



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, May 5, 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 April 7, 2022.

- Montiel

END OF CONSENT AGENDA

4. **RECEIVE and DISCUSS** the updated Active Transportation Support Program Guidelines and Application.

-Guther

The Active Transportation Support Program (formerly the Bike Secure program), has been updated and expanded, and the guidelines and application materials have been redesigned. The changes were made to offer applicants more choices and encourage more potential recipients to apply.

5. **RECEIVE** update on state legislation and **PROVIDE** input to staff.

- Watson

Staff will present several proposed state bills for the Committee to provide input on possible positions for the TAMC Board of Directors to consider.

6. **RECEIVE** presentation on the CalRecycle Derived Aggregate program.

- Rose Redlich (TDA program)

Tire Derived Aggregate, or TDA, is a sustainable lightweight and cost-efficient material that can be used for transportation projects. The California Department of Resources Recycling and Recovery, known as CalRecycle, will present information and grant opportunities available to agencies for the use of TDA products.

7. **RECEIVE** information on outstanding balances of local jurisdiction shares of Surface Transportation Block Grant Program (formerly "Regional Surface Transportation Program") funds.

- Zeller

The Transportation Agency Board approved fair-share and competitive funding from the Surface Transportation Block Grant Program in August 2020, and a program of projects for the Safe Streets Pilot Program in December 2019. The Agency's adopted funding program guidelines require the funds to be expended within three years or be subject to rescission.

8. **ANNOUNCEMENTS**

9. **ADJOURN**

**Next Committee meeting will be on
Thursday, June 2, 2022 at 9:30 a.m.**

REMINDER: If you have any items for the next Committee Agenda, please submit them to:

Transportation Agency for Monterey County; Attn: Doug Bipse; 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 and 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: May 5, 2022
Subject: **Draft TAC Minutes - April 7, 2022**

RECOMMENDED ACTION:

APPROVE the draft Technical Advisory Committee Minutes for April 7, 2022.

ATTACHMENTS:

- ▣ Draft April TAC Minutes

TECHNICAL ADVISORY COMMITTEE MINUTES

Meeting held via Zoom

Final Minutes of Thursday, April 7, 2022

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

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

OTHERS PRESENT: Ingrid McRoberts – Caltrans D-5 Darron Hill - Caltrans D-5

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: Hurtado/ Gho / unanimous

3.1 **APPROVED** the Technical Advisory Committee meeting minutes for March 3, 2022.

END OF CONSENT AGENDA

- 4. 2022 COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN**
Miranda Taylor, Association of Monterey Bay Area Governments (AMBAG), reported that they are required to develop a Coordinated Plan for tri-county region to improve transit for individuals that are elderly, disabled, and /or low-income. She noted that this is accomplished through identifying where the transit system can better meet these individual's needs, and then identifying projects or changes which would help alleviate these shortcomings. In conclusion Ms. Taylor noted that the plan identifies local transportation needs of individuals with disabilities, older adults, and persons with low incomes, and facilitates applications for the Federal Transit Administration (FTA) Section 5310 grant application.

- 5. CALTRANS DISTRICT 5 ACTIVE TRANSPORTATION PLAN**
Ingrid McRoberts, Caltrans, presented on the Active Transportation Plan for the Central Coast. She noted that the plan is the first of a series of district-level active transportation plans that are being developed for each of the twelve Caltrans district in California. She noted that the plan was developed in collaboration with partner agencies, advocates, and members of the public. It includes a prioritized list of bicycle and pedestrian needs along and across the State Highway System to help identify opportunities to incorporate bicycle, pedestrian, and transit improvements into projects.

Director Todd Muck asked for clarification on how complete streets policies are incorporated into the planning process. Ingrid McRoberts, Caltrans replied that during the planning process staff collects connectivity information including a gap barrier evaluation used to identify potential complete street features that can be added to the project.

- 6. 2024 SHOPP PROGRAM**
Darron Hill, Caltrans, presented on the TAMC Biannual State Highway Operation and Protection Program (SHOPP) Package. He noted that Caltrans District 5 is responsible for the SHOPP programming and project initiation document. As part of this work, Caltrans is responsible for maintaining and operating approximately 50,000 lane miles of the state highway system, the backbone of California's transportation infrastructure. He noted that the SHOPP program includes monitoring the condition and operational performance of the highways through periodic inspections, traffic studies, and system analysis. The SHOPP is funded through the State Highway Account and reflects the State's high priority placed on preserving the existing infrastructure.

7. CALTRANS COMPLETE STREETS DIRECTIVE

Darron Hill, Caltrans reported that Caltrans has released the Director's Policy regarding the inclusion of Complete Streets elements within projects. He noted that according to this new policy, all transportation projects funded or overseen by Caltrans in locations with current and/or future pedestrian, bicycle, or transit needs, will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved.

