: Households where English is not the primary language and English is not spoken “very well.” A tract was considered to have low community engagement if 15% of the tract were households where English is not spoken “very well.”

Educational Attainment: Population over age 25 who have not earned a high school diploma. A tract was considered to have low community engagement if 15% of the tract is over the age of 25 without a high school diploma.

Note: 2015 American Community Survey (ACS) data was used to analyze the existing conditions for the 2015 base year for use in the 2045 MTP/SCS.

DRAFT



Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: August 6, 2020
Subject: **2020 Competitive Grants Program of Projects**

RECOMMENDED ACTION:

RECOMMEND the Transportation Agency Board of Directors program \$10.547 million of Regional Surface Transportation Program funds for the 2020 Competitive Grants Program of Projects.

SUMMARY:

The Transportation Agency Board approved releasing a call for projects for a new cycle of competitive grants at its March 2020 meeting. The grant applications were due June 1, 2020. Agency staff established an ad hoc committee of Bicycle & Pedestrian Facilities Advisory and Technical Advisory Committee members to review and rank the applications and provide funding recommendations. That list of recommended projects is provided in this staff report.

FINANCIAL IMPACT:

At their March 25, 2020 meeting, the Transportation Agency Board voted to use \$10.11 million of Regional Surface Transportation Program and Transportation Development Act 2% funds from the Transportation Agency's FY 2020/21, 2021/22 and 2022/23 allocation for a new round of competitive grants. Staff is also recommending the deprogramming of \$1.45 million from projects awarded in the previous cycle that are completed or not moving forward. Using both sources of funding result in a total fund estimate of \$11.56 million.

DISCUSSION:

In establishing the Regional Surface Transportation Program Competitive Grants program, the Transportation Agency is seeking to fund projects that advance the goals of the Transportation Agency Board. These include delivering projects of regional significance that improve safety, provide maintenance for existing facilities, or support the development of a multimodal transportation network utilizing the principles of Complete Streets. Fair geographic balance in distributing the funds and the cost effectiveness of the proposed projects are also taken into consideration when awarding grant funds.

The grant application is composed of four sections, each with 25 available points, for a total possible application score of 100 points. The four categories are Project Information & Regional Significance, Complete Streets, Project Readiness & Cost Effectiveness, and Prior Project Delivery Performance. The scoring for the application was designed and approved by the Transportation Agency Board to favor projects that improve regional routes with high traffic volumes, include bicycle and pedestrian facilities and safety enhancements, can be completed within the three year funding window, and support sponsors that are utilizing their Regional Surface Transportation Program fair share allocations and have a history of delivering projects within the three-year funding cycle.

In May 2020, the Technical Advisory and Bicycle & Pedestrian Committees nominated committee members to the grants review committee to review and score the applications:

- Enrique Saavedra, County of Monterey
- Andrew Easterling, City of Salinas
- Patrick Dobbins, City of Gonzales
- Orchid Monroy-Ochoa, Caltrans D5
- Jack Smith, Bicycle and Pedestrian Facilities Committee Chair
- D.L. Johnson, Bicycle and Pedestrian Facilities Committee Member
- Martin Wegenstein, Bicycle and Pedestrian Facilities Committee Member
- Mike Zeller, TAMC Staff

The Transportation Agency received ten completed grant applications, totaling over \$27.6 million in requested Regional Surface Transportation Program grant funding. Each application was reviewed and scored by five committee members. The attached summary sheet provides an overview of the projects submitted for consideration, and how the applications were scored by the review committee. After considering the scores and factoring in geographic equity and cost effectiveness, the following projects are recommended by Agency staff for grant funding in ranked order:

- Salinas - Boronda Road Congestion Relief Project - \$4,000,000
- Salinas - Bardin Road Safe Routes to School - \$1,800,000
- King City - Complete Streets Downtown Streetscape - \$950,000
- Monterey - Traffic System, Pedestrian/Bike Upgrades - \$1,680,000
- Salinas - Pedestrian Crossing Enhancements - \$545,000
- Pacific Grove - Point Pinos Trail Project - \$382,000
- Greenfield - Walnut Avenue Pedestrian/Bike Improvements - \$590,000
- Seaside - Broadway Avenue Corridor Improvements - \$600,000

For the Broadway Avenue Corridor Improvements Project, the City of Seaside requested \$4.2 million in competitive funds and ranked this as its top priority. The project scored lower than other submitted projects, primarily since the project has not completed the environmental phase and has not secured its matching funds. While there was not sufficient funding available to meet the project's request, staff is recommending funding the environmental phase of the project at \$600,000. The General Jim/Coe Avenue project scored only slightly higher but is the second priority for the City of Seaside, so the Broadway improvements are being recommended instead.

The total amount of projects recommended for funding is \$10.547 million, which is in excess of the fund estimate approved by the Transportation Agency Board of \$10.11 million. Staff is also proposing to deprogram projects from the prior competitive cycle that have been completed but have remaining balances of funds or have not been started in the three-year program cycle. The proposed deprogramming of projects would add \$1.45 million to the competitive pot, for a total amount of \$11.56 million. The staff-recommended program of projects would leave a balance of \$1 million of competitive funds unprogrammed. In prior cycles, Agency staff has worked with the jurisdictions to identify phases of projects to use unprogrammed competitive funds, and has brought supplemental funding recommendations to the Board for approval as projects are ready.

