



TECHNICAL ADVISORY COMMITTEE

Thursday, February 1, 2018
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 January 4, 2018.

- Zeller

END OF CONSENT AGENDA

4. RECEIVE update on the 2018 Regional Development Impact Fee Nexus Study Update.

- Zeller

The Transportation Agency is required to update the Regional Development Impact Fee every five years. This process includes reviewing the land use and development assumptions in the regional travel demand model, forecasting future travel demands, updating the project list as necessary to meet those demands, revising project costs, and developing the nexus-based fee schedule.

5. RECEIVE presentation and **PROVIDE** input on the draft Measure X Safe Routes to School Program.

-Green

The Safe Routes to School Program is a Measure X-funded initiative. The proposed Program sets a vision and identifies goals, objectives and types of projects and activities that can be funded.

6. ANNOUNCEMENTS

7. ADJOURN

**Next Committee meeting will be on
Thursday, March 1, 2018 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: Hank Myers; 55-B Plaza Circle, Salinas, CA 93901, **email:** hank@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 - No items this month



Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: February 1, 2018
Subject: **Draft Technical Advisory Committee Minutes - January 4, 2018**

RECOMMENDED ACTION:

APPROVE the draft Technical Advisory Committee Minutes for January 4, 2018.

ATTACHMENTS:

- ▢ Draft TAC minutes January 4, 2017

TECHNICAL ADVISORY COMMITTEE MINUTES

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

Minutes of Thursday, January 4, 2018

| COMMITTEE MEMBERS | FEB 17 | MAR 17 | APR 17 | MAY 17 | JUN 17 | AUG 17 | SEP 17 | OCT 17 | NOV 17 | JAN 18 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| R. Harary, Carmel-by-the-Sea (S. Friedrichsen) | | | C | | C | P | P | P | C | P |
| D. Pick, Del Rey Oaks | | | A | P | A | P | P | | A | P |
| P. Dobbins Gonzales Vice Chair (R. Mendez, J. Lipe) | P | | N | P | N | P | | P | N | P |
| M. Steinmann, Greenfield | | | C | P | C | | | | C | |
| O. Hurtado, King City (S. Adams) | P | | E | P | E | P | P | P | E | P |
| B. McMinn, Marina (E. Delos Santos) | P | | L | P | L | P | P | P | L | P |
| A. Renny, Monterey (F. Roveri) | P | | L | P | L | P | P | P | L | P(A) |
| D. Gho, Pacific Grove (M. Brodeur) | P | | E | P | E | P | P | P | E | P |
| J. Serrano, Salinas, (R. Russell, V. Gutierrez) | | | D | P | D | P | P | P | D | |
| T. Bodem, Sand City | | | | | | P | P | | | |
| R. Riedl, Seaside (L. Llantero) | P(A) | | | P | | P | P(A) | | | P |
| D. Wilcox, Soledad (M. McHatten) | P | | | | | | | | | P |
| E. Saavedra, MCPW Chair (M. Qureshi) | P(A) | | | P | | P | P | P | | |
| Vacant , Monterey County Economic Development | | | | | | | | | | |
| H. Adamson, AMBAG (S. Vienna) | P(A) | | | P(A) | | | P(A) | P(A) | | P(A) |
| O. Ochoa-Monroy, Caltrans (K. McClendon) | P(A) | | | P(A) | | P(A) | P(A) | | | |
| A. Spear, CSUMB (M. McCluney) | | | | | | P | | P(A) | | |
| A. Romero, MBUAPCD | | | | | | | | | | |
| J. Brinkmann, FORA (P. Said) | | | | | | | | | | |
| L. Rheinheimer, MST (M. Overmeyer) | | | | P(A) | | P(A) | P | P | | P |

| STAFF | FEB 17 | MAR 17 | APR 17 | MAY 17 | JUN 17 | AUG 17 | SEP 17 | OCT 17 | NOV 17 | JAN 18 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| D. Hale, Exec. Director | | | | | | | | | | |
| T. Muck, Dep. Exec. Director | | | | P | | P | P | P | | P |
| H. Myers, Sr. Transp. Planning Engineer | | | | P | | P | | P | | P |
| M. Zeller, Principal Transp. Planner | P | | | | | P | P | P | | P |
| C. Watson, Principal Transp. Planner | | | | | | | | | | P |
| V. Murillo, Asst. Transp. Planner | P | | | | | | P | | | |
| Theresa Wright, Public Outreach Coordinator | | | | | | P | P | P | | |
| G. Leonard, Transportation Planner | P | | | p | | P | | | | P |

- Andrew Easterling, City of Salinas
- Brian Tracy, Member of the public

1. ROLL CALL

Vice-Chair Patrick Dobbins, City of Gonzales, called the meeting to order at 9:32 am. Introductions were made and a quorum was established.

