



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, November 3, 2022

****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 October 6, 2022.

- Montiel

3.2 RECEIVE the call for nominations for the 21st Annual Transportation Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

- Wright

Transportation Agency would like to encourage and appreciate the efforts made by Monterey County residents, businesses and employees to improve transportation in Monterey County by awarding Transportation Excellence Awards. Staff encourages Technical Advisory Committee members to submit nominations, which are due by December 2, 2022. The awards ceremony will take place during the regular January 25, 2023 Transportation Agency Board meeting.

END OF CONSENT AGENDA

4. **RECEIVE** and **COMMENT** on draft 2023 Legislative Program.

- Watson

The purpose of the legislative program is to set general principles to guide staff and Board responses to legislative or budgetary proposals. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the Agency.

5. **RECEIVE** presentation on the Monterey County Climate Action Plan.

- Guther/Paulsworth

A Climate Action Plan is a roadmap for reducing greenhouse gas emissions and adapting to the effects of climate change, which fulfills requirements set out in the County's 2010 General Plan Final Environmental Impact Report. County residents and interested parties have the opportunity to weigh in on the strategies that will be put forth in the action plan.

6. **RECEIVE** presentation and **PROVIDE** input on Caltrans Strategic Investment Strategy (CSIS).

- Roy Abboud (Caltrans)

The purpose of the Caltrans Strategic Investment Strategy (CSIS) is to bridge Statewide goals and policies with the criteria and goals of State and federal competitive funding sources. The objective is to develop a methodology to define strategies and criteria required to nominate transformative and innovative multimodal projects that meet Statewide policy and goals.

7. **SELECT** members of the Technical Advisory Committee to serve as the 2023 Chair and Vice-Chair and **RECOGNIZE** outgoing Chair Chad Alino for his service during 2022.

- Bilse

The Technical Advisory Committee chairmanship changes each calendar year in January.

8. **ADOPT** schedule of 2023 Technical Advisory Committee meetings.

- Bilse

The proposed schedule of Technical Advisory Committee meetings for 2023 follows the existing pattern of meetings on the first Thursday of the month at 9:30 a.m. except July and December, when all committee meetings are cancelled due to holidays.

9. ANNOUNCEMENTS

10. ADJOURN

ANNOUNCEMENTS

Next Technical Advisory Committee meeting:
Thursday, January 5, 2023 at 9:30 a.m.
(note: there is no TAC meeting scheduled for December)

REMINDER: If you have any items for the next Committee Agenda, please submit them to: Transportation Agency for Monterey County; Attn: Doug Bilse; 55-B Plaza Circle, Salinas, CA 93901, **email:** doug@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 enhanced 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 allowed local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. That order expired on September 30, 2021. Governor Newsom has now signed AB 361, and the TAMC Board of Directors approved a resolution to enact AB 361 on September 22, 2021. This legislation permits teleconferencing for Brown Act meetings during a state of emergency. Thus, TAMC meetings will convene remotely, until further notice. For remote meetings, 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 remote meetings. 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 Monday 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: Maria Montiel, Administrative Assistant
Meeting Date: November 3, 2022
Subject: **Draft TAC Minutes - October 6, 2022**

RECOMMENDED ACTION:

APPROVE the draft Technical Advisory Committee Minutes for October 6, 2022.

ATTACHMENTS:

- ▣ Draft October TAC Minutes

TECHNICAL ADVISORY COMMITTEE MINUTES

Meeting held via Zoom

Draft Minutes of Thursday, October 6, 2022

COMMITTEE MEMBERS	DEC 21	JAN 22	FEB 22	MAR 22	APR 22	MAY 22	JUN 22	JUL 22	AUG 22	SEP 22	OCT 22
R. Harary, Carmel-by-the-Sea (R. Culver)	N	P	P	P(A)	P(A)	P	P	N	P	P	P
J. Guertin, Del Rey Oaks	O			-	-		P	O	-	-	-
P. Dobbins Gonzales (vacant)		E	P	P	P		-		P	-	P
D. Pike, Greenfield (T. Nisich)	M	P(A)	P	P/P(A)	P		P	M	P	P	-
O. Hurtado, King City (S. Adams)	E	P	P	P	P	P	-	E	P	P	P
B. McMinn, Marina (E. Delos Santos)	E	P	P	P	P	P	P	E	P	P	
M. Garcia, Monterey Vice Chair (A. Renny, F. Roveri)	T	P	P	P	P	P	P	T	P	P	P
D. Gho, Pacific Grove (J. Halabi)	I	P	P	P	P		P	I	P	P	P
A. Easterling, Salinas (vacant)	N	P	P	P	P		P	N	P	P	-
L. Gomez, Sand City (vacant)	G	P	P	P	-	P	P	G	P	P	
N. Patel, Seaside (P. Grogan /L. Llantero)		P(A)	P		P		-		P	P	P
O. Espinoza, Soledad (L. Gomez)		P	P	P	-	P	-		-	P	
C. Alinio, MCPW, Chair (E. Saavedra)		P	P	P	P	P	P		P	P	P
M. Taylor, AMBAG (P. Hierling)		P	P(A)	P	P	P	P		P	P	P
J. Xiao, Caltrans (K. McClendon)		P	E	P	P	P	P		P	P	P
S. Campi, CSUMB		P	P		P	P			-	P	P
T. Bell, MBARD					-	-	-		-	P	P
M. Overmeyer, MST (M. Deal)		P	P	P	P(A)	P	P		P	P	P

STAFF	DEC 21	JAN 22	FEB 22	MAR 22	APR 22	MAY 22	JUN 22	JUL 22	AUG 22	SEP 22	OCT 22
T. Muck, Executive Director		P	P	P	P	P	P		E	P	P
C. Watson, Director of Planning				P		P	P		E	P	P
M. Zeller, Director of Programming & Project Delivery		P	P	P	P	P			P	P	P
D. Bilse, Principal Engineer		P	P	P	P	P	P		P	P	P
M. Montiel, Administrative Assistant		P	P	P	P	P	P		P	P	P
J. Strause, Transportation Planner		P		P	P	P	-		E	-	-
T. Wright, Public Outreach Coordinator				P			-		P	P	-
L. Williamson, Senior Engineer		P		P	P	P	P		E	P	P
A. Hernandez, Asst. Transportation Planner		P		P		P	-		P	-	-
A. Guther, Asst. Transportation Planner		P					-		P	P	P

OTHERS PRESENT: Jamie Tugel, City of Greenfield Tom Bonigut, County
 Amaury Berteaud, AMBAG Darron Hill, Caltrans
 Norman Tuitavuki, MST Vince Dang, MST

1. ROLL CALL

Chair Chad Alinio, Monterey County, called the meeting to order at 9:30 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 /Garcia/ unanimous

3.1 **APPROVED** the Technical Advisory Committee meeting minutes for October 6, 2022, with a minor correction.

END OF CONSENT AGENDA

4. CALTRANS STRATEGIC INVESTMENT STRATEGY (CSIS) – Moved to next meeting date

5. CENTRAL COAST ZERO EMISSION VEHICLE STRATEGY PRESENTATION

Alissa Guther, Assistant Transportation Planner introduced Amaury Berteaud, AMBAG, and he presented on the Zero Emission Vehicle (ZEV) Strategy. Mr. Berteaud reported that the project study of the California Central Coast region will identify gaps and opportunities to implement ZEV infrastructures. In conclusion Mr. Berteaud noted that the assessment of the existing EV infrastructure environment along the Central Coast will focus on unincorporated rural areas between cities that experience significant interregional travel. He noted that ZEV charging stations are being planned for the Central Coast and the study will identify potential locations for electric and hydrogen recharging locations.

Sloan Campi, Monterey-Salinas Transit asked if the needs of universities are addressed in the plan. Amaury Berteaud replied that the team is looking at ways to see how university locations fit into the report.

