



TECHNICAL ADVISORY COMMITTEE

Thursday, November 7, 2019
9:30 AM

Transportation Agency for Monterey County Conference Room
55-B Plaza Circle, Salinas
Transportation Agency Conference Room
AGENDA

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. 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. Please recycle this 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. Each member of the public is allotted with three minutes to address any concerns. Comments on items on today's agenda may be given when that agenda item is discussed.

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 3, 2019.

- Zeller

- 3.2 **RECEIVE** schedule of 2020 Technical Advisory Committee meetings.

-Deal

The proposed schedule of Technical Advisory Committee meetings for 2020 follows the existing pattern of meetings on the first Thursday of the month at 9:30 a.m. except January is the second Thursday due to the New Year holiday and July and December, when all the TAMC committee meetings are cancelled due to holidays.

- 3.3 **RECEIVE** the call for nominations for the 18th 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 committee members to submit nominations, which are due by December 6, 2019. The awards ceremony will take place during the regular January 22, 2020 Transportation Agency Board meeting.

END OF CONSENT AGENDA

4. **RECEIVE** and **COMMENT** on draft 2020 Legislative Program.

- Deal

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** information on the annual update to the federal requirements for performance management and target setting.

- Hierling (AMBAG)

Federal law has established nationally consistent metrics for evaluating the performance of transportation infrastructure. Under these requirements, AMBAG, as the federally-designated Metropolitan Planning Agency, must establish regional performance targets or adopt statewide targets for safety, asset management, reliability of travel for people and freight, travel delay, mode share and emissions reductions. AMBAG is proposing to adopt the statewide targets at their February 2020 meeting.

6. **RECEIVE** update on Safe Streets Pilot Program development and project application process.

- Jacobsen

Staff received feedback from the Committee at the October meeting regarding the Safe Streets Pilot Program that helped further define the program and led to the development of a project application form that Staff will present to the TAC.

7. **RECEIVE** update on the Fort Ord Regional Trail and Greenway environmental impact report.

- Castillo

The draft environmental impact report for the Fort Ord Regional Trail and Greenway project will be released for public review in mid November. A public review period of at least 45 days will follow. A public hearing to accept comments on the draft environmental impact report will take place at the December 4, 2019 TAMC Board of Directors meeting.

8. **ANNOUNCEMENTS**

9. **ADJOURN**

**Next Committee meeting will be on
Thursday, January 9, 2020 at 9:30 a.m.
TAMC Conference Room
55-B Plaza Circle, Salinas**

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.

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 inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901-2902
Monday thru Friday 8:00 a.m. - 5:00 p.m.
TEL: 831-775-0903
FAX: 831-775-0897**

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 at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, 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

- C 1. RECEIVE** correspondence originating from TAMC Bicycle and Pedestrian

Facilities Advisory Committee per Committee bylaw requirements.



Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: November 7, 2019
Subject: **Draft Technical Advisory Committee Minutes - October 3, 2019**

RECOMMENDED ACTION:

APPROVE the draft Technical Advisory Committee Minutes for October 3, 2019.

ATTACHMENTS:

- ▣ Draft TAC October 2019 minutes

TECHNICAL ADVISORY COMMITTEE MINUTES

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

DRAFT Minutes of Thursday, October 3, 2019

COMMITTEE MEMBERS	OCT 18	NOV 18	JAN 19	FEB 19	MAR 19	APR 19	MAY 19	JUN 19	AUG 19	SEP 19	OCT 19
R. Harary, Carmel-by-the-Sea (S. Friedrichsen)	P(A)		C	P	P	P	C	P	C	P	
D. Pick, Del Rey Oaks	P		A				A		A		
P. Dobbins Gonzales (M. Sundt)	P	P	N	P		P(A)	N	P	N	P/A	P
R. Mullane, Greenfield			C	P(A)			C		C		
O. Hurtado, King City (S. Adams)	P	P	E	P	P		E	P	E	P	P
B. McMinn, Marina, Chair (E. Delos Santos)		P	L	P	P	P	L	P	L	P	P
A. Renny, Monterey (F. Roveri)	P(A)	P(A)	L	P(A)	P(A)	P	L	P(A)	L		P
D. Gho, Pacific Grove (M. Brodeur)	P	P	E	P	P	P	E	P(A)	E		P
A. Easterling, Salinas, Vice Chair (J. Serrano)	P(A)	P	D	P	P	P	D	P	D	P	P
L. Gomez, Sand City (F. Meuer)				P(A)	P	P		P		P	P
R. Riedl, Seaside (L. Llantero)	P			P(A)		P					P
D. Wilcox, Soledad (B. Slama, E. Waggoner)											
E. Saavedra, MCPW (R. Martinez)	P(A)	P		P	P(A)	P(A)				P	P
Vacant , Monterey County Economic Development											
S. Vienna, AMBAG (H. Adamson)	P(A)	P(A)		P(A)	P	P					
O. Ochoa-Monroy, Caltrans (K. McClendon)	P			P(A)	P	P				P	P
M. McCluney, CSUMB	P(A)										
A. Romero, MBUAPCD											
J. Brinkmann, FORA (P. Said)	P										
L. Rheinheimer, MST (M. Overmeyer)	P	P		P(A)	P	P		P			P(A)