1.1 ADDITIONS OR CORRECTIONS TO AGENDA

None.

2. PUBLIC COMMENTS

Brian Tracy, member of the public, introduced himself to the Committee.

3. BEGINNING OF CONSENT AGENDA

Motion to approve the Consent Agenda

M/S/C Wilcox / Harary / unanimous

3.1 APPROVE the minutes of the Technical Advisory Committee meeting of October 5, 2017, with edits recommended by Robert Harary, City of Carmel, to the announcements that the event for the Highway 68 Roundabout was a ribbon-cutting and not a groundbreaking.

3.2 RECEIVE schedule of 2018 Technical Advisory Committee meetings.

END OF CONSENT AGENDA

4. ELECTION OF OFFICERS

The Committee bylaws state that the chairmanship is changed during the first quarter of every year. The new Chair and Vice-Chair will serve for the 2018 calendar year.

The current Vice-Chair is Patrick Dobbins for the City of Gonzales.

The Committee recognized the outgoing Chair Enrique Saavedra for his service during 2017. Don Wilcox, City of Soledad, nominated Brian McMinn, City of Marina, to serve as the Vice-Chair for 2018 with Patrick Dobbins becoming the Chair.

Motion to approve the nominations for the election of officers

M/S/C Wilcox / Riedl / unanimous

5. 2018 LEGISLATIVE PROGRAM

The Committee received a presentation from Christina Watson, Principle Transportation Planner, on the draft 2018 Transportation Agency Legislative Program.

The purpose of the legislative program is to set general principles to guide staff and Board responses to proposed legislative or budgetary issues. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the agency. The 2017 TAMC Legislative Program focused on maintaining and augmenting transportation funding. The 2018 legislative program continues this focus on transportation funding.

Todd Muck, Deputy Executive Director, also noted that the Transportation Agency has prepared flyers on the Senate Bill 1 (Beall) transportation funding package with information on the benefits of the bill to each of the jurisdictions. He also noted the importance of letting the public know when projects are being completed with Senate Bill 1 and Measure X funding to facilitate positive public response and perception to the funding programs.

6. DRAFT 2040 METROPOLITAN TRANSPORTATION PLAN & DRAFT ENVIRONMENTAL IMPACT REPORT

The Committee received a presentation from Sean Vienna, Association of Monterey Bay Area Governments, on the draft 2040 Metropolitan Transportation Plan and draft Environmental Impact Report.

The Draft 2040 Moving Forward Monterey Bay Plan serves as the Metropolitan Transportation Plan and the state-required Sustainable Community Strategy for the Monterey, Santa Cruz and San Benito tri-county region. The Plan is the long-term blueprint for a regional transportation system that further enhances our quality of life, promotes sustainability, and offers more mobility options for people and goods. The Plan is built on an integrated set of public policies, strategies, and investments to maintain, manage and improve the transportation system. Project lists and funding estimates are

developed in coordination with the Transportation Agency and are the same as the those in the 2018 draft Regional Transportation Plan for Monterey County.

To align the review process for these coordinated documents, TAMC released the Draft Monterey County Regional Transportation Plan in December for a public review period closing February 5, concurrent with AMBAG's Draft 2040 Moving Forward Monterey Bay Plan review period. As part of this process, staff will schedule a noticed public hearing on the draft plan at the January 24 Board of Directors meeting. The document will be posted to the Agency website on that date and will be distributed to member jurisdictions, state and federal resource agencies, citizen advisory committees and other public stakeholders.

Lisa Rheinheimer, Monterey-Salinas Transit, asked where the project lists for each jurisdiction could be found. Sean Vienna responded that the project lists can be found on the AMBAG website at:

http://www.ambag.org/programs/met_transp_plann/documents/Draft_2040_MTP_SCS/10_2040_MTP_SCS_AppendixC_120417.pdf

7. PERFORMANCE MANAGEMENT & TARGET SETTING

The Committee received a presentation from Sean Vienna, Association of Monterey Bay Area Governments, on the new federal requirements for performance management and target setting.

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 will be coordinating with TAMC and the other Regional Transportation Planning Agencies in the region on how best to set the regional targets.

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.

Lisa Rheinheimer asked how is this information to be used? Sean Vienna responded that regions that fail to make their targets may have to use funding towards projects that help meet the goals. As a follow-up, she asked if the performance targets would be assessed at the project-level during the California Environmental Quality Act review? Mr. Vienna responded that if the State sets the targets rather than the regions, then the targets would be assessed at the statewide level.