6. BI-ANNUAL STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP) PACKAGE

Darron Hill from Caltrans reported on the State Highway Operation and Protection Program that includes monitoring the condition and operational performance of the highways through periodic inspections, traffic studies, and system analysis. Mr. Hill reported that the SHOPP is not a funding source, but more like a tracking tool for project funding and development. In conclusion Mr. Hill noted that there are no significant changes from the data reported to the Technical Advisory Committee in February. He noted that 41 projects identified for in Monterey County with roughly \$850M in funding.

Doug Bilse Principal Engineer asked how the Caltrans Strategic Investment Strategy (CSIS) may impact future SHOPP funding. Daron Hill replied that the CSIS is pushing competitive funds to be spent on projects that align with new priorities such as the Climate Action Plan for Transportation Infrastructure (CAPTI). This means some SHOPP projects will have their scope changed to address non-transportation issues (e.g., sea level rise) and there may be some exchange between SHOPP projects and competitive funding grants.

7. DRAFT 2022 COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

Miranda Taylor, Planner with AMBAG presented on Draft 2022 Coordinated Public Transit-Human Services Transportation Plan. She noted that the Draft Coordinated plan is currently out for 30-day public review period that is open until the end of the day October 17th. She noted that AMBAG is required to develop the Coordinated Plan for the Tri-County Region every 4-years. The purpose of the Coordinated Plan is to create a plan to improve regional transit service for individuals that are elderly, disabled, and/or low income. In conclusion Ms. Taylor noted that the projects and strategies identified in this plan are made eligible for federal funding through the Federal Transit Administration Section 5310 grant program. Staff will incorporate comments received into the Final 2022 Coordinated Plan which is scheduled to be approved by the AMBAG Board of Directors at its November 9, 2022 meeting.

Sloan Campi asked if the AMBAG plan is consistent with the unmet transit needs identified in the TAMC reports. Miranda Taylor replied that the TAMC data is included in this report.

Sloan Campi asked for Transportation Agency staff work with AMBAG to identify unmet transit needs for CSUMB.

8. ANNOUNCEMENTS

Doug Bilse, Principal Engineer noted that there is no TAC meeting in December 2022.

9. ADJOURN

The meeting was adjourned at 10:33 am.



Memorandum

To: Technical Advisory Committee Members
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: November 3, 2022
Subject: Transportation Excellence Awards Nominations

RECOMMENDED ACTION:

RECEIVE the call for nominations for the 21st Annual Transportation Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

SUMMARY:

Transportation Agency would like to encourage and appreciate the efforts made by Monterey County residents, businesses and employees to improve transportation in Monterey County by awarding Transportation Excellence Awards. Staff encourages Technical Advisory Committee members to submit nominations, which are due by December 2, 2022. The awards ceremony will take place during the regular January 25, 2023 Transportation Agency Board meeting.

FINANCIAL IMPACT:

None.

DISCUSSION:

Transportation Agency for Monterey County would like to show its appreciation to the local community for its outstanding efforts to improve transportation in Monterey County. The program has award categories for individuals, businesses/groups, programs or projects. Examples of potential awards include but are not limited to:

- Transportation employees who excel at their jobs and go the extra mile to improve our transportation system.
- Innovative activities that promote more efficient use of the local transportation network.
- Citizens or organizations that have made significant efforts to inform and educate the public about transportation issues.
- Successful efforts to improve transit services and encourage the use of smart commute options as alternatives to driving alone through the Go831 Smart Commute Program.

Committee members are encouraged to distribute nomination forms and nominate projects, groups or individuals to be recognized for their contributions to transportation in Monterey County.

The nomination form is attached to this staff report and is also available on the Transportation Agency website (tamcmonterey.org). The form can be submitted online, mailed to Transportation Agency offices or emailed to Theresa Wright (at theresa@tamcmonterey.org). The deadline for nominations is December 2, 2022. The Transportation Agency Executive Committee will select the awards recipients at its January meeting.