Committee member Andrew Easterling asked when Caltrans representative will be reaching out to cities. Darron Hill replied that Joanna Xiao, Caltrans Project Manager has already been reaching out and TAC members can contact her to discuss the projects.

Director Todd Muck noted that a project has been identified adjacent to the Monterey Branch Line that identified a problem where the sidewalk had been uplifted and caused some pedestrian hazards in the cities of Seaside and Marina. Darron Hill replied that TAC members can submit a customer service request to the maintenance department for these types of issues to make sure they are reviewed and possibly included in future projects.

8. ANNOUNCEMENTS

Andrew Easterling asked for TAC members who are participating in the parking penalty tracking system submit their parking penalty information to Transportation Agency staff. He noted that staff would prepare a simple spreadsheet of the parking penalties provided by the jurisdictions that decide to participate and report the findings to the TAC.

9. ADJOURN

The meeting was adjourned at 10:55 am.



Memorandum

To: Technical Advisory Committee
From: Alissa Guther, Assistant Transportation Planner
Meeting Date: May 5, 2022
Subject: **Active Transportation Support Program**

RECOMMENDED ACTION:

RECEIVE and DISCUSS the updated Active Transportation Support Program Guidelines and Application.

SUMMARY:

The Active Transportation Support Program (formerly the Bike Secure program), has been updated and expanded, and the guidelines and application materials have been redesigned. The changes were made to offer applicants more choices and encourage more potential recipients to apply.

FINANCIAL IMPACT:

The budget for the Active Transportation Support Program is \$30,000 per fiscal year from the Agency's set-aside of Regional Surface Transportation Program funds. The funding does not roll over and as such must be used or will be lost each year.

DISCUSSION:

The Active Transportation Support Program (formerly the Bike Secure Program) is an on-going, rolling grant program with the purpose of promoting active transportation by providing businesses, schools, and agencies with secure bicycle parking, repair stations, skateboard racks, and funding for artistic bicycle racks. The previous guidelines contained information on the type of racks that are eligible as well as the program requirements to apply for the program. The program runs on a \$30,000 budget per year with applications being reviewed on a first come first serve basis. However, funding for the program has not been fully utilized in previous years.

The 2021-2022 update of the former Bicycle Secure Program broadened the program with additional program areas that are intended to increase the access of active transportation modes across Monterey County. The updated guidelines were revised to include these Program Areas:

- Roll Repair Program:
 - The Transportation Agency would provide maintenance tools and training resources to schools and non-profit organizations to run their own maintenance program.
- Bike Support Kits:
 - The support kits would include a range of maintenance and safety items such as bike pumps, patch kits, inner tubes, lights, and reflectors.
- Walk Support Program
 - This program seeks to utilize low impact, low cost walk safety improvements like signs, paint, and banners to create safer sidewalks and pedestrian areas around schools and participating organizations.

- League of American Bicyclists Training:
 - The Transportation Agency is seeking to partner with local schools and non-profit organizations to host training workshops to train prospective instructors about bicycle safety and education.
- Racks and Lockers:
 - Already in the existing program, the purchase and shipment of bicycle, scooter, skateboard racks and lockers would be provided to businesses and organizations interested in the equipment.

Each of the program areas has their own requirements. A draft of the new guidelines and application was presented at the Bicycle and Pedestrian Committee meeting in January. Staff requests the committee review the finalized guidelines and application which have had a graphic design update.

The updated guidelines will go to the Transportation Agency for Monterey County Board of Directors for approval in June and the new program will go into effect in July.

WEB ATTACHMENTS:

[Final Active Transportation Support Program Application](#)

[Final Active Transportation Support Program Guidelines](#)



Memorandum

To: Technical Advisory Committee
From: Christina Watson, Director of Planning
Meeting Date: May 5, 2022
Subject: Legislative Update

RECOMMENDED ACTION:

RECEIVE update on state legislation and **PROVIDE** input to staff.

SUMMARY:

Staff will present several proposed state bills for the Committee to provide input on possible positions for the TAMC Board of Directors to consider.

FINANCIAL IMPACT:

The bills could present a financial impact to TAMC or its member jurisdictions.

DISCUSSION:

Attached is a draft bill list showing the status of bills as of the end of March. Bills of interest to this Committee include:

- Assembly Bill (AB) 1713 (Boerner Hovath): Vehicles: required stops: bicycles - this bill was amended to apply only to two-lane highways with stop signs on all approaches. The bill, as amended, would also include warning citations for bicyclists under 18 who fail to stop at a stop sign.
- AB 1909 (Friedman): Vehicles: bicycle omnibus - this bill was amended to authorize jurisdictions to limit e-bikes on equestrian, hiking, or recreational trails.
- AB 2264 (Bloom): Pedestrian crossing signals - this bill would require a traffic signal to have a 3- to 7-second leading pedestrian interval, no matter the context of the signal.
- Senate Bill (SB) 932 (Portantino): General plans: circulation element: bicycle and pedestrian plans and traffic calming plans - this bill was amended to require bicycle and pedestrian plans and traffic calming plans for the urbanized areas within a county or city general plan and require implementation of the plan within 2 years of adoption. It also allows a person injured to have a cause of action against the county.