Rick Riedl, City of Seaside, asked if all of the metrics included in the staff report were to be included? Mr. Vienna responded yes, all of the listed metrics would be reviewed.

Patrick Dobbin, City of Gonzales, asked what is the timing and milestones? Mr. Vienna responded that AMBAG will have to respond to Caltrans regarding the PM1 targets by next month, and that the AMBAG Board would be considering a recommendation to let the State set the targets rather than the region at the January AMBAG Board meeting.

During public comment, Brian Tracy noted that it will be important to make sure Caltrans is considering complete streets components for the PM3 targets.

8. ANNOUNCEMENTS

Michael Zeller, TAMC, announced that the release of the next cycle of the Caltrans Planning Grants would be coming up soon, and that TAMC staff will send out the notification of funding availability when it is received.

Hank Myers, TAMC, announced that the pavement management program agreements will be taken to the TAMC Board in February and the jurisdictions will need to submit their signed Exhibit D to TAMC.

Patrick Dobbins, City of Gonzales, announced that the APWA awards dinner will be on January 24th at the San Juan Golf Course.

9. ADJOURN

The meeting was adjourned at 10:08 am.



Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: February 1, 2018
Subject: **2018 Regional Fee Nexus Study Update**

RECOMMENDED ACTION:

RECEIVE update on the 2018 Regional Development Impact Fee Nexus Study Update.

SUMMARY:

The Transportation Agency is required to update the Regional Development Impact Fee every five years. This process includes reviewing the land use and development assumptions in the regional travel demand model, forecasting future travel demands, updating the project list as necessary to meet those demands, revising project costs, and developing the nexus-based fee schedule.

FINANCIAL IMPACT:

In the past analysis, the Regional Development Impact Fee program was projected to generate \$90 million up to year 2030, with one-percent reimbursing the agency's fee program administrative expenses. The agency's approved budget includes \$110,000 in fiscal year 2017/18 for the 2018 Nexus Study Update.

DISCUSSION:

The Regional Development Impact Fee program was adopted by the Transportation Agency Board of Directors and each of the jurisdictions, and went into effect in August 2008. As part of the Joint Powers Agreement that established the program and state law, the Agency is required to conduct a major update the fee program once every five years.

In August 2017, the TAMC Board approved the selection of Wood Rodgers to conduct the technical work necessary to update the regional fees to reflect any changes that may have occurred in the past five years, such as: updates to population, employment and housing projections utilized in the regional travel forecast model, the expected pace of development, changes in land use plans including general plan updates, project need and cost, and population growth projections.

This update process will also include an evaluation of incorporating the Fort Ord Reuse Authority zone into the regional fee program. Currently, development projects located within the FORA boundary only pay the FORA Community Facilities District fee and are exempt from payment of the Regional Fee. With the planned sunset of FORA in 2020, the Transportation Agency has been coordinating with FORA staff and the FORA Transition Task Force on the potential transfer of impact fee responsibilities to the regional fee program. The FORA Board has recently recommended the transfer of transportation obligations to a new single-entity joint powers agency upon the sunset of FORA, which will require the approval of the Monterey County Local Agency Formation Commission. The evaluation of incorporating the FORA zone into the Regional Fee program can be accomplished with the existing model runs needed to update the fee program (thus resulting in no additional work) and will provide additional data and information to inform the transition process.