STAFF	OCT 18	NOV 18	JAN 19	FEB 19	MAR 19	APR 19	MAY 19	JUN 19	AUG 19	SEP 19	OCT 19
D. Hale, Exec. Director			C	P	P						P
T. Muck, Dep. Exec. Director	P	P	A	P	P	P		P		P	P
M. Zeller, Principal Transp. Planner	P		N	P	P	P		P		P	P
C. Watson, Principal Transp. Planner			C								
M. Jacobsen, Transportation Planner			E							P	P
T. Wright, Public Outreach Coordinator			L					P			
R. Deal, Principal Engineer	P	P	E	P		P		P			P
A. Green, Senior Transportation Planner			D		P	P		P			
S. Castillo, Transportation Planner	P			P							
L. Williamson, Senior Engineer				P	P	P		P			

OTHERS PRESENT:

Will Conden, AMBAG

1. ROLL CALL

Chair Brian McMinn, City of Marina, 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

Dobbins/Easterling/unanimous

3.1 APPROVE the minutes of the Technical Advisory Committee meeting of September 5, 2019.

END OF CONSENT AGENDA

4. TECHNICAL ADVISORY COMMITTEE BYLAWS REVIEW GROUP

Rich Deal, Principal Engineer, requested volunteers from Technical Advisory Committee (TAC) members to serve on a working group to review and propose updates to the Committee bylaws.

Mr. Deal noted that A TAC member noticed several inconsistencies in the Technical Advisory Committee bylaws and requested a review. This request is to seek volunteers to form a working group to review the current bylaws and make recommendations for edits and changes to the full Technical Advisory Committee.

The following Committee members volunteered:

- Patrick Dobbins, City of Gonzales
- Brian McMinn, City of Marina
- Enrique Saavedra, County of Monterey

5. 2022 REGIONAL TRANSPORTATION PLAN UPDATE

Madilyn Jacobsen, Transportation Planner, presented on the 2022 Regional Transportation Plan process and timeline.

Ms. Jacobsen presented that the Regional Transportation Plan for Monterey County is a long range (20 year) plan, updated every four years. The Regional Transportation Plan forms the basis for the Metropolitan Transportation Plan prepared by the Association of Monterey Bay Area Governments (AMBAG) for the Monterey Bay Area pursuant to Federal Highway Administration and Caltrans transportation planning requirements. As the Metropolitan Planning Organization for the Monterey Bay Area, AMBAG incorporates the financial assumptions and project lists included in the Regional Transportation Plans for Monterey, Santa Cruz and San Benito Counties into the Metropolitan Transportation Plan.

Pursuant to state and federal guidelines, the Regional Transportation Plan includes a countywide multi-modal needs assessment, transportation policy element, long-range funding forecast, funding-constrained project list, and a program-level environmental review document assessing the probable environmental impacts associated with implementation of the plan. Public participation is sought after in the development of the Regional Transportation Plan for each of the project steps, and as adopted by AMBAG through the Monterey Bay Area Public Participation Plan.

Octavio Hurtado, City of King, asked where are the projects coming from? Todd Muck, Deputy Director, responded that TAMC will provide a list of all the projects that the jurisdictions have submitted previously to review and update as needed.

Enrique Saavedra, County of Monterey, asked if we're looking to apply for grants, do those projects need be listed? Todd Muck responded, yes, those projects should be consistent with the Regional Transportation Plan.

Patrick Dobbins, City of Gonzales, asked if the process would be for jurisdictions to look at the projects and let TAMC know what needs to be changed? Todd Muck responded yes.

6. SAFE STREETS PILOT PROGRAM

Madilyn Jacobsen, Transportation Planner, provided a presentation on the proposed Safe Streets Pilot Program.

Ms. Jacobsen presented that TAMC staff is proposing to create a Safe Streets Pilot Program whose goal would be to demonstrate the ability of maintenance projects, such as repaving, to serve as a platform for enhancing bicycle and pedestrian safety in Monterey County.

Under the program, TAMC staff would work with each community to identify an eligible repaving project and work with that community's public works and engineering departments on a "Safe Street" design. TAMC would provide incentive funding, up to a certain amount, for the project to include the bicycle and/or pedestrian safety features.

While communities would be encouraged to propose a pilot project based on their road maintenance schedule, Transportation Agency staff suggests focusing the grant funding on streets and roads that:

- Provide access to a school, community center, or park;
- Are identified for bicycle or pedestrian improvements in TAMC's Active Transportation Plan and/or existing city-level bicycle or pedestrian plans; and/or,
- Provide access to transit.

Michelle Overmeyer, Monterey-Salinas Transit, asked how long the pilot program would last? Madilyn Jacobsen responded that the goal is to complete at least one project before the next Regional Surface Transportation Program grant cycle.

Andrew Easterling, City of Salinas, asked what size project are you targeting? Todd Muck, Deputy Director, responded that we're trying to incentivize adding extra bike and pedestrian safety to projects that you're already doing, that maybe you thought you couldn't afford.