ATTACHMENTS:

- Transportation Excellence Awards Nomination Form



Transportation Excellence Awards

Awards Program Nomination form (Please fill out form completely)

1. Name of Nominee

Give name and address of individual (provide title), firm, group, or organization.

Nominee: _____

Category: (circle one) **Individual** **Business/Group** **Program** **Project**

Address: _____ Email: _____

City: _____ Zip _____ Phone: _____

If Nominee is a firm, group or organization, provide contact name: _____

Title: _____ Phone: _____

_____ Email: _____

2. Description:

Describe the individual, business, group, program or project that is being nominated. Include any specific information that may apply, such as the number of people who worked on the project, number of hours spent on the project, number of people served or affected, cost to those served, and annual cost of operation. Indicate whether the nominee is a volunteer or paid. Enclose any photographs or other materials that will contribute additional information to the nomination. Use extra pages as needed.

3. Date or duration of program:

When did this program take place? When was it completed? If ongoing, when did it start?

4. Significance/Result:

State how this person, group or project has contributed to improving transportation in Monterey County in current calendar year. Describe the impact on those served and value created by this activity, as well as any savings provided to users, taxpayers or providers by the nominee. Use extra pages as needed.

5. Person Submitting Nomination:

Name: _____ Phone: _____

Title: _____ Email: _____

Organization: _____

Address: _____

City: _____ Zip: _____

Please return by **noon, December 2, 2022** via online, fax: 831-775-0897; email: Theresa@tamcmonterey.org; or mail to: Transportation Agency for Monterey County, Attn: Theresa Wright, 55-B Plaza Circle, Salinas CA, 93901. For additional information, please call 831-775-4403.



Memorandum

To: Technical Advisory Committee
From: Christina Watson, Director of Planning
Meeting Date: November 3, 2022
Subject: **2023 Legislative Program**

RECOMMENDED ACTION:

RECEIVE and **COMMENT** on draft 2023 Legislative Program.

SUMMARY:

The purpose of the legislative program is to set general principles to guide staff and Board responses to legislative or budgetary proposals. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the Agency.

FINANCIAL IMPACT:

The recommended action has no direct financial impact.

DISCUSSION:

The draft 2023 legislative program (**attached**) continues to focus on transportation funding and is limited to priorities that are likely to come up in the 2023 legislative session.

Items of particular interest to this Committee include:

State:

- 4S. Support funding for zero-emission alternative fuel initiatives.
- 6S. Support broadband investments.
- 9S. Support Vision Zero strategies.
- 11S. Support streamlining project delivery.

Federal:

- 1F. Support stabilizing and increasing transportation funds.
- 1F(3). Coordinate with military installations to seek funding for projects with a nexus to those installations.
- 3F. Advocate for the increase of broadband infrastructure capacity.

The Executive Committee discussed this draft legislative program on October 5, 2022, and on October 26, 2022, the Board approved releasing it to Committees for input. The Bicycle and Pedestrian Facilities Advisory Committee and the Rail Policy Committee will review the draft in November. Staff will also meet with partner agencies locally and statewide to discuss common issues. Following the Executive Committee's review of the draft program in January, the final program will come back to the Board on January 25, 2023 for adoption.

ATTACHMENTS:

- Draft 2023 Legislative Program

2023~~2~~ Legislative Program

State Priorities

- 1S.** Preserve funding for [all modes of](#) transportation projects, maximize formula funding to regions, and preserve regional discretion and priority-setting [for infrastructure needs](#). [Advocating for proportionality on the application of vehicle miles traveled metrics in comparison to larger metro areas in the state, particularly for completing multi-modal corridors or highway projects in less densely populated or disadvantaged areas of the county, to increase safety for commuters, enhance routes needed for evacuation from climate events, goods movement, and tourism travel.](#)
- 2S.** [Leverage Measure X funds and partner with state agencies to p](#)Pursue competitive grant or bond funding for highway safety, traffic congestion relief, trade corridors, passenger rail, public transportation, infrastructure resiliency, and bicycle and pedestrian routes for Monterey County projects.
- 3S.** Promote jobs-housing balance and alternative transportation modes as ways to reduce vehicles miles traveled, such as via funding reduced transit fares, while maintaining statewide equity between urban and rural areas.
- 4S.** Support funding for [zero-emission](#) alternative fuel initiatives that enhance mobility and accessibility while reducing greenhouse gas emissions, such as electric vehicle charging infrastructure, electric power storage capacity, [electrical grid reliability](#), and incentives for electric bike and vehicle purchases.
- 5S.** Explore replacement funding mechanisms for transportation investments, such as a pay-by-the-mile user fee, public private partnerships, [full conversion to a](#) vehicle registration fee, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.
- 6S.** Support the promotion of telecommuting to reduce vehicle miles traveled via broadband investments in rural areas and disadvantaged communities, support the inclusion of local government representation in the administration of broadband infrastructure funding, and support new server farms in rural areas.

- 7S. Support the use of State rail funding to implement new state-supported passenger rail service on the Coast Route to help the State meet transportation and greenhouse gas emission reduction goals.
- 8S. Support efforts to reauthorize Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects
- 9S. Support legislation that increases roadway safety by implementing Vision Zero strategies and improving driver safety training.
- 10S. Support ~~legislation to devote more~~sustainable funding ~~to for~~ the oversubscribed Active Transportation Program.
- 11S. Support streamlining project delivery, including simplifying grant program applications, raising encroachment permit thresholds, and accelerating project permit approvals.
- ~~12S. Coordinate with the Monterey Salinas Transit District (MST) to update Transportation Development Act (TDA) law.~~
- 13S.12S. Support MST efforts to seek funding to implement the infrastructure needed to meet the deadlines of the Innovative Clean Transit (ICT) Regulation transition to a 100 percent zero-emission bus fleet by 2040.
- 14S.13S. Support legislation that promotes transit-oriented development (such as via redevelopment or opportunity zones), complete streets, alternative commutes, multi-modal transportation, bikes on board trains and buses, and active transportation projects.
- 15S.14S. Modernize the Brown Act to enhance transparency and wider public access to allow the use of remote access to public meetings without requiring noticing of all remote Board or committee member locations, provided the public can participate via remote access software or in-person.
- 16S.15S. Support member agencies' requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities when they are consistent with Transportation Agency for Monterey County priorities.

2023~~2~~ Legislative Program

Federal Priorities

- 1F.** Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds ~~in the multimodal transportation authorization bill:~~
- ~~1. Support an adequate level of funding for Monterey-Salinas Transit (MST) ~~through advocacy on a new transportation bill~~ with appropriations sufficient to ensure immediate access to funding.~~
 - ~~2. Increase and index the gas tax to inflation.~~
 - ~~3. Explore innovative funding mechanisms, such as a vehicle registration fee, pay by the mile user fee, public private partnerships, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.~~
 - ~~4. Expand access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.~~
 - ~~5. Remove procedural obstacles that impede expenditure of authorized federal funding, including cash flow options for small and rural grantees.~~
 - 6.2. Support congressionally directed federal funding for Agency transportation priorities.
 - 7.3. Coordinate with regional military installations ~~in Monterey County~~ to seek funding for transportation projects with a nexus to operations at those installations.
 - 8.4. Support MST application for federal funding for the SURF! Bus Line in the Monterey Branch Line corridor.
 - 9.5. Support applications for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant program for projects on the California Central Coast.

~~10. Support funding for infrastructure projects that provide resiliency for disaster preparedness and climate change impacts, such as electric vehicle charging infrastructure or sea level rise adaptive projects.~~

- 2F.** Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 3F.** Advocate for the Federal Communications Commission to regulate broadband/internet access as a utility to enable the increase of broadband infrastructure capacity to help bridge the digital divide and to encourage telecommuting.
- 4F.** Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing integrated passenger rail service for the traveling public.
- 4F.5F.** Support the use of Federal rail funding to implement new passenger rail service on the Coast Route.
- 5F.6F.** Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 6F.7F.** Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities when they are consistent with Transportation Agency for Monterey County priorities.