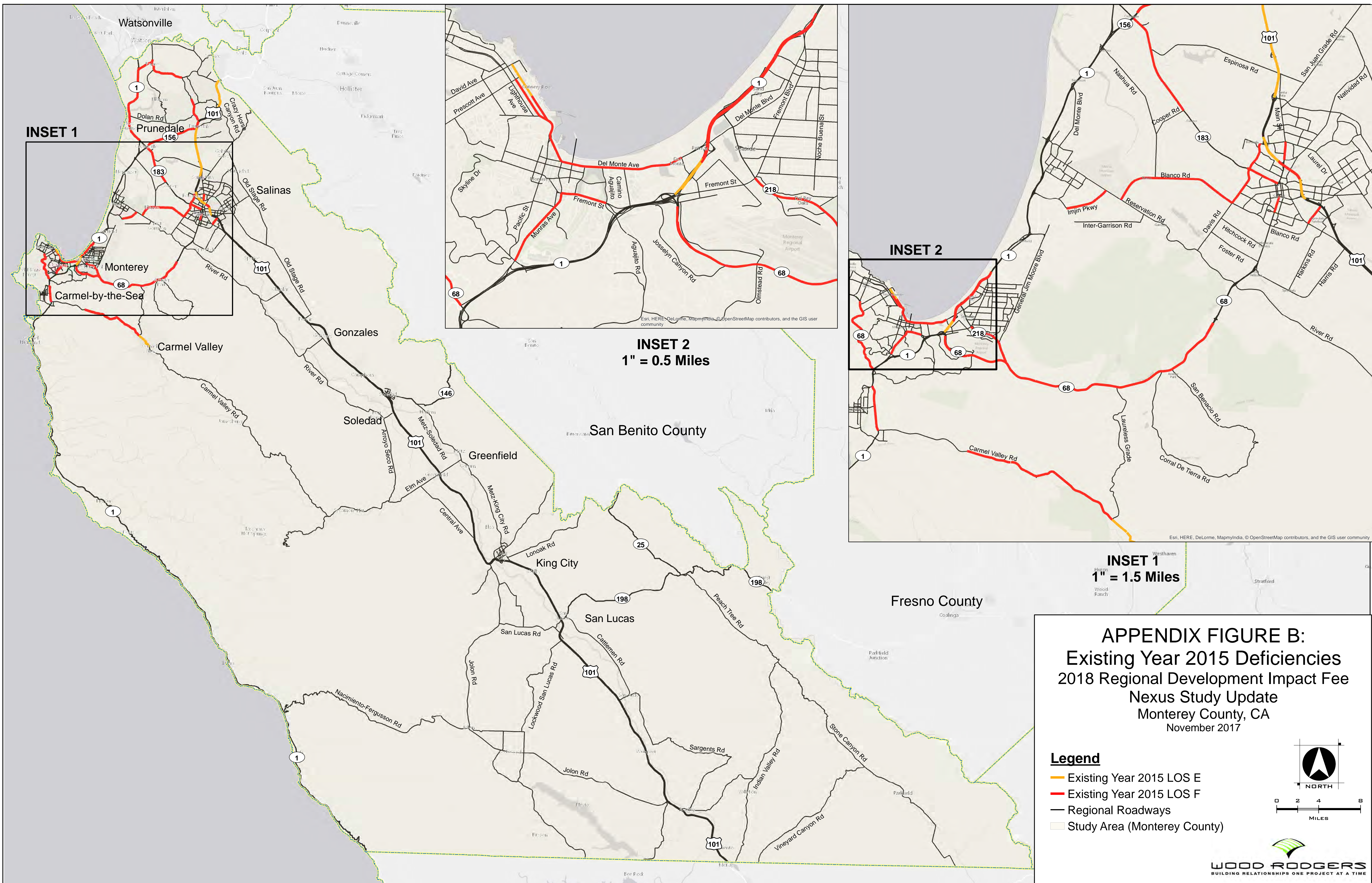
After performing a validation of the AMBAG Regional Travel Demand Model, Wood Rodgers identified the existing and future deficiencies to the regional transportation network. Existing and projected future conditions deficiencies on regional roadway facilities throughout Monterey County were identified to assist TAMC staff with the selection of transportation improvement projects to be included in the current 2018 Regional Fee Nexus Study Update. Deficiencies were identified using current traffic count data, the latest available version of the Association of Monterey Bay Area Governments regional travel demand model, and standard Highway Capacity Manual methodologies. The modeling output showing the existing and future roadway deficiencies are included as **Attachment 1**.

In order to determine where roadway improvements will be needed by the 2035 horizon-year, a model scenario was run that assumed full buildout of all population and employment growth over the next approximately 20 years, but no roadway improvements over existing conditions. The AMBAG Regional Travel Demand Model was run using the horizon-year 2035 land use database and base-year 2010 roadway network (with updates to better reflect existing conditions). This run has been labeled the “Constrained Year 2035” model run since no planned system improvements over existing circulation/capacity conditions are assumed. In order to address the deficiencies to the regional network that were identified with this model run, staff has prepared a draft listing of proposed improvement projects for the 2018 Regional Fee Nexus Study Update that is included as **Attachment 2** for Committee review.