Rick Riedl, City of Seaside, asked if the funding could be used for design? Todd Muck responded that if a city has an intersection, for example, that you would like to look at different design options, we could do that.

Brian McMinn, City of Marina, asked if there are strings attached with the funding? Todd Muck responded that there are no restrictions within the Regional Surface Transportation Program funding, but that this program is designed to be over and above what a jurisdiction was already doing, not to replace existing funding.

Andrea Renny, City of Monterey, asked that since there is limited funding, should there be a cap on the awards? Todd Muck responded that it's a good topic for discussion as we see how many requested are submitted and for how much.

Andrew Easterling, City of Salinas, replied that it would be helpful to show Council the funding is committed for a project. Patrick Dobbins, City of Gonzales, noted that TAMC staff should provide a form for jurisdictions to submit, and asked what is the timeline? Todd Muck responded that staff will prepare a form and that submittals by the end of October would give time to bring approvals to the December TAMC Board.

7. REGIONAL CONSERVATION INVESTMENT STRATEGY

Michael Zeller, Principal Transportation Planner, presented on the Monterey County Regional Conservation Investment Strategy.

Mr. Zeller presented that in September, 2016 the State created a pilot program for the development of Regional Conservation Investment Strategies. This program was modified in 2017 to expand its reach to transportation infrastructure agencies. The Transportation Agency recently received a \$375,810 grant from the Caltrans Adaptation Planning grant program to develop the Monterey County Regional Conservation Investment Strategy. The Transportation Agency is matching this grant with Measure X funds from the Habitat Management / Advance Mitigation program. The receipt of these grant funds leverages the Measure X funds over seven times.

The Monterey County Regional Conservation Investment Strategy (or Strategy) will assess the vulnerability of species and habitat to climate change related stressors and pressures (temperature shift, precipitation change, drought, and wildfire, among others); develop conservation strategies to improve resiliency from the identified stressors. Conservation actions identified in the Strategy may be then be turned into mitigation credits that can streamline project delivery and result in superior species conservation.

The draft Strategy is anticipated to be available for public review in spring 2020. Once finalized, the Strategy may facilitate advance mitigation planning where environmental mitigation can be achieved in advance of project impacts, resulting in conservation actions that have greater benefit and expedited project delivery.

8. ANNOUNCEMENTS

Enrique Saavedra, County of Monterey, announced that the County is beginning a full-depth reclamation project by Arroyo Seco / US-101 to the foothills, and River Road from Gonzales River Road.

Patrick Dobbins, City of Gonzales, announced that Ciclovía is this Sunday on East Alisal.

Brian McMinn, City of Marina, announced that the American Public Works Association meeting is November 20th.

Andrew Easterling, City of Salinas, announced that the Downtown Complete Streets project will be going to Council for approval.

9. ADJOURN

The meeting was adjourned at 10:58 am.



Memorandum

To: Technical Advisory Committee
From: Rich Deal, Principal Engineer
Meeting Date: November 7, 2019
Subject: 2020 Technical Advisory Committee Meeting Schedule

RECOMMENDED ACTION:

RECEIVE schedule of 2020 Technical Advisory Committee meetings.

SUMMARY:

The proposed schedule of Technical Advisory Committee meetings for 2020 follows the existing pattern of meetings on the first Thursday of the month at 9:30 a.m. except January is the second Thursday due to the New Year holiday and July and December, when all the TAMC committee meetings are cancelled due to holidays.

FINANCIAL IMPACT:

None.

DISCUSSION:

These are the dates for the 2020 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 9, 2020
- February 6, 2020
- March 5, 2020
- April 2, 2020
- May 7, 2020
- June 4, 2020
- July- No Meeting
- August 6, 2020
- September 3, 2020
- October 1, 2020
- November 5, 2020
- December- No 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 courtesy 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.



Memorandum

To: Technical Advisory Committee
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: November 7, 2019
Subject: Transportation Excellence Awards Nominations

RECOMMENDED ACTION:

RECEIVE the call for nominations for the 18th 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 committee members to submit nominations, which are due by December 6, 2019. The awards ceremony will take place during the regular January 22, 2020 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 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 attachment 1 and is also available on the Transportation Agency website. The form can be submitted online, mailed to Transportation Agency offices or faxed to the attention of Theresa Wright. The deadline for nominations is December 6, 2019. The Transportation Agency Executive Committee will select the awards recipients at its January meeting.

ATTACHMENTS:

▣ 2019 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 6, 2019** via 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. This form is also available on TAMC's website
at: <http://tamcmonterey.org/programs/excelaward/index.html>



Memorandum

To: Technical Advisory Committee
From: Rich Deal, Principal Engineer
Meeting Date: November 7, 2019
Subject: **2020 Legislative Program**

RECOMMENDED ACTION:

RECEIVE and **COMMENT** on draft 2020 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 2020 legislative program continues to focus on transportation funding and is limited to priorities that are likely to come up in the 2020 legislative session. **Attached** is the draft legislative program.