Staff will provide a verbal update on bills that may have been amended by the date of this meeting.

ATTACHMENTS:

- Draft bill list

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
AB 1638 (Kiley) Motor Vehicle Fuel Tax Law: suspension of tax	3/28/22 Assembly Transportation <u>Failed Passage</u>	This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. If enacted, this bill would drastically impact state funding for highways, local streets and roads, and public transportation given that the gas tax is the main source of funding for transportation infrastructure and voters have repeatedly supported protection of those funds.	OPPOSE Priority 1S
AB 1713 (Boerner Horvath) Vehicles: required stops: bicycles	3/21/22 Assembly Transportation	This bill would, until January 1, 2026, require a person who is 18 years of age or older riding a bicycle <u>on a two-lane highway</u> , when approaching a stop sign at the entrance of an intersection <u>with another roadway with two or fewer lanes, where stop signs are erected on all approaches</u> , to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. <u>The bill would impose a warning citation for a first violation by a person who is under 18 years of age and fails to stop when approaching a stop sign at the entrance of an intersection.</u>	Watch Priority 9S
AB 1778 (Cristina Garcia) State transportation funding: freeway widening	2/10/22 Assembly Transportation	This bill would prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty. The recommendation is to oppose unless amended to make this bill a pilot program or require seeking alternatives to pursue multi-modal options, zero-emission vehicle investments, or procurement of zero emission trucks through the corridor as offsets for projects that traverse an area of high pollution. In its current form, this bill may impact funding highway projects in Monterey County.	OPPOSE UNLESS AMENDED Priority 2S

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<p>AB 1909 (Friedman) Vehicles: bicycle omnibus</p>	<p>3/21/22 Assembly Appropriations</p>	<p>This bill would remove the prohibition of class 3 electric bicycles (electric bicycles that feature pedal assist and top off at 28 miles per hour) on a bicycle path or trail and would remove the authority of a local jurisdiction to prohibit class 1 (20 mph max speed and motor works only when pedaling) and class 2 (also 20 mph but has a throttle boost) electric bicycles on these facilities. The bill would instead authorize a local authority to prohibit the operation of <u>any class 3 electric bicycle at a motor-assisted speed greater than 20 miles per hour or any class of electric bicycle on an equestrian trail, or hiking or recreational trail.</u> This bill extends the authorization for an electric bike to cross an intersection to a when a “WALK” sign is displayed unless a bicycle control signal is displayed. This bill would no longer require a bicycle to be licensed and requires a vehicle that is passing or overtaking a vehicle to move over to an adjacent lane of traffic if one is available, before passing or overtaking the bicycle.</p>	<p>Watch Priority 9S</p>
<p>AB 1919 (Holden) <u>Transportation Youth Transit Pass Pilot Program: free student youth transit passes: eligibility for state funding</u></p>	<p>3/8/22 Assembly Transportation</p>	<p><u>This bill would require transit agencies to offer free youth transit passes to all persons 25 years of age and under with California residency, regardless of immigration status, to be eligible for state funding under the Transportation Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. These free youth transit passes would count as full-price fares for purposes of calculating the ratio of fare revenues to operating costs. Upon the appropriation by the Legislature, this bill would also create the Youth Transit Pass Pilot Program, administered by Caltrans, for purposes of offsetting the costs to transit agencies for implementation of offering the free passes. MST recommends an “oppose” position on this bill.</u></p> <p>This bill is a spot bill related to free and unlimited access to student transit passes.</p>	<p>OPPOSE Priority 3S</p>

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
AB 1944 (Lee) Local government: open and public meetings	2/18/22 Assembly Local Government	The Ralph M. Brown Act allows for meetings to occur via teleconferencing if the legislative body provides notice of each teleconference location of each member that will be participating in the public meeting, and those locations are made accessible to the public, and posted to the agenda to allow for public participation. At least a quorum of the legislative body must participate from locations within the boundaries of the local agency’s jurisdiction. Until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would exempt the requirement for publicly posting the location of remote participation by a member of the local agency. It would require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option.	SUPPORT Priority 15S
AB 1946 (Boerner Horvath) Electric bicycles: safety and training program	3/21/22 Assembly Appropriations	This bill would require Caltrans, in coordination with the Office of Traffic Safety, to develop, on or before September 1, 2023, statewide safety standards and training programs based on evidence-based practices for users of electric bicycles.	Watch Priority 9S
AB 2120 (Ward) Transportation finance: federal funding: bridges.	3/29/22 <u>Assembly Appropriations</u>	The bill would require that the division and allocation of federal Highway Infrastructure Program funds occur pursuant to a specified formula approved by the California Transportation Commission.	SUPPORT Priority 9S