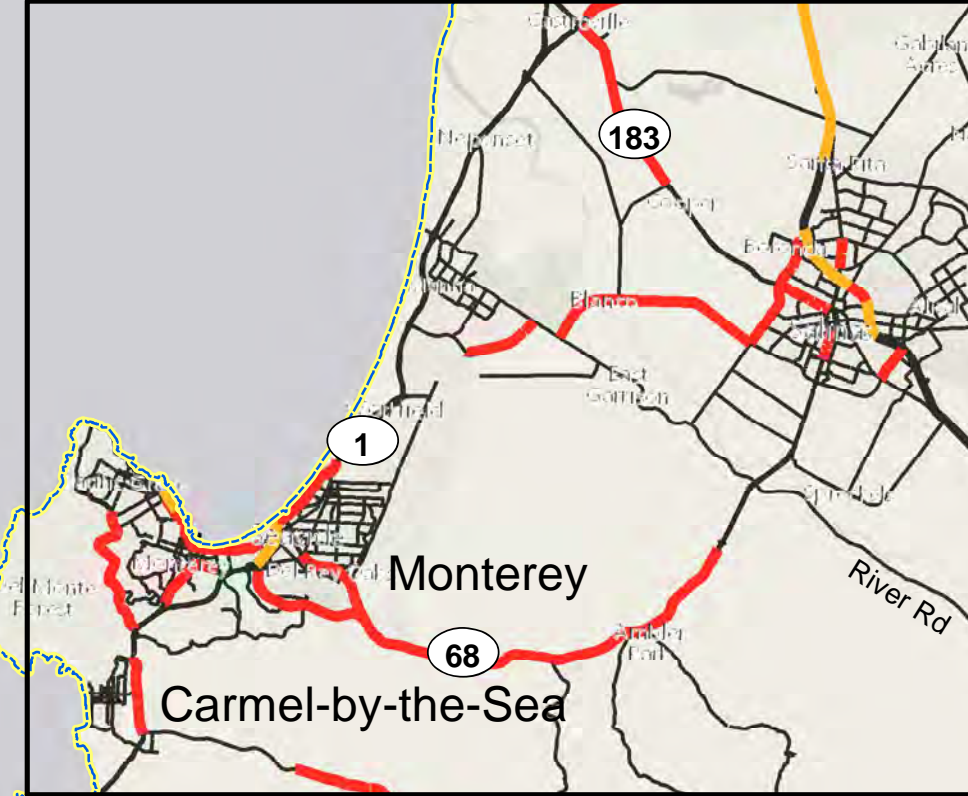
Once Agency staff confirms the list of improvement projects, the next steps in the update process will be for Wood Rodgers to conduct additional model runs assuming the construction of the proposed improvement projects to evaluate network system performance, to prepare planning-level project cost updates, and to develop an updated draft regional development impact fee schedule. This will culminate in a final 2018 Regional Fee Nexus Study Update report. Agency staff is anticipating to complete this work by May 2018, which will then be circulated for review and approval by the jurisdictions.

ATTACHMENTS:

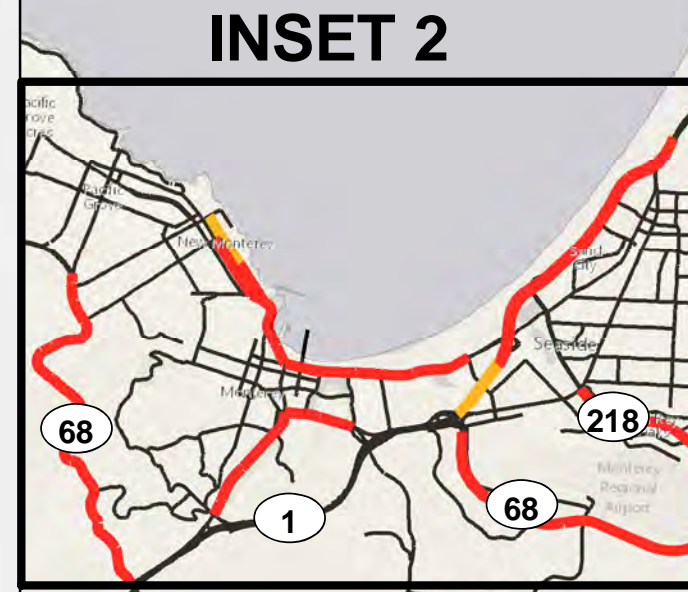
- ▣ 2018 RDIF Nexus Study Update - Base Modeling Results
- ▣ 2018 RDIF Nexus Study Update - Draft Project List