Memorandum

To: Technical Advisory Committee
From: Alissa Guther, Assistant Transportation Planner
Meeting Date: November 3, 2022
Subject: **Monterey County Climate Action Plan**

RECOMMENDED ACTION:

RECEIVE presentation on the Monterey County Climate Action Plan.

SUMMARY:

A Climate Action Plan is a roadmap for reducing greenhouse gas emissions and adapting to the effects of climate change, which fulfills requirements set out in the County's 2010 General Plan Final Environmental Impact Report. County residents and interested parties have the opportunity to weigh in on the strategies that will be put forth in the action plan.

FINANCIAL IMPACT:

This project does not have a direct financial impact on TAMC. TAMC staff have participated in meetings on the preparation of the draft plan.

DISCUSSION:

A Climate Action Plan is a roadmap for reducing greenhouse gas emissions and adapting to the effects of climate change, which fulfills requirements set out in the County's 2010 General Plan Final Environmental Impact Report. County residents and interested parties have the opportunity to weigh in on the strategies that will be put forth in the action plan.

The Climate Action Plan will cover only the unincorporated areas of Monterey County, so the 12 incorporated cities are not included. So far, over 30 public and community meetings have been held to gather input on the formation of the Climate Action Plan, and more than 300 individuals and businesses/associations have been engaged.

In a 2019 evaluation, on-road transportation was the biggest percent of total county greenhouse gas emissions. In the Monterey County Climate Action Plan, the benefits, considerations, and opportunities of greenhouse gas reduction strategies for the transportation and land use sector are organized under three main topic areas: reducing vehicle miles traveled, electric and alternative vehicles, and off-road vehicles and equipment. The strategies for implementing these areas are listed below.

Reducing Vehicle Miles Traveled

- Increase affordable, mixed-use housing near transit
- Improve public transit and active transportation infrastructure
- Implement zero-emissions car and ride share programs

Electric and Alternative Vehicles

- Transition to electric vehicles (EVs) and other clean-fuel vehicles
- Install EV charging stations
- Support biomass for advanced biofuels

Off-road Vehicles and Equipment

- Transition to zero-emission construction and landscaping equipment
- Reduce equipment idling
- Use renewable diesel in construction equipment as a transition fuel

The County is seeking input via its online service, linked as an **attachment** in this report.

WEB ATTACHMENTS:

- [Monterey County Climate Action Plan Website](#)
- [Climate Action Plan Interactive Tool](#)



Memorandum

To: Technical Advisory Committee
From: Doug Bipse, Principal Engineer
Meeting Date: November 3, 2022
Subject: Caltrans Strategic Investment Strategy (CSIS)

RECOMMENDED ACTION:

RECEIVE presentation and **PROVIDE** input on Caltrans Strategic Investment Strategy (CSIS).

SUMMARY:

The purpose of the Caltrans Strategic Investment Strategy (CSIS) is to bridge Statewide goals and policies with the criteria and goals of State and federal competitive funding sources. The objective is to develop a methodology to define strategies and criteria required to nominate transformative and innovative multimodal projects that meet Statewide policy and goals.

FINANCIAL IMPACT:

There is no funding source directly tied to the projects included in the CSIS. Caltrans uses the CSIS to make strategic decisions on which projects best align with programs such as the Climate Action Plan for Transportation Infrastructure (CAPTI). The Districts use the CSIS as a tool to work with their partner agencies to identify projects that are good candidates to nominate for future funding sources. Caltrans acts as the lead applicant for several federal and state grant programs and uses the CSIS to identify and select projects to be submitted. This could potentially impact the availability of State funds for the region's priority safety and congestion-relief transportation projects.