Items of particular interest to this Committee include:

State:

- 3S: Promote jobs-housing balance.
- 5S: Support reauthorization of public private partnership authority.
- 6S: Support legislation to reduce pedestrian and bicyclist fatalities by modifying speed trap laws that prioritize higher automobile speeds over safety considerations.
- 7S: Support legislation to devote a permanent share of Cap and Trade funding to the Active Transportation Program.
- 8S: Support streamlining project delivery, including simplifying grant program applications, raising encroachment permit thresholds, and accelerating project permit approvals.
- 10S: Support transit-oriented development, complete streets, alternative commutes, multimodal transportation, and active transportation projects.
- 11S: Support member agencies.

Federal:

- 1F(6&7): Support federal funding applications.
- 2F: Allow California Environmental Quality Act (CEQA) to substitute for National Environmental Policy Act

(NEPA).

- 5F: Support changing the timeline for updating the Regional Transportation Plan to align with the Regional Housing Needs Assessment.
- 6F: Support member agencies.

The Executive Committee discussed this draft legislative program on October 2, 2019, and on October 23, the Board approved releasing it to Committees for input. The Rail Policy Committee reviews the draft on November 4 and the Bicycle and Pedestrian Facilities Advisory Committee reviews it on November 6. Staff will also meet with partner agencies locally and statewide to discuss common issues. Following the Executive Committee's review of the draft program on January 8, 2020, the final program will come back to the Board on January 22, 2020 for adoption.

ATTACHMENTS:

- Draft 2020 Legislative Program



DRAFT 201920 Legislative Program

State Priorities

- 1S. Preserve funding for transportation projects, ~~support the constitutional protection of all transportation funding resources,~~ maximize formula funding to regions, and preserve regional discretion and priority-setting.
- 2S. Pursue competitive grant or bond funding for highway safety, traffic congestion relief, trade corridors, passenger rail, and public transportation for Monterey County projects.
- 3S. Promote jobs-housing balance and alternative transportation modes as ways to reduce vehicles miles traveled, while maintaining statewide equity between urban and rural areas.
- ~~4S.~~ Support legislation to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region. Support measures to allow the California Department of Fish and Wildlife to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project.
- ~~4S.5S.~~ 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
- ~~6S.~~ Support legislation to reduce pedestrian and bicyclist fatalities by modifying speed trap laws that prioritize higher automobile speeds over safety considerations.
- ~~7S.~~ Support legislation to devote a permanent share of Cap and Trade funding to the Active Transportation Program.
- ~~5S.~~ Support a consistent definition of “disadvantaged communities” among all funding programs to ensure that investments reflect economic and rural area considerations.
- ~~6S.8S.~~ Support streamlining project delivery, including simplifying grant program applications, raising encroachment permit thresholds, and accelerating project permit approvals.
- ~~7S.9S.~~ Coordinate with the Monterey-Salinas Transit District to update review existing metrics for the qualification and distribution of Transportation Development Act (TDA) revenues, with the possibility for legislation in 2020 to update TDA law.

8S-10S. Support legislation that promotes transit-oriented development (such as via redevelopment or opportunity zones), complete streets, alternative commutes, multi-modal transportation, and active transportation projects.

9S. 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.



DRAFT 201920 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:
 1. Increase and index the gas tax to inflation.
 2. Explore innovative funding mechanisms, such as a pay-by-the-mile user fee and public private partnerships.
 3. Expand access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
 4. Remove procedural obstacles that impede expenditure of authorized federal funding.
 5. Support the return of directed federal funding for transportation priorities.
 6. Coordinate with military installations in Monterey County to seek funding for transportation projects with a nexus to those installations.
 7. Support Monterey-Salinas Transit application for federal funding for the SURF Bus Line in the Monterey Branch Line corridor.
 8. Support applications for the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant program on the California Central Coast.
- 2F.** Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), without restrictions, and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 3F.** Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing passenger rail service for the traveling public.
- 4F.** Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 5F.** Support efforts to change the update timeline for the Regional Transportation Plan from the current four years to eight years.
- 6F.** 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: Michael Zeller, Principal Transportation Planner
Meeting Date: November 7, 2019
Subject: **Federal Performance Management Annual Update**

RECOMMENDED ACTION:

RECEIVE information on the annual update to the federal requirements for performance management and target setting.

SUMMARY:

Federal law has established nationally consistent metrics for evaluating the performance of transportation infrastructure. Under these requirements, AMBAG, as the federally-designated Metropolitan Planning Agency, must establish regional performance targets or adopt statewide targets for safety, asset management, reliability of travel for people and freight, travel delay, mode share and emissions reductions. AMBAG is proposing to adopt the statewide targets at their February 2020 meeting.

FINANCIAL IMPACT:

AMBAG's work to establish the regional targets and coordinate with relevant stakeholders is funded in its approved budget. However, California's ability to meet performance targets could affect the types of projects that federal funds must be allocated to in the future, which may impact availability of funding for local jurisdictions.

DISCUSSION:

The U.S. Department of Transportation has issued several rules related to performance measures. These rules require state Departments of Transportation, such as Caltrans, and Metropolitan Planning Organizations, such as AMBAG, to establish regional targets or adopt statewide targets set by Caltrans for each of the performance measures. The ability of the region to meet these performance targets will be reported in the next long range plan update.