INSET 1



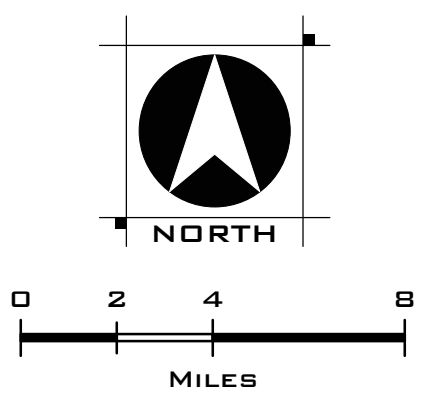
INSET 2
1" = 0.5 Miles

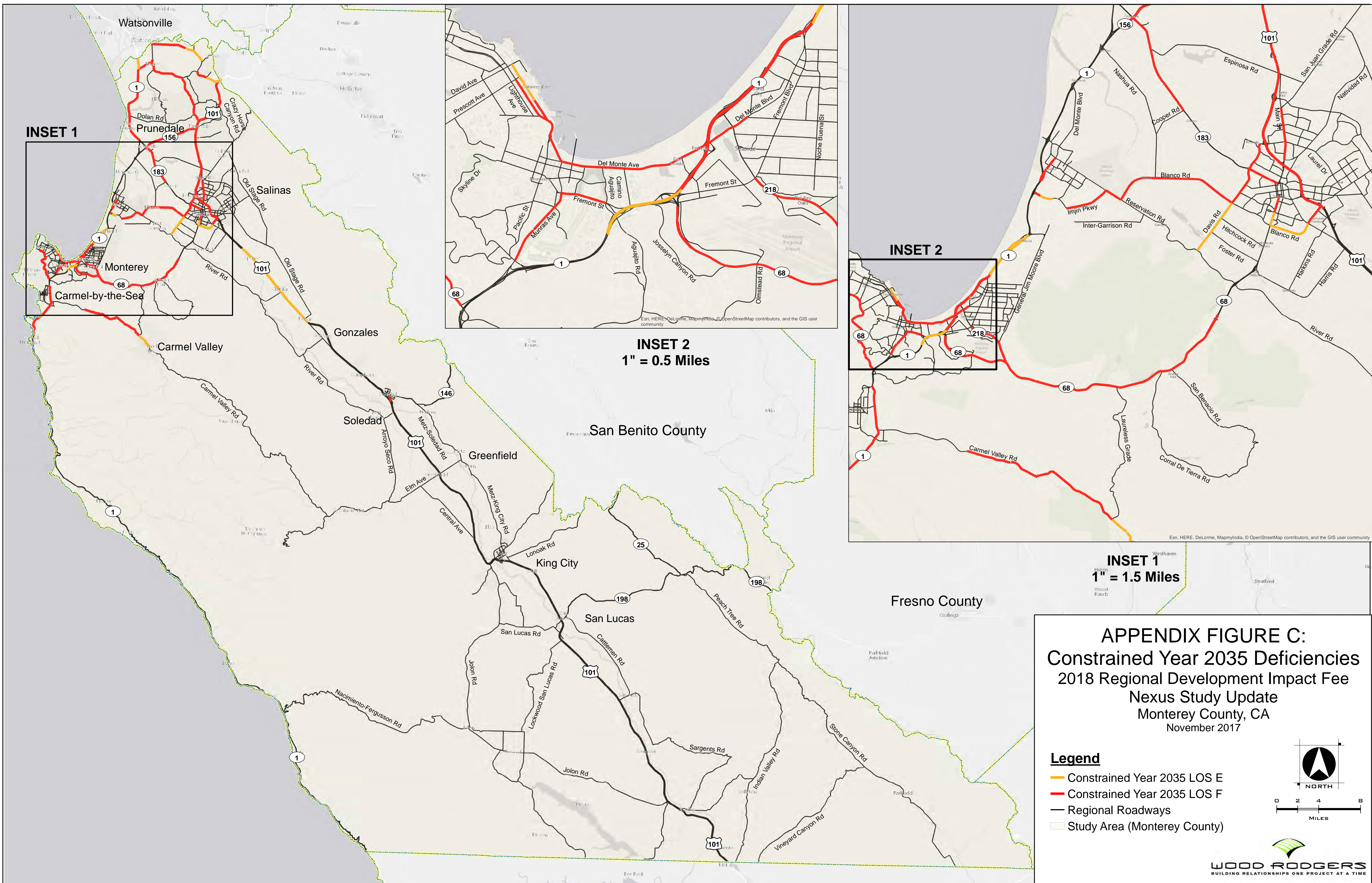


INSET 3
1" = 1.5 Miles

APPENDIX FIGURE B:
Existing Year 2015 Deficiencies
2018 Regional Development Impact Fee
Nexus Study Update
Monterey County, CA
November 2017

- Legend**
- Existing Year 2015 LOS E
 - Existing Year 2015 LOS F
 - Regional Roadways
 - Study Area (Monterey County)