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<p>AB 2237 (Friedman) Regional Transportation Plan: Active Transportation Program planning: regional transportation improvement plan: climate goals</p>	<p>3/22/22 Assembly Transportation and Natural Resources</p>	<p><u>This bill would require the Strategic Growth Council to convene key state agencies to review the roles and responsibilities of metropolitan planning organizations and to define “sustainable community”.</u> metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing its report on California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. <u>This bill would require the regional transportation improvement plans (RTIPs) be consistent with the adopted sustainable communities strategy and the state’s climate goals. The bill would require the State Air Resources Board to reallocate moneys from inconsistent projects or programs and prohibit a regional agency from funding inconsistent projects or programs.</u></p>	<p>OPPOSE Priority 14S</p>
<p>AB 2264 (Bloom) <u>Pedestrian crossing signals</u></p>	<p>3/22/22 Assembly Transportation</p>	<p><u>This bill would require a traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, upon the first placement or replacement of a traffic-actuated signal. The bill would also require an existing traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian interval when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the signal is in a residence, business, or business activity district, a safety corridor, or an area with a high concentration of pedestrians and cyclists. The bill would define a “leading pedestrian interval” for these purposes as an official traffic control signal that advances the “WALK” signal for 3 to 7 seconds while the red signal halting traffic continues to be displayed on parallel through or turning traffic. This bill lacks context sensitivity and could have the unintended consequence of leading to longer wait times for all modes.</u></p>	<p>Watch Priority 9S</p>

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<p>AB 2336 (Friedman) <u>Vehicles: Speed Safety System Pilot Program</u></p>	<p><u>3/23/22</u> <u>Assembly</u> <u>Transportation</u></p>	<p><u>This bill would authorize a Speed Safety System Pilot Program in specified cities, not including any city in Monterey County. This bill is one of the Vision Zero task force recommendations, implementing automated speed enforcement which has historically been prohibited in California.</u></p>	<p><u>Watch</u> <u>Priority 9S</u></p>
<p>AB 2438 (Friedman) <u>Transportation projects funding: Alignment with state plans and greenhouse gas emissions reduction standards</u></p>	<p><u>3/22/22</u> <u>Assembly</u> <u>Transportation</u></p>	<p>This bill would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. To the extent the bill imposes additional duties on local agencies, the bill would impose a state-mandated local program. <u>the agencies that administer the STIP, the SHOPP, the Solutions for Congested Corridors program, the Trade Corridor Enhancement program, and the Local Partnership Program to revise the guidelines or plans applicable to those programs to align with the California Transportation Plan (CTP), the Climate Action Plan for Transportation Infrastructure (CAPTI), and greenhouse gas emissions reduction standards. This bill would require funds under the Local Streets and Roads Program to be consistent with the CTP, CAPTI, and greenhouse gas emissions reduction standards. The bill would require the CTP to include a financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues.</u></p>	<p>OPPOSE unless amended Priority 2S</p>

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
AB 2449 (Rubio, Blanca) Open meetings: local agencies: teleconferences	3/3/22 Assembly Local Government	This bill allows a local agency to meet virtually without posting each members location, if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency’s jurisdiction. It also prohibits an agency from requiring public comments be submitted in advance. In the event of a disruption that prevents the broadcast of a meeting, the board must cease taking action on items until the dial-in or internet option is restored. Accommodations must also be made for persons with disabilities. This bill is different from AB 1944 in that: 1) it requires a quorum to be physically present at a singular meeting place accessible to the public, so only a few members could participate virtually; 2) prevents board action on items not broadcast; 3) requires accommodations for persons with disabilities.	Watch Priority 15S
AB 2514 (Dahle M) Road Maintenance and Rehabilitation Account: apportionment of funds: underserved rural communities	3/21/22 Assembly Transportation	<u>This bill would provide for the allocation by the commission under the Local Partnership Program to underserved rural communities, regardless of whether they have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects.</u>	Watch Priority 1S
AB 2622 (Mullin) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses	3/10/22 Assembly Revenue and Taxation	This bill would extend, from January 1, 2024 to January 1, 2034, the partial state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California transit agencies.	SUPPORT Priority 13S