The Federal Highway Administration has issued three rules related to performance management:

1. Performance Management Rule 1 focuses on safety.
2. Performance Management Rule 2 focuses on asset management (pavement and bridge condition).
3. Performance Management Rule 3 focuses on system performance, freight and air quality, including reliability, travel delay, mode share and emissions reductions.

The attached report from AMBAG provides an overview of the performance management rules and focuses on the safety performance measures (including fatalities and serious injuries) as well as the target setting process. Caltrans

has led a multi-agency effort with a variety of stakeholders, including the Federal Highway Administration, National Highway Traffic Association, California Highway Patrol, California Office of Traffic Safety, and Metropolitan Planning Organizations to develop statewide safety performance targets. Each of the performance measures involve target setting, data collection and reporting.

To date, no Metropolitan Planning Organization has elected to establish their own regional targets, and instead have all adopted the statewide targets. This places the responsibility to collect, track, and report performance management data to the Federal Highway Administration at the statewide level rather than with the Metropolitan Planning Organization. This also means that for regions that adopt the statewide targets, reporting of safety performance measure will be aggregated for the state as a whole, providing benefits to regions that perhaps would not have been able to meet those targets on their own. The repercussion of the State not meeting these targets would be that Highway Safety Improvement Program funding allocated to the State would need to be spent on safety projects until the targets are met.

For next steps, AMBAG will approve the statewide safety measures at their Board's February 2020 meeting.

ATTACHMENTS:

- AMBAG Staff Report - Performance Measures

WEB ATTACHMENTS:

- [2020 Safety Performance Management Targets](#)



MEMORANDUM

TO: TAMC Technical Advisory Committee

FROM: Paul Hierling, Senior Planner

SUBJECT: Fixing America's Surface Transportation Performance Management Requirements and Target Setting

MEETING DATE: November 7, 2019

RECOMMENDATION: INFORMATION

Receive information regarding federal and state transportation performance management and target setting.

BACKGROUND/DISCUSSION:

The Federal Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law in 2012, included provisions for the establishment of national performance goals for the federal-aid highway program. Signed into law on December 5, 2015, the Fixing America's Surface Transportation (FAST) Act continues MAP-21's overall performance management approach and establishes nationally consistent metrics. In May 2016, the FTA and FHWA issued *The Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning Final Rule* (23 CFR 450, 771, and 49 CFR 613) which directs States and MPOs to coordinate their respective targets with each other to ensure consistency to the maximum extent practicable.

The U.S. Department of Transportation has issued several rules that establish a set of performance measures for the federal aid highway program. These rules require Metropolitan Planning Organizations (MPOs) to adopt statewide targets set by Caltrans for these performance measures or establish MPO regional targets. Caltrans has led a multi-agency effort to develop statewide safety performance targets, including the Federal Highway Administration (FHWA), National Highway Traffic Association, California Highway Patrol, California Office of Traffic Safety, MPOs and other stakeholders. Safety targets must be approved by AMBAG by February 28, 2020.

Safety Performance Management Rule

The Federal Safety Performance Management Measure rule establishes five performance measures to carry out the Highway Safety Improvement Program (HSIP) and requires the state to report on the five-year rolling averages for: (1) number of fatalities, (2) rate of fatalities per 100 million vehicle miles traveled (VMT), (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT and (5) number of non-motorized fatalities and non-motorized serious injuries.

Safety Performance Management Target Setting

Caltrans is required by Federal law to establish statewide targets for safety performance measures. Updated statewide targets were established on August 31, 2019 and will be updated annually as needed. Below is the table of the Statewide 2020 safety targets:

PM Safety Performance Target	Data Source	5- Yr. Rolling Average (2018)	Percent Reduction (2018)
Number of Fatalities	FARS	3518.0	3.03%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.023	3.03%
Number of Serious Injuries	SWITRS	13,740.4	1.5%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	3.994	1.5%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4147.4	3.03% for Fatalities and 1.5% for Serious Injuries

Attachment 1 provides additional information on PM 1 target setting.

Next Steps

AMBAG will approve the statewide safety measures to support achievement of the state's safety goals and to maintain compliance with the Federal Performance Management Safety rule.

FINANICAL IMPACT:

This work on performance management is budgeted and funded in the FY 2019/20 Overall Work Program as Work Element 610. There are currently no direct funding repercussions to an MPO or Regional Transportation Planning Agency (RTPA) if the statewide targets are not met.

ATTACHMENT:

1. Safety Performance Management Targets for 2020 (Prepared by Caltrans)



Memorandum

To: Technical Advisory Committee
From: Madilyn Jacobsen, Transportation Planner
Meeting Date: November 7, 2019
Subject: **Safe Streets Pilot Program Update**

RECOMMENDED ACTION:

RECEIVE update on Safe Streets Pilot Program development and project application process.

SUMMARY:

Staff received feedback from the Committee at the October meeting regarding the Safe Streets Pilot Program that helped further define the program and led to the development of a project application form that Staff will present to the TAC.