DISCUSSION:

Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. This legislative package invests \$54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds will be split equally between state and local investments. State transportation funds, including revenue collected under SB 1, must be used solely on transportation. As outlined in SB 1, California will continue the "fix-it-first" approach to maintaining the state's highways, roads and bridges.

The Climate Action Plan for Transportation Infrastructure (CAPTI) details a holistic investment framework and outlines accompanying strategies and actions on how the state should invest billions of dollars of transportation funding where state agencies play a role in project selection or nomination. The investment framework, strategies, and actions help the transportation sector aggressively combat and adapt to the climate crisis, while supporting public health, safety, and social equity goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health and social equity goals. Caltrans "fix-it-first" approach to funding is guided by the objectives defined in the CAPTI Investment Framework. CAPTI Strategy S4 calls for Caltrans to "Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnership". This is a commitment to lead on climate action

and advance social equity in the transportation sector. Several key actions are identified in the CAPTI that advance this new direction to change the type of projects Caltrans will fund, nominate, and sponsor.

The CSIS includes Key Action S4.1 that calls for Caltrans to "Align Caltrans project Nominations with the CAPTI Investment Framework." The CSIS will guide projects nominated or sponsored by Caltrans, as well as projects that Caltrans partners with a local or regional agency. The CSIS is envisioned to be an investment framework through a data- and performance-driven approach that guides transportation investments and decisions. This framework includes methodologies and processes for how Caltrans should invest billions of dollars of highly competitive fund programs that will address transportation deficiencies while also achieving the CAPTI Guiding Principles. The CSIS will guide nominations for projects funded by the State Highway Operation and Protection Program (SHOPP) and projects funded by other sources, commonly referred to as Non-SHOPP projects.

SHOPP projects are presently prioritized through a data- and performance-driven approach under Asset Management; therefore, the Interim CSIS is focused on prioritizing non-SHOPP projects using a predominantly qualitative approach to guide the investment decision-making process. Caltrans intends to transition the CSIS towards a data- and performance-driven approach prior to SB 1 Cycle 4, when data collection and in-depth analyses can be conducted to establish baselines and performance targets and effectively measure the extent to which Caltrans delivers on the CAPTI Guiding Principles. The interim CSIS includes nine evaluation criteria:

1. **Safety:** Does the project reduce fatalities and serve injuries for all users in alignment with the Safe Systems approach?
2. **Vehicle Miles Travelled:** How does the project impact VMT?
3. **Mode Shift:** Does the project demonstrate the potential for mode shift?
4. **Public Engagement:** Does the project include documentation of a meaningful public engagement process?
5. **Benefits to Disadvantaged Communities:** Does the project incorporate local community needs that provides benefits to DACs?
6. **Climate Resiliency:** Does the project improve climate adaptation and resiliency?
7. **Natural and Working Lands:** Does the project minimize impacts on natural resources and ecosystems?
8. **Infill Development:** Does the project promote infill development and transportation-efficient land use patterns while protecting from displacement?
9. **Zero Emissions (ZE) Infrastructure:** Does the project include and / or improve access to zero emission vehicle charging.

Agency staff has been working closely with Caltrans District 5 during this process to review our priority regional State highway projects that are already in the development pipeline – Scenic State Route 68 Corridor, US 101 South of Salinas, and the State Route 156 Corridor Improvements. In coordination with PointC, the Agency's corridor advisor, staff has been able to provide feedback during the pipeline review for how these projects are in alignment with the State's goals and should be prioritized for funding.

A draft of the interim CSIS is currently available for public review and comments. The deadline for comments to be submitted is November 14th. A representative from Caltrans will provide an update to the Committee at the meeting.

WEB ATTACHMENTS:

[Draft Interim Caltrans System Investment Strategy](#)



Memorandum

To: Technical Advisory Committee
From: Doug Bipse, Principal Engineer
Meeting Date: November 3, 2022
Subject: **2023 Committee Chair and Vice Chair**

RECOMMENDED ACTION:

SELECT members of the Technical Advisory Committee to serve as the 2023 Chair and Vice-Chair and **RECOGNIZE** outgoing Chair Chad Alino for his service during 2022.