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
AB 2647 (Levine) Local government: open meetings	3/10/22 Assembly Local Government	This bill requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates or post the writings on the local agency’s internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.	Watch Priority 15S
AB 2805 (Bauer-Kahan) Department of Fish and Game: advance mitigation and regional conservation investment strategies	2/18/22 Introduced	This bill would authorize the Department of Fish and Wildlife (CDFW), any other public agency, or federally recognized tribe to propose a regional conservation investment strategy (RCIS). The bill makes changes to existing law to streamline the process of developing and approving an RCIS, including removing the cap on how many such strategies the CDFW can approve, clarifying that mitigation credit agreements can create multi-agency credits, and clarifying requirements to support mitigation credit agreements. TAMC adopted its RCIS in 2021. Staff recommends a support position.	SUPPORT Priority N/A
SB 674 (Durazo) Public Contracts: workforce development: covered public contracts	9/9/21 Two-year bill	This bill would require the Labor and Workforce Development Agency to create the California Jobs Plan and the United States Jobs Plan, which requires private entities bidding on covered public contracts over \$10 million related to the procurement, manufacturing, installation, and maintenance of transportation infrastructure, excluding contracts for road, bridge, or highway construction, to include as part of their application a form stating information about jobs created and retained.	Watch Priority 1S
SB 726 (Gonzalez) Alternative fuel and vehicle technologies: transportation sustainability strategy	9/7/21 Two-year bill	This bill would require the California State Resources Board and the State Energy Resources Conservation and Development Commission to develop a comprehensive transportation sustainability strategy. The bill would require the Board, as part of the 2027 update of the scoping plan, to set a greenhouse gas emissions reduction target for the transportation sector.	Watch Priority 1S

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
SB 771 (Becker) Sales and Use Tax Law: zero emissions vehicle exemption	5/26/21 Two-year bill	This bill would provide a state sales tax exemption on the purchase of an electric or a hybrid electric vehicle.	Watch Priority 1S
SB 873 (Newman) California Transportation Commission: state transportation improvement program: capital outlay support	3/9/22 Senate Transportation	This bill would require the California Transportation Commission (CTC) to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the State Transportation Improvement Program (STIP). The bill would require the CTC to develop guidelines, in consultation with the Department of Transportation (Caltrans), to implement these allocation procedures. The CTC would be required to establish a threshold for requiring a supplemental project allocation. Caltrans would be required to submit a supplemental project allocation request to the CTC for each project that experiences cost increases above the amounts in its allocation.	Watch Priority 2S

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<p>SB 922 (Wiener) CEQA exemptions; transportation-related projects</p>	<p>3/16/22 Senate Appropriations</p>	<p>This bill would repeal the January 1, 2030, sunset date, to indefinitely continue an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles. The bill repeals the January 1, 2023, to indefinitely continue a CEQA exemption for transit prioritization projects and projects for pedestrian and bicycle facilities or for the institution or increase of new bus rapid transit, bus, or light rail services on public or highway rights-of-way. Provisions relating to projects valued at over \$100 million require additional consideration for displacement of disadvantaged communities and suggest anti-displacement strategies, designs, or actions for those projects for which at least 50% of the project or projects’ stops and stations are in an area at risk of residential displacement and will have a maximum of 15-minute peak headways. MST recommends a support position as it extends the CEQA exemption for transit projects.</p>	<p>SUPPORT Priority 11S</p>

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<p>SB 932 (Portantino) General plans: circulation element: bicycle and pedestrian plans and traffic calming plans</p>	<p>3/23/22 Senate Transportation</p>	<p>Commencing January 1, 2023, This bill would require the legislative body, upon any <u>the next substantive revision of the circulation element, on or before June 30, 2024,</u> to develop or update the plan for a balanced, multimodal transportation network, and to ensure that a modified circulation element <u>the plan</u> includes bicycle and pedestrian plans and traffic calming plans <u>for any urbanized area within the scope of the county or city general plan.</u> This bill would require a county or city to include in its modified circulation element a map of the high injury network within its boundaries and would further require a county or city to identify and prioritize safety improvements that may be implemented within 15 years that would address serious and injurious traffic collisions <u>begin implementation of the plan within 2 years of the date of adoption of the plan.</u> This bill would increase or decrease the 15<u>20</u>-year implementation period based on whether the measures introduced by a county or city work to reduce its percentage of traffic violence. <u>This bill would allow a person injured within the right-of-way in a collision with a motor vehicle to have a cause of action for failure to comply with these provisions against specified counties.</u></p>	<p>Watch Priority 14S</p>
<p>SB 942 (Newman) Low Carbon Transit Operations Program: free or reduced fare transit program</p>	<p>3/22/22 Senate Appropriations</p>	<p>This bill would allow public transit agencies to use funds from the Low Carbon Transit Operations Program to subsidize an ongoing free or reduced fare transit program. Sponsored by the California Transit Association.</p>	<p>SUPPORT Priority 3S</p>

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<p>SB 1049 (Dodd) Transportation Resilience Program</p>	<p>3/22/22 Senate Appropriations</p>	<p>This bill would establish the Transportation Resilience Program in the Department of Transportation (Caltrans), to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission (CTC) for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the CTC to prioritize projects that meet certain criteria.</p>	<p align="center">Watch Priority 2S</p>
<p>SB 1078 (Allen) Sea Level Rise Revolving Loan Pilot Program</p>	<p>3/23/22 Senate Appropriations</p>	<p>This bill would require the Ocean Protection Council (OPC), in consultation with the State Coastal Conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property located in specified communities, including low-income communities, as provided. The bill would require the OPC, before January 1, 2024, in consultation with other state planning and coastal management agencies, as provided, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, in consultation with the council, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements imposed by the OPC. The bill would require the conservancy, in consultation with the OPC to review the plans to determine whether they meet the required criteria and guidelines for vulnerable coastal properties to be eligible for participation in the program.</p>	<p align="center">Watch Priority 2S</p>