INSET 1

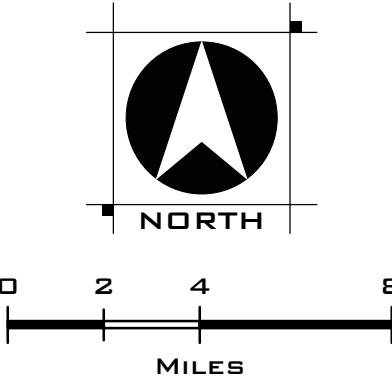
INSET 2

INSET 3
1" = 1.5 Miles

INSET 2
1" = 0.5 Miles

APPENDIX FIGURE C:
Constrained Year 2035 Deficiencies
 2018 Regional Development Impact Fee
 Nexus Study Update
 Monterey County, CA
 November 2017

- Legend**
- Constrained Year 2035 LOS E
 - Constrained Year 2035 LOS F
 - Regional Roadways
 - Study Area (Monterey County)





2018 REGIONAL DEVELOPMENT IMPACT FEE UPDATE
DRAFT IMPROVEMENT PROJECTS LIST

| Projects | Location | Description |
|---|------------------------------------|--|
| SR-1 Corridor & Busway | SR 1 (Seaside – Sand City) | Capacity and operational improvements to State Route 1 corridor from Fremont Ave to at least Canyon Del Rey and make interchange and related local road improvements in the vicinity of the intersections of Canyon Del Rey and Fremont Avenues; includes rapid bus corridor. |
| SR-1 Carmel Area | Monterey Peninsula | Capacity and operational improvements to State Route 1 between Carpenter Road and Carmel Highlands area. |
| SR-156 Widening | North Monterey County | Capacity and operational improvements to State Route 156 from Castroville Boulevard to the State Route 156 / US 101 interchange. |
| SR-183 | North Monterey County | Capacity and operational improvements to State Route 183 from Cooper Road to State Route 156. |
| Marina-Salinas Corridor | Between Marina and Salinas | Multimodal capacity improvements to Reservation Rd from Davis Rd to existing 4 lane section adjacent to East Garrison; multimodal capacity improvements to Imjin Pkwy from Reservation Rd to Imjin Rd; multimodal capacity improvements to Blanco Road from Davis Rd to Reservation Rd. |
| Davis Road Improvements | Salinas Area | Capacity improvements to Davis Rd from SR-183 to Reservation Rd |
| Del Monte Corridor Improvements | City of Monterey | Capacity improvements from El Estero to Sloat Ave. Intersection upgrades to Sloat Ave and Aguajito Ave with left turn and signal operations improvements. |
| US-101 - South County Phase 1 (Frontage Rds - Salinas to Chualar) | US 101 north of Gonzales | Construct 2-lane frontage roads on west-side of US-101 from Harris Rd/Abbott St interchange to Chualar. Remove existing segment of Abbott St from US-101 to Harris Rd. Additional 2-lane frontage rd on east side of US-101 from Chualar to Harris Rd. |
| US-101 South County Phase 2 (Harris Road) | City of Salinas | Construct an interchange at Harris Rd / US 101. |
| SR-68 Commuter Improvements | SR 68 between Monterey and Salinas | Capacity and operational improvements to State Route 68 from existing 4 lane section adjacent to Toro park west to Olmsted. |
| US 101 Widening from Airport Blvd to Boronda Rd | Greater Salinas | Capacity improvements to US 101 from south of Airport Boulevard to Boronda Road, within the existing right-of-way, at locations where feasible. |
| G12 San Miguel Canyon Improvements | North County | Operational and capacity improvements along San Miguel Canyon Road from Castroville Boulevard to Hall Road, and along Hall Road / Elkhorn Road from San Miguel Canyon Road to the Monterey County border |
| Salinas Road Improvements | North County | Capacity improvements to Salinas Road from Werner Road to Elkhorn Road; install intersection control device and construct intersection improvements at Salinas Road/Werner Road intersection; install intersection control device on Elkhorn road at Salinas Road. Re-align Salinas Road and Werner Road to intersect Elkhorn Road at a single location with an intersection control device. |



Memorandum

To: Technical Advisory Committee
From: Ariana Green, Associate Transportation Planner
Meeting Date: February 1, 2018
Subject: **Measure X Safe Routes to School Program**

RECOMMENDED ACTION:

RECEIVE presentation and **PROVIDE** input on the draft Measure X Safe Routes to School Program.

SUMMARY:

The Safe Routes to School Program is a Measure X-funded initiative. The proposed Program sets a vision and identifies goals, objectives and types of projects and activities that can be funded.

FINANCIAL IMPACT:

The Measure X Safe Routes to School program provides a consistent source of funding over the next 30 years: approximately \$667,000 annually, or \$20 million over the 30-year life of the program. To broaden the reach of the program, Measure X money will be leveraged to bring in more state and federal dollars to plan and build safe routes to school projects and fund education and encouragement programs.