FINANCIAL IMPACT:

Funding for the Safe Streets Pilot Program comes from the Regional Surface Transportation Program funds the Board of Directors set aside for Complete Street implementation as part of the last round of funding.

DISCUSSION:

The goal of the Safe Streets Pilot Program is to demonstrate how maintenance projects, such as repaving, can improve bicycle and pedestrian safety in Monterey County.

Under the program, TAMC staff will work with jurisdictions to identify an eligible repaving project, and partner with city staff to create a "Safe Street" design. TAMC staff is proposing to use Regional Surface Transportation Program funds as incentive funding, up to a certain amount, for the project to include bicycle and/or pedestrian safety features above what the project would have constructed without the funding.

Staff developed a Project Application based on feedback received at the October 3rd meeting of the Technical Advisory Committee. The Project Application adds structure to the project selection process and encourages interested jurisdictions to identify how the project aligns with goals of the Safe Streets Pilot Program.

Staff anticipates taking selected pilot projects to the Transportation Agency's Board of Directors for formal allocation of funds at the December 4th Board Meeting. Staff asks that interested jurisdictions submit completed Project Application to TAMC by November 14th for consideration in the pilot.

While jurisdictions are encouraged to propose a pilot project based on their road maintenance schedule, Transportation Agency staff suggests focusing grant funding on streets and roads that also:

- Provide access to a school, community center, or park;

- Are identified for bicycle or pedestrian improvements in TAMC's Active Transportation Plan and/or existing city-level bicycle or pedestrian plans; and/or
- Provide access to transit.

ATTACHMENTS:

- ▣ Safe Streets Pilot Program - Application
- ▣ 21 Easy Measures to Promote Pedestrianism and Complete Streets



Safe Streets Pilot Program: Project Application

The Transportation Agency is working to demonstrate how roadway maintenance projects, such as repaving, can include low-cost features to improve pedestrian and bicycle safety in the Monterey County. The goals of the Safe Streets Pilot Program are:

- To educate public works departments on how to design paving projects to include low-cost pedestrian and bicycle safety improvements;
- To implement Active Transportation Plan features as part of regular paving projects; and,
- To support complete streets improvements near schools or parks.

Funding for the Safe Streets Pilot comes from the Regional Surface Transportation Program funds that the Agency's Board of Directors set aside for Complete Streets implementation. Jurisdictions interested in participating in the Safe Streets Pilot Program are asked to complete this Project Application, with a map of the project and surrounding area, and submit it to Madilyn Jacobsen, Transportation Planner at TAMC (madilyn@tamcmonterey.org). Applications will be reviewed by staff and presented for approval by the TAMC Board. **Deadline to submit this application is 12pm on November 14, 2019.**

Project Title:

Jurisdiction:

Contact Person:

Phone Number:

Email:

Project Description

(Please describe the project location/limits, proposed project features including active transportation elements; the purpose of the project, whether or not it is a component of a larger project; and, which origins and destinations the project will serve.):

Please identify which of the following criteria of the Safe Streets Pilot Program align with your project:

Repaving is scheduled for FY 19-20

Repaving is scheduled for FY 20-21

The project corridor is located within a 1/2 mile of a school or park

The project is located on an existing transit corridor

The project corridor is identified for bike/ped improvements in an adopted Active Transportation Plan (TAMC or local)

Safe Streets Pilot Program: Project Application

Which of the following safety features do you envision the Safe Streets funding would support?

Fill in supporting information if available.

Protected bike lanes	Estimated feet	W	L
Curb Extensions/Bulbouts	Estimated number of affected intersections		
Road Diet	Existing roadway width		
Rapid Flashing Beacon Crossings	Estimated number of crossings		
Offset crosswalks	Estimated feet	W	L
Raised Crosswalks	Estimated number of raised crosswalks		
Countdown signals	Estimated number of signals		
Sidewalks	Estimated feet	W	L

Other, innovative idea (please describe):

Grant Funds Requested:

Total Project Cost:**

Briefly explain why you believe this project aligns with the goals of the Safe Streets Pilot Program and how TAMC can best help support you and the project.

**This is the combination of the existing project cost and grant funds requested.

TAMC Program Contact:

Madilyn Jacobsen, Transportation Planner

E: madilyn@tamcmonterey.org

P: (831) 775-4402

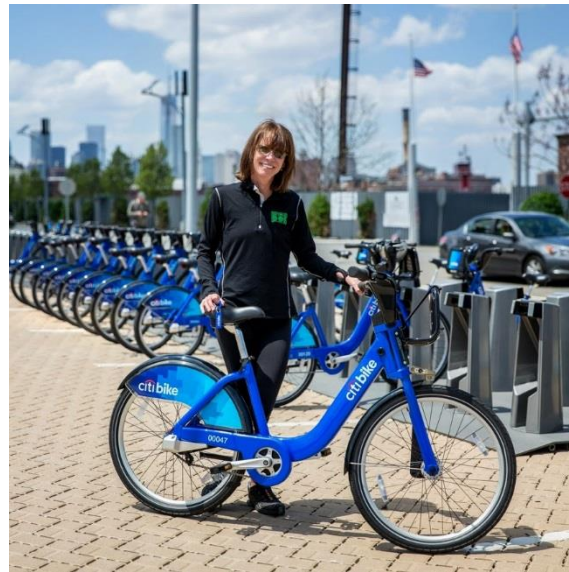
21 Easy Measures to Promote Pedestrianism and Complete Streets

Klaus Philipsen [@archphips](#)

There is hardly a city left in America that doesn't have a Complete Streets policy, and [Baltimore](#) is no exception. Unfortunately, while talk is universal, action is much harder to find. While many cities have been relatively quick to paint a number of bike-lanes on their streets, a comprehensive shift from car-centric planning to planning that puts the pedestrian, bicycle, and transit first is barely detectable in most of these cities, save for a few.