SUMMARY:

The Technical Advisory Committee chairmanship changes each calendar year in January.

FINANCIAL IMPACT:

There is no financial impact.

DISCUSSION:

The Committee bylaws state that the chairmanship is changed during the first quarter of every year. The new Chair and Vice-Chair will serve for the 2023 calendar year.

The current Vice-Chair is Marissa Garcia for the City of Monterey.

ATTACHMENTS:

- TAC Past Chair and Vice-Chair

TAC Past Chair & Vice Chair Summary

Year	Chair	Vice Chair
2022	Chad Alinio (County)	Marissa Garcia (Monterey)
2021	Octavio Hurtado (King City)	Chad Alinio (County)
2020	Andrew Easterling (Salinas)	Octavio Hurtado (King City)
2019	Brian McMinn (Marina)	James Serrano (Salinas)
2018	Patrick Dobbins (Gonzales)	Brian McMinn (Marina)
2017	Enrique Saavedra (County)	Patrick Dobbins (Gonzales)
2016	Rich Deal (Monterey)	Ryan Chapman*/ Enrique Saavedra (County) *Resigned
2015	James Serrano (Salinas)	Rich Deal (Monterey)
2014	Don Wilcox (Soledad)	James Serrano (Salinas)
2013	Trish Lopez (County)	Don Wilcox (Soledad)
2012	Dale Lipp (Greenfield)	Trish Lopez (County)
2011	Nourdin Khayata (Marina)	Dale Lipp (Greenfield)
2010	Trish Lopez (County)	Nourdin Khayata (Marina)



Memorandum

To: Technical Advisory Committee
From: Doug Bipse, Principal Engineer
Meeting Date: November 3, 2022
Subject: **2023 Technical Advisory Committee Meeting Schedule**

RECOMMENDED ACTION:

ADOPT schedule of 2023 Technical Advisory Committee meetings.

SUMMARY:

The proposed schedule of Technical Advisory Committee meetings for 2023 follows the existing pattern of meetings on the first Thursday of the month at 9:30 a.m. except July and December, when all committee meetings are cancelled due to holidays.

FINANCIAL IMPACT:

None.

DISCUSSION:

These are the dates for the 2023 meeting schedule; *please mark your calendars accordingly*. Meeting time and location will remain the same: 9:30 a.m. in the TAMC conference room:

- January 5
- February 2
- March 2
- April 6
- May 4
- June 1
- (no July Meeting)
- August 3
- September 7
- October 5
- November 2
- (no December meeting)

We are encouraging more participation and attendance by member agencies in the oncoming year in order to make the TAC a more effective group. Please contact the Transportation Agency if you cannot attend a Committee meeting. If you cannot attend a meeting it is highly recommended that you send your alternate in your place. Your courtesies to

the other Committee members to assure a quorum is appreciated. If the designated TAC member or alternate member for your agency needs to be changed or updated, please send a letter to the Transportation Agency to make the change.

Until February 28, 2023, the meetings will continue to be held via remote conferencing under the Governor's declared state of emergency, which is expected to be lifted on February 28, 2023. Starting in March 2023, the meetings will be held at the TAMC conference room at 55-B Plaza Circle, Salinas, or other location to be determined in advance of each meeting (the agenda will specify).

If necessary, it will be possible to make the in-person meetings accessible for remote participation, following the revised Brown Act rules for remote participation, which requires at least a quorum to attend in person. Committee members needing to participate remotely must get prior approval from the Committee, unless timing makes that impossible, in which case the authorization can occur at the meeting, citing "emergency circumstances." The statute defines "emergency circumstances" as "a physical or family medical emergency that prevents a member from attending in person." In addition, Committee Member remote participation is limited to 20% of the meetings, meaning no more than 2 Committee meetings, per year.

Staff will present an update and request input from the Committee at the meeting, whether it may be desirable to make the meetings remotely accessible throughout the year, even upon the resumption of in-person meetings.