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<p><u>SB 1121 (Gonzales)</u> <u>State and local transportation system: needs assessment</u></p>	<p><u>3/17/22</u> <u>Senate Transportation</u></p>	<p><u>This bill would require the CTC to conduct a 10 year needs assessment and to identify areas where needs may exceed revenues.</u></p>	<p><u>Watch</u> <u>Priority 1S</u></p>
<p><u>SB 1175 (McGuire)</u> <u>Department of Transportation: intermodal passenger services: rail corridors</u></p>	<p><u>3/23/22</u> <u>Senate Transportation</u></p>	<p><u>Existing law authorizes the Department of Transportation to construct, acquire, or lease, and improve and operate, rail passenger terminals and related facilities that provide intermodal passenger services along specified corridors. This bill would expand that authorization to include the Sacramento-Larkspur-Novato-Cloverdale corridor. While not directly relevant to TAMC, we are part of the larger rail mega region with the Sonoma-Marin Area Rail Transit District (SMART) and recommend supporting our partner agency in this effort.</u></p>	<p><u>SUPPORT</u> <u>Priority NA</u></p>
<p><u>SB 1217 (Allen)</u> <u>State-Regional Collaborative for Climate, Equity, and Resilience</u></p>	<p><u>3/29/22</u> <u>Senate Transportation</u></p>	<p>This bill would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the California Air Resources Board (CARB) for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of CARB, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations. The bill would require, on or before December 31, 2025, CARB to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.</p>	<p><u>Watch</u> <u>Priority 2S</u></p>



Memorandum

To: Technical Advisory Committee
From: Doug Bipse, Principal Engineer
Meeting Date: May 5, 2022
Subject: CalRecycle Tire Derived Aggregate

RECOMMENDED ACTION:

RECEIVE presentation on the CalRecycle Derived Aggregate program.

SUMMARY:

Tire Derived Aggregate, or TDA, is a sustainable lightweight and cost-efficient material that can be used for transportation projects. The California Department of Resources Recycling and Recovery, known as CalRecycle, will present information and grant opportunities available to agencies for the use of TDA products.

FINANCIAL IMPACT:

CalRecycle can assist agencies find grant opportunities for for the use of Tire Derived Aggregate products.

DISCUSSION:

The California Department of Resources Recycling and Recovery, known as CalRecycle, is a department within the California Environmental Protection Agency. CalRecycle provides training and ongoing support for Local Enforcement Agencies, which regulate and inspect California's active and closed solid waste landfills, as well as materials recovery facilities, solid waste transfer stations, compost facilities, and more. The permitting and inspection processes help CalRecycle fulfill its mission to protect the health and safety of Californians and the environment.

CalRecycle has a goal to increase the diversion of waste tires from landfills. One way that CalRecycle hopes to achieve this goal is by promoting the use of tire-derived aggregate (TDA) in civil engineering applications. TDA is a lightweight and highly permeable aggregate made from used scrap tires. Currently, California generates more than 40 million waste tires per year. TDA is a cost-efficient fill that can be used for road slide repair, embankment repair, retaining walls, vibration mitigation for light rail tracks, and many other applications. Since TDA is made from recycled tires, it's also a sustainable product that diverts millions of used tires from landfills. CalRecycle encourages the use of TDA in California through several programs:

- CalRecycle provides [engineering and technical assistance](#) to local jurisdictions for education, design, and construction oversight on TDA projects in California.
- CalRecycle has a [TDA grant program](#) to provide assistance to local governments to fund TDA projects.

A CalRecycle representative will provide the Committee with a presentation on the program and address any questions from members.



Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Director of Programming & Project Delivery
Meeting Date: May 5, 2022
Subject: **Regional Surface Transportation Program - Outstanding Balances**

RECOMMENDED ACTION:

RECEIVE information on outstanding balances of local jurisdiction shares of Surface Transportation Block Grant Program (formerly "Regional Surface Transportation Program") funds.

SUMMARY:

The Transportation Agency Board approved fair-share and competitive funding from the Surface Transportation Block Grant Program in August 2020, and a program of projects for the Safe Streets Pilot Program in December 2019. The Agency's adopted funding program guidelines require the funds to be expended within three years or be subject to rescission.

FINANCIAL IMPACT:

At its December 4, 2019 meeting, the Transportation Agency Board approved \$1.1 million of Surface Transportation Block Grant Program funds for the Safe Streets Pilot Program from the TAMC Reserve for Complete Street implementation. Subsequently, at its August 26, 2020 meeting, the Transportation Agency Board voted to approve \$10.55 million of Surface Transportation Block Grant Program and Transportation Development Act 2% funds from the Transportation Agency's FY 2020/21, 2021/22 and 2022/23 allocation for a new round of competitive grants. The local jurisdictions were also apportioned fair-share funding to use at their discretion subject to eligibility requirements and Board approval.