*Stop for pedestrians:
Baltimore traffic guard*



*Jannette Sadik Khan
former NYC Transportation Commissioner*

Interestingly, those cities that set the shining examples have planners and DOT leaders who are women:

- [Rina Cutler](#), deputy mayor for transportation in Philadelphia;
- Janet Attarian, who is in charge of [Complete Streets in Chicago](#);
- most famously, former transportation commissioner [Janette Sadik Khan](#) of New York;
- in Baltimore, transportation planner [Valorie LaCour](#) is [Division Chief](#) of the Department of Transportation.

And there has been much [hope](#) for a trajectory that follows the big city examples to the north. In spite of good intentions, though, Baltimore's efforts to start a new page in transportation planning are mired in compromises, budget cut-backs, personnel changes and bureaucracy.

Sadik Khan especially has propagated the idea that we don't have to wait years before important changes can be made, before the Titanic turns and results are visible. Instead, Khan took a page from "[tactical urbanism](#)" and moved very quickly to make temporary fixes to the streets.

The approach of using paint, barrels, and timber ties to try out new traffic arrangements fits very well with Jane Jacob's idea of observing people to see what works, a really obvious approach that has also made Jan Gehl of Copenhagen world famous. He, too, propagates tactical urbanism, quick and simple solutions that act as experiments and can gradually be improved towards a final installation.

After seven years of Complete Streets policy, there is still more talk about the budget process, about how expensive it is to make changes, and generally, how complicated the transportation department is, than about actual change.

I sat down and made a list of items that should be done in a city that is truly pedestrian friendly. Many of these items could be implemented, well, like tomorrow or the day after, because they are neither expensive, nor rocket science.

1. **No right on red anywhere in the central city or where pedestrian traffic is heavy** (Easy to implement, practically no cost, maybe some marketing expense to send the message that there is a paradigm shift).
2. **No rush hour lanes directly abutting a sidewalk** (Easy to implement, minimal cost for removal of signs. Curb extensions could be done temporarily at intersections with wood ties for an observation period)
3. **Well-marked and well-lit crosswalks everywhere, especially mid-block** (All it takes is paint and some additional signs. Spot lighting may be a bit more involved and could come as a Phase II improvement. A cheap alternative would be solar activated flashers for when a pedestrian is present).
4. **No pedestrian signals requiring push-button activation anywhere downtown** (Cheap and quick, remove push buttons and adjust signal computer to provide pedestrian crossing phases automatically)
5. **Full enforcement of the pedestrian right-of way laws at crosswalks** (Simply a matter of assigning enforcement personnel and properly instructing traffic wardens) .



No turn on Red signs like this are spotty and need to be installed on all urban intersections with pedestrian traffic



Pedestrian activated walk signals are a nuisance and should only occur where pedestrians are rare. And they should indicate that the signal is indeed coming.

6. **Longer crossing signal times, especially on wide streets** (Easy adjustment of the signal timing on central computer)
7. **No signals without pedestrian heads** (There are still plenty old signals out there, the cost of adding signal heads can be substantial with vehicle heads strung on wires and no electric feeds existing underground)
8. **All pedestrian signals should provide the "go" signal two seconds before vehicles get green light** (Easy to do adjustment of the signal timing on central computer)
9. **No pedestrian phase should be so short that it takes two phases to cross a street** (Easy to do adjustment of the signal timing on central computer)

10. **No inner city bus stop should be without extra space, shelter, and amenities** (This is a responsibility that is shared between city and transit provider and cost can be deferred through commercial advertising agreements)

11. **Fewer parking garages in downtown areas of desirability** (Baltimore has overbuilt downtown with parking garages, so this may be a tough one for a while but additional development should first use the extra capacity and some garages may actually be converted into other uses)



A practice that should be forbidden, i.e. a pedestrian path should be marked along the construction fence

12. **Fewer curb cuts across sidewalks**

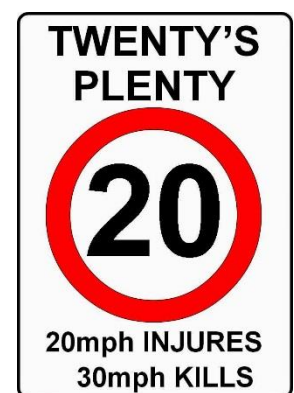
with high pedestrian volume (This is a matter of gradual change but pedestrian safety and convenience should trump short convenient access for cars)

13. **No construction sites that simply close the sidewalk, saying "Pedestrians use other side"** (this costs the public nothing, it requires simply that no sidewalk closure permits are given unless a safe pedestrian route on the same side of the street has been established)

14. **No sidewalks with less than 5' of actually usable space, free of obstructions** (This is a difficult and costly requirement that would begin with taking signal boxes and obstacles out of the pathway of sidewalks until a 5' clear width is universally achieved. Wider sidewalks are, of course, desirable in many places.)