ATTACHMENTS:

- 2020 Competitive Grants - Staff Recommendations

**Transportation Agency for Monterey County
2020 Competitive Grants - Funding Recommendation**



Application Code	Project Title	Sponsor	Funding Requested	Total Project Cost	Leverage of Other Funds	All Other Funds Secured	Application Score	Recommended Funding
SAL-03	Boronda Road Congestion Relief Project - Phase 1	Salinas	\$4,000,000	\$15,233,000	73.74%	Yes	78.40	\$4,000,000
SAL-01	Bardin Road Safe Routes to School Enhancement Project	Salinas	\$1,800,000	\$12,776,700	85.91%	Yes	78.00	\$1,800,000
KC-01	Complete Streets Downtown Streetscape Bulbout Improvements	King City	\$950,000	\$1,800,000	47.22%	Yes	74.20	\$950,000
MRY-01	Traffic System, Pedestrian and Bike Upgrades Citywide	Monterey	\$1,680,000	\$3,060,000	45.10%	Yes	74.20	\$1,680,000
SAL-02	Pedestrian Crossing Enhancements	Salinas	\$545,000	\$1,100,000	50.45%	No	72.20	\$545,000
PG-01	Point Pinos Trail Project	Pacific Grove	\$382,000	\$2,432,000	84.29%	Yes	66.60	\$382,000
GRE-01	Walnut Avenue Pedestrian and Bikeway Improvements	Greenfield	\$590,000	\$665,000	11.28%	Yes	65.80	\$590,000
Funding for projects below this break-line are contingent upon the deprogramming of a sufficient amount of competitive funds from the prior cycle								
SEA-02	Coe Avenue and General Jim Moore Boulevard Intersection Improvements	Seaside	\$5,480,000	\$5,753,000	4.75%	Yes	65.20	\$0
SEA-01	Broadway Avenue Corridor Improvements	Seaside	\$4,200,000	\$17,200,000	75.58%	No	65.00	\$600,000
MAR-01	Del Monte Boulevard and Patton Parkway Extension Project	Marina	\$8,000,000	\$15,000,000	46.67%	Yes	64.40	\$0
			\$27,627,000	\$75,019,700				\$10,547,000

Fund Estimate	
Regional Surface Transportation Program - Competitive	\$9,360,000
Transportation Development Act 2%	\$750,000
Deprogrammed Competitive Funds from Prior Cycle (See Estimate Below)	\$1,446,929
Total Competitive Funds Available (Estimate)	\$11,556,929
Unprogrammed Balance of Competitive Funds	\$1,009,929

**Transportation Agency for Monterey County
2020 Competitive Grants - Funding Recommendation**



Prior Competitive Projects Proposed for Deprogramming				
Sponsor	Project Title	Awarded	Paid	Balance
Monterey	North Fremont Bicycle & Pedestrian Improvement Project	\$248,249	\$224,766	\$23,483
Monterey	Holman Highway 68 Roundabout	\$248,249	\$0	\$248,249
Pacific Grove	Highway 68 Complete Streets Corridor	\$502,268	\$0	\$502,268
Salinas	Commuter Railroad - Lupine & Gateway Grants	\$233,980	\$0	\$233,980
Seaside	West Broadway Urban Village Infrastructure Improvements Project	\$3,798,750	\$3,359,801	\$438,949
				\$1,446,929



Memorandum

To: Technical Advisory Committee
From: Rich Deal, Principal Engineer
Meeting Date: August 6, 2020
Subject: Presentation on Monterey Salinas Transit update to "Designing for Transit" Guidelines

RECOMMENDED ACTION:

RECEIVE presentation by Monterey-Salinas Transit on the update of the "Designing for Transit" Guidelines, and **PROVIDE** input to Monterey-Salinas Transit and submit comments by Thursday August 13, 2020.

SUMMARY:

Monterey-Salinas Transit has prepared a draft update to their "Designing for Transit" guidelines. The guidelines are intended to help agencies plan and design transit infrastructure within their jurisdictions. Monterey-Salinas Transit will present the draft update to the "Designing for Transit" Guidelines and provide an opportunity for Technical Advisory Committee members and the public to provide comments to the guidelines. Comments are due by Thursday, August 13, 2020.

FINANCIAL IMPACT:

None.

DISCUSSION:

Monterey-Salinas Transit is in the process of updating its "Designing for Transit" guidance to reflect the latest standards and best practices. The original guidance was published in 2006, and since that time, a number of national best practice resources on transit stop and street design have been published or updated. Additionally, updates have been made to the Americans with Disabilities Act (ADA) of 1990 and to the application of the ADA to transit facilities.

Fehr & Peers has been hired to review MST's outdated guidelines, review industry material, and update MST's Designing for Transit. They have been tasked to focus on those elements that best suit the varied character of MST's urban and rural communities. The intent of this effort is to provide a "user guide" to help agencies in the evaluation and decision-making process for adding or updating transit infrastructure. The guidance updates technical design references for buses and stops, stop dimensions and roadway considerations for bus maneuverability, and off-street facility or Bus Rapid Transit (BRT) applications. The updated guidance also includes high-level discussion of signal operations, bus-bike interface, and pedestrian access in reference to other best practices documents.

Technical Advisory Committee members have the opportunity to review the updated guidelines (attached) and provide comments to MST before F&P prepares the final report. If you have any questions, feel free to reach out to me directly. A brief presentation will be provided at the August committee meeting.

WEB ATTACHMENTS:

[Monterey-Salinas Transit - Designing for Transit](#)