DISCUSSION:

In 1969, 50% of children walked or bicycled to school. Forty years later, that number has dropped to less than 15%. Roughly 39% commute by school bus, and 45% are driven to or from school in vehicles. Back then, 5% of children between the ages of 6 and 11 were overweight or obese. Today, 20% of children are overweight or obese on average, with that percentage nearing 50% in some communities in Monterey County. These statistics point to a rise in preventable childhood diseases, worsening air quality and congestion around schools caused in large part by the choice to drive.

The Measure X Safe Routes to School program is intended to reverse these trends by funding projects and programs that improve children's health by making walking and bicycling safer and easier. The program will result in projects that provide the following benefits: improved safety for children walking

and biking to school; better connections between schools, residential areas and vocational training programs; enhanced air quality; and healthier transportation choices for school children and parents. The Measure X Safe Routes to School Program is consistent with local, State and Federal goals to provide safe access to and from school and will apply the 6 E's to ensure programs and projects funded are comprehensive and inclusive. The Six E's of Safe Routes to School are: evaluation, engineering, education, encouragement, enforcement and equity.

Central to the success of the Measure X Safe Routes to School program will be the ability to effectively collaborate with other agencies to reach program goals. To ensure regular opportunities for communication and collaboration, agencies and organizations have been invited to participate in a Safe Routes to School Task Force facilitated by TAMC staff. The Task Force will meet quarterly to review Program progress, discuss funding opportunities and provide interagency support.

The proposed program budget includes equal support for both infrastructure and non-infrastructure projects that work toward the 6 E's. The Program is funded through a combination of local, state and federal funds. The draft Measure X Safe Routes to School Guidelines proposes to encourage leveraging of funds by providing grant support including grant writing, conceptual design services and grant matching funds to agencies and organizations applying for state and federal funding.

The Measure X Safe Routes To School Program will greatly expand bicycle and pedestrian safety education with the lofty goal of reaching all 2nd and 5th graders in Monterey County. These bicycle and pedestrian safety educational programs will take place at elementary schools in the Salinas Valley, Marina and Salinas over the next two years. In FY 2019/20, mini grants will be available to fund a variety of activities including school-based safe routes to school encouragement programs, high school bike maintenance shop classes, Bike safety instructor certification, traffic gardens, enhanced traffic safety equipment, crossing guard equipment and training and neighborhood enforcement programs.

The Draft Measure X Safe Routes to School Program Guidelines was reviewed by the Measure X Technical Advisory Committee on January 16, 2018 and will be reviewed by the TAMC Bicycle and Pedestrian Committee, Technical Advisory Committee and Board of Directors in February 2018. The program will officially kick-off in FY 2018/19.

ATTACHMENTS:

- Draft Measure X Safe Routes To School Program - Executive Summary

WEB ATTACHMENTS:

[Draft Measure X Safe Routes to School Program](#)

MEASURE X SAFE ROUTES TO SCHOOL PROGRAM GUIDELINES

EXECUTIVE SUMMARY

Children are at a disadvantage have limited transportation options. Too young to drive, they must rely on an adult to drive them or on other forms of transportation to get around such as transit, carpooling, bicycling and walking. The majority of children are driven to school in Monterey County which is one of the leading causes of traffic congestion on local roads in the morning and afternoon. Chaotic drop-off zones in front of schools caused by increased driving creates an unsafe environment for students walking and bicycling. The Measure X Safe Routes to School program is aimed at developing better and safer options than driving the majority of children to school, educating children and the surrounding community how to safely walk and bicycle, and encouraging children to use active transportation that will lead to a healthier lifestyle.

The Measure X Safe Routes to School Guidelines contains the following sections:

Measure X – Measure X is a local transportation sales tax measure that will provide the most consistent source of funding for the program over the next 30 years.

Program Overview

- Goals (6 E's) – The Program goals are divided into 6 categories: Evaluation, Engineering, Education, Encouragement, Enforcement and Equity.
- Task Force – A Safe Routes to School Task Force will meet quarterly to provide recommendations to staff and facilitate collaboration with agencies and organizations around the county pursuing similar goals of child safety and health.
- Countywide Collaboration – Collaboration with other agencies working towards safe routes to school objectives is an important goal of the program and critical to achieving a deep and comprehensive impact.

Programs - The various Safe Routes to School Programs are designed to achieve each of the 6 E's goals (Evaluation, Engineering, Education, Encouragement, Enforcement and Equity)

Funding – This section identifies potential sources of funding for the Measure X Safe Routes to School Program.

Budget – This section identifies the Program budget for fiscal years 2018 – 2023 as well as priority projects that will be the focus of grant applications, planning, programming and construction.