15. **General maximum speed limit of 30 mph within city limits, except designated expressways, and 20 mph in residential streets and near schools** (This would greatly simplify the current hodge-podge of speed limits that are rarely understood or adhered to. NYC just started such a program.)

16. **No crosswalk without curb ramps, per ADA** (Cities are generally on this already, and given the thousands of intersections, this is a long-term endeavor)



20 mph is a good speed for residential areas

17. **Reinstate the red light and speed camera system** (Baltimore had the largest such system in the country with over 80 cameras, and got into much trouble with poor management, erroneous tickets, and a "bounty system" encouraging fraud).
18. **No large parking lot or garage without marked pedestrian routes and refuges.** (Every driver becomes a pedestrian once the car is parked but most garages and lots provide poor guidance for pedestrians and rarely a safe passage).
19. **Each downtown block must have some visual interest point for pedestrians** (Many form-based codes now require "pedestrian interest" design, but it remains startling how many dreary city blocks remain where pedestrian have to rush along blank walls without any green space, variation, or views into adjacent structures. A creative program could create an inventory and competition based intervention program.)



Whimsical pedestrian markings in Baltimore's Westside arts district

20. **Install Pedestrian rest areas and trailblazing throughout the city.** (Like the previous point, areas of widened space, benches, and information can provide relief for pedestrians and make walking more pleasant, especially for the elderly that need to sit from time to time.)
21. **Reduce number of one-way streets.** (While two-way streets are certainly no panacea for pedestrian safety and actually [increase conflicts](#) at intersections, two way street patterns "tame" traffic and especially in narrower streets slow traffic and make it behave like local traffic.)

In case the main point got lost: Most of these items require simple measures, don't take long and cost little. This means they are also easily reversible should observation show problems here and there. All they take is courage, the courage that Janette Sadik Khan showed in New York, and which turned the Big Apple in a few months from a car-oriented and pedestrian and bike hostile environment, into a place that became a model for the whole country in terms of pedestrian and bike safety.

Of course, it helped that NYC always had tons of people walking in the street because it never gave up on urban living and on retail lining its street.

Many residents in cities like Baltimore need to learn how to walk again, and with it the whole culture of street vendors and urban retail has to be rediscovered.

That is what smart growth, healthy cities and sustainability is about. And who doesn't believe in any of that. It will also bring down the stubbornly and appallingly high pedestrian fatality rate. Let's do it!

Klaus Philipsen, FAIA, edited by Ben Groff





Memorandum

To: Technical Advisory Committee
From: Stefania Castillo, Transportation Planner
Meeting Date: November 7, 2019
Subject: Fort Ord Regional Trail and Greenway Environmental Impact Report Update

RECOMMENDED ACTION:

RECEIVE update on the Fort Ord Regional Trail and Greenway environmental impact report.

SUMMARY:

The draft environmental impact report for the Fort Ord Regional Trail and Greenway project will be released for public review in mid November. A public review period of at least 45 days will follow. A public hearing to accept comments on the draft environmental impact report will take place at the December 4, 2019 TAMC Board of Directors meeting.

FINANCIAL IMPACT:

The TAMC Board of Directors awarded a \$1 million contract to Alta Planning + Design, Inc. on August 22, 2018 for state environmental review and preliminary design of the 27-mile long Fort Ord Regional Trail and Greenway project.

DISCUSSION:

The Fort Ord Regional Trail and Greenway project proposes to construct an approximately 27-mile continuous 12-foot wide paved bicycle and pedestrian trail with an open-space buffer on both sides. This trail will connect the Monterey Peninsula cities from the Monterey Bay Coastal Trail to the California State Monterey Bay University campus through the former Fort Ord open space area.

TAMC staff has been working with the County of Monterey, the cities of Del Rey Oaks, Marina, Monterey and Seaside, the California State University at Monterey Bay, the Monterey Peninsula Regional Park District and the public to gather input to define alternatives to be evaluated. The consultant team has performed the field reviews, technical studies, outreach events, and public information meetings required to prepare the draft environmental impact report.

Staff is conducting an internal review of the consultant's work on the draft environmental impact report, which is expected to be ready for circulation on or about November 13, 2019. The environmental review process for the entire Fort Ord Regional Trail and Greenway project is expected to be completed by early 2020.

A draft Master Agreement including maintenance responsibilities is being circulated by TAMC to the underlying jurisdictions for their review and is expected to be executed in early 2020, concurrent with the certification of the environmental impact report by TAMC as the lead agency and by the underlying jurisdictions as responsible agencies.

As any given segment of the Fort Ord Regional Trail and Greenway receives sufficient funding the underlying jurisdictions for each segment will enter into a Supplemental Agreement specifying in greater detail the terms of implementation.