DISCUSSION:

The Surface Transportation Block Grant Program is a federal program that provides states and local jurisdictions with funding for highway improvements, street rehabilitation and transportation enhancements. The Transportation Agency receives an annual apportionment of funding, passed through the State. Because Monterey County didn't have an urbanized area with a population of greater than 200,000 in the 1990 census, it qualified for the state exchange program, whereby Caltrans keeps the federal Surface Transportation Block Grant Program apportionments for a region and gives the regional agency an equivalent amount of state cash.

The Transportation Agency distributes the funding in both fair-share and competitive programs, after setting aside 10% for a TAMC Reserve to fund programs such as the Regional Traffic Counts and the Safe Streets Pilot Program. Monterey County and the cities receive fair-share funds based on a formula of 50% population and 50% centerline miles. The total fair share allocation over the prior three year cycle was \$3.6 million.

The Transportation Agency distributes the remaining portion of the funding on a competitive basis to transportation

projects based on a variety of criteria, including safety, traffic volume, project readiness, and the jurisdiction's utilization of grant and fair-share funding. Project proposals are scored out of a total 100 possible points, with the jurisdiction fully programming their fair-share funds and past performance on delivering competitive grant projects constituting 20 of those points.

Additionally, California State Assembly Bill 1012 (AB102) requires that Surface Transportation Block Grant Program funds are subject to a "timely use of funds" provision. Assembly Bill 102 requires that once funds are obligated towards a project then the jurisdiction has up to three years to use the funds or lose them. The TAMC Board also has implemented a timely "Use of Funds Provision" that is similar to AB1012. The TAMC Timely Use of Funds policy stipulates that funds will be de-programmed from a local agency if project implementation is not moving forward in a satisfactory manner and reapplied towards a project that is ready for implementation. This process of fund redistribution requires the approval of the TAMC Board of Directors and will occur at the award of the next competitive grant cycle in August 2023.

Attached with this report is a listing of each jurisdiction with outstanding balances of Surface Transportation Block Grant Program funding. In addition to having projects with balances of funding remaining, several jurisdictions have unprogrammed balances of fair-share funding that is eligible to program to projects. Agency staff requests that each jurisdiction review the listing of balances and notifies staff of any incorrectly reported amounts or projects that have been completed with balances remaining, and submit requests to program available fair-share funding.

ATTACHMENTS:

- Outstanding Balances of STBGP and TDA 2% Funding

Transportation Agency for Monterey County
Master State and Federal Funding Agreement
Exhibit A - Outstanding Balances



Agency	Board Approval Date	Fund Expiration Date	Type	Active Projects	Budget	Paid	Balance Outstanding
County	3/25/2020	3/25/2023	RSTP Fair Share	Moss Landing Trail	\$980,733.32	\$0.00	\$980,733.32
County	1/27/2021	1/27/2024	RSTP Fair Share	Davis Road Bridge Replacement and Road Widening Project	\$560,000.00	\$0.00	\$560,000.00
Carmel	8/26/2020	8/26/2023	RSTP Fair Share	Mission Street Sidewalk Reconstruction Project	\$15,310.79	\$108.14	\$15,202.65
Carmel	8/26/2020	8/26/2023	RSTP Fair Share	City-wide Traffic Striping Project	\$15,000.00	\$6,820.75	\$8,179.25
Carmel	8/26/2020	8/26/2023	RSTP Fair Share	Electric Vehicle Charging Stations	\$10,000.00	\$9,436.00	\$564.00
Del Rey Oaks	3/25/2020	3/25/2023	RSTP Fair Share	Unprogrammed balance	\$52,596.65	\$0.00	\$52,596.65
Gonzales	3/25/2020	3/25/2023	RSTP Fair Share	Unprogrammed balance	\$53,010.17	\$0.00	\$53,010.17
Greenfield	3/25/2020	3/25/2023	RSTP Fair Share	Unprogrammed balance	\$194,443.92	\$0.00	\$194,443.92
Greenfield	8/26/2020	8/26/2023	TDA 2%	Walnut Avenue Pedestrian and Bikeway Improvements	\$590,000.00	\$0.00	\$590,000.00
King City	12/4/2019	12/4/2022	RSTP Safe Streets	Broadway Street Bulbout Project	\$90,000.00	\$0.00	\$90,000.00
King City	3/25/2020	3/25/2023	RSTP Fair Share	Unprogrammed balance	\$87,047.69	\$0.00	\$87,047.69
King City	8/26/2020	8/26/2023	RSTP Competitive	Complete Streets Downtown Streetscape Bulbout Improvements	\$950,000.00	\$0.00	\$950,000.00
Marina	8/23/2017	8/23/2020	RSTP Competitive	Reservation Road Roundabouts	\$100,000.00	\$14,472.50	\$85,527.50
Marina	1/22/2020	1/22/2023	RSTP Safe Streets	Cardoza Avenue Corridor Improvement Project	\$200,000.00	\$0.00	\$200,000.00
Marina	3/25/2020	3/25/2023	RSTP Fair Share	Del Monte Boulevard Extension Project	\$303,807.71	\$0.00	\$303,807.71
Monterey	8/23/2017	8/26/2023	RSTP Competitive	Holman Highway 68 Roundabout	\$142,675.00	\$123,379.00	\$19,296.00
Monterey	12/4/2019	12/4/2022	RSTP Safe Streets	Case Verde / Helvic / Portola / McNear Intersection Improvements	\$200,000.00	\$0.00	\$200,000.00
Monterey	3/25/2020	3/25/2023	RSTP Fair Share	Traffic System, Pedestrian and Bike Upgrades Citywide	\$431,352.19	\$0.00	\$431,352.19
Monterey	8/26/2020	8/26/2023	RSTP Competitive	Traffic System, Pedestrian and Bike Upgrades Citywide	\$1,680,000.00	\$540,868.43	\$1,139,131.57
Monterey	2/24/2021	2/23/2025	RSTP Reserve	North Fremont Gap Closure Project	\$35,000.00	\$0.00	\$35,000.00
Pacific Grove	3/25/2020	3/25/2023	RSTP Fair Share	Unprogrammed balance	\$191,229.76	\$0.00	\$191,229.76
Pacific Grove	8/26/2020	8/26/2023	TDA 2%	Point Pinos Trail Project	\$160,000.00	\$0.00	\$160,000.00
Pacific Grove	8/26/2020	8/26/2023	RSTP Competitive	Point Pinos Trail Project	\$222,000.00	\$0.00	\$222,000.00
Pacific Grove	1/27/2021	1/27/2024	RSTP Fair Share	Point Pinos Trail Project	\$61,282.00	\$0.00	\$61,282.00
Salinas	8/23/2017	8/23/2020	RSTP Competitive	Downtown Salinas Complete Streets Improvements	\$2,970,000.00	\$2,670,000.00	\$300,000.00
Salinas	10/23/2019	10/23/2022	RSTP Fair Share	East Laurel Pedestrian Improvement Project	\$900,000.00	\$211,617.12	\$688,382.88
Salinas	12/4/2019	12/4/2022	RSTP Safe Streets	East Rossi Street Safe Street Project	\$152,000.00	\$40,376.78	\$111,623.22
Salinas	3/25/2020	3/25/2023	RSTP Fair Share	Unprogrammed balance	\$919,931.89	\$0.00	\$919,931.89
Salinas	5/27/2020	5/27/2023	RSTP Fair Share	Pedestrian Crossing Enhancement Project	\$90,473.60	\$0.00	\$90,473.60
Salinas	8/26/2020	8/26/2023	RSTP Competitive	Boronda Road Congestion Relief Project - Phase 1	\$4,000,000.00	\$0.00	\$4,000,000.00
Salinas	8/26/2020	8/26/2023	RSTP Competitive	Bardin Road Safe Routes to School Enhancement Project	\$1,800,000.00	\$0.00	\$1,800,000.00
Salinas	8/26/2020	8/26/2023	RSTP Competitive	Pedestrian Crossing Enhancement Project	\$545,000.00	\$13,739.33	\$531,260.67
Sand City	3/25/2020	3/25/2023	RSTP Fair Share	Unprogrammed balance	\$12,088.52	\$0.00	\$12,088.52
Seaside	3/22/2017	3/22/2020	RSTP Fair Share	Intersection Control Evaluation & Corridor Studies Project	\$221,900.96	\$138,365.00	\$83,535.96
Seaside	3/24/2021	3/23/2024	RSTP Fair Share	ATP Grant Application Assistance - Broadway Avenue Complete Streets	\$9,435.00	\$0.00	\$9,435.00
Seaside	3/24/2021	3/23/2024	RSTP Fair Share	Engineering and Traffic Survey	\$75,000.00	\$0.00	\$75,000.00
Seaside	3/24/2021	3/23/2024	RSTP Fair Share	Pavement Management Program Update	\$50,000.00	\$0.00	\$50,000.00
Seaside	3/24/2021	3/23/2024	RSTP Fair Share	Pavement Rehabilitation Phase 4 - Design and Construction	\$70,286.24	\$0.00	\$70,286.24
Seaside	8/26/2020	8/26/2023	RSTP Competitive	Broadway Avenue Corridor Improvements	\$600,000.00	\$0.00	\$600,000.00
Soledad	3/25/2020	3/25/2023	RSTP Fair Share	Unprogrammed balance	\$398,928.76	\$0.00	\$398,928.76