



TECHNICAL ADVISORY COMMITTEE

Thursday, September 7, 2017
9:30 AM

Transportation Agency for Monterey County Conference Room
55-B Plaza Circle, Salinas
TAMC 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 August 3, 2017.

- Zeller

END OF CONSENT AGENDA

4. RECEIVE update on the 2017 Monterey County Active Transportation Plan.

- Murillo

The Active Transportation Plan is an update of the 2011 Bicycle and Pedestrian Master Plan. The focus of the 2017 Plan update is to meet the State Active Transportation Program guidelines, incorporate innovative bicycle facility designs, and promote high priority projects. Staff will present the draft ranked projects list for Committee input.

5. RECEIVE update on the California Transportation Commission's development of the Senate Bill 1 funding programs.

- Zeller

Senate Bill 1 (Beall), the Road Repair and Accountability Act of 2017, provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades.

6. ANNOUNCEMENTS

7. ADJOURN

**Next Committee meeting will be on
Thursday, October 5, 2017 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: September 7, 2017
Subject: **Draft Technical Advisory Committee Minutes - August 3, 2017**

RECOMMENDED ACTION:

APPROVE the draft Technical Advisory Committee Minutes for August 3, 2017.

ATTACHMENTS:

- ▣ TAC Minutes for August 3, 2017

TECHNICAL ADVISORY COMMITTEE MINUTES

Meeting Held At The

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

Minutes of Thursday, August 3, 2017

	AUG 16	SEP 16	NOV 16	JAN 17	FEB 17	MAR 17	APR 17	MAY 17	JUN 17	AUG 17
R. Mullane, Carmel-by-the-Sea (M. Weiner)	<i>C</i>						<i>C</i>		<i>C</i>	P
D. Pick, Del Rey Oaks (R. Lang Ford)	<i>A</i>	P	P				<i>A</i>	P	<i>A</i>	P
P. Dobbins Gonzales Vice Chair (R. Mendez, J. Lipe)	<i>N</i>	P	P	P	P		<i>N</i>	P	<i>N</i>	P
M. Steinmann, Greenfield (S. Stanton)	<i>C</i>		P				<i>C</i>	P	<i>C</i>	
O. Hurtado, King City (S. Adams)	<i>E</i>	P		P	P		<i>E</i>	P	<i>E</i>	P
B. McMinn, Marina (E. Delos Santos)	<i>L</i>	P	P	P	P		<i>L</i>	P	<i>L</i>	P
R. Deal, Monterey (A. Renny)	<i>L</i>			P(A)	P		<i>L</i>	P	<i>L</i>	P
D. Gho, Pacific Grove (M. Brodeur)	<i>E</i>		P	P	P		<i>E</i>	P	<i>E</i>	P
J. Serrano, Salinas, (R. Russell, V. Gutierrez)	<i>D</i>	P	P	P			<i>D</i>	P	<i>D</i>	P
T. Bodem, Sand City										P
R. Riedl, Seaside (L. Llantero)			P(A)		P(A)			P		P
D. Wilcox, Soledad (M. McHatten)		P			P					
E. Saavedra, MCPW Chair (M. Qureshi)		P(A)	P(A)	P(A)	P(A)			P		P
Vacant , Monterey County Economic Development										
H. Adamson, AMBAG (S. Vienna)		P(A)	P(A)		P(A)			P(A)		
B. Rider, Caltrans			P(A)	P(A)	P(A)			P(A)		P(A)

(O. Ochoa-Monroy)										
A. Spear, CSUMB										P
A. Romero, MBUAPCD										
J. Brinkmann, FORA (C. Soares)	P	P								
L. Rheinheimer, MST (M. Overmeyer)	P	P	P					P(A)		P(A)
STAFF										
D. Hale, Exec. Director		P								
T. Muck, Dep. Exec. Director	P	P	P					P		P
H. Myers, Sr. Transp. Planning Engineer		P	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		P					
Theresa Wright, Public Outreach Coordinator			P							P
G. Leonard, Transportation Planner		P			P			p		P

- Andrea Renny, City of Monterey
- Andrew Easterling, City of Salinas

1. ROLL CALL

Chair Enrique Saavedra, County of Monterey, called the meeting to order at 9:34 am. Introductions were made and a quorum was established.

1.1 ADDITIONS OR CORRECTIONS TO AGENDA

TAMC staff Hank Myers noted a correction in the recommended action for Item 5. The recommended action was changed to read “Nominate up to three members of the Technical Advisory Committee to serve on the Competitive Grant Application Review Committee”.

2. PUBLIC COMMENTS

None.

3. BEGINNING OF CONSENT AGENDA

Motion to approve the Consent Agenda

M/S/C Pick / Dobbins / unanimous

- ### 3.1 APPROVE the minutes of the Technical Advisory Committee meeting of May 4, 2017.

END OF CONSENT AGENDA

4. 2017 COMPETITIVE GRANTS

The Committee received an update on the 2017 Competitive Grants recommended program of projects.

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

The Transportation Agency received thirteen completed grant applications, totaling over \$14.3 million in requested Regional Surface Transportation Program grant funding. Each application was reviewed and scored four times by the committee. The attached summary sheet provides an overview of the projects submitted for consideration, and how the applications were scored by the review committee. After considering the scores and factoring in geographic equity and cost effectiveness, the following projects are recommended by Agency staff for grant funding:

Monterey - North Fremont Bike and Pedestrian Improvements - \$1,933,000
Soledad - Metz Road Traffic Calming Project - \$516,800
County - State Route 1 Climbing Lane - \$600,000
Salinas - Downtown Complete Streets - \$2,970,000
Pacific Grove - Highway 68 Complete Street Corridor - \$502,268

Michelle Overmeyer, Monterey-Salinas Transit, asked what the plan is for the remaining grant funding. Staff reported that they would be reaching out to the grant applicants in ranked order to determine if they could use some of the funding to fully-fund a phase of their project.

Motion to approve the staff recommended program of projects.

M/S/C Bodem / Dobbins / unanimous

5. MEASURE X IMPLEMENTATION

The Committee received an update on the coordination activities necessary between the Transportation Agency and local jurisdictions in order to implement Measure X.

Michael Zeller, Principal Transportation Planner, reported that with the passage of Measure X by the voters of Monterey County, Transportation Agency staff has been working to develop the organizational frameworks and agreements necessary to implement the

measure in advance of revenues being available by September 2017. As required by the implementing ordinance, each city and the County of Monterey must enter into a funding agreement with the Transportation Agency. That agreement includes enforcement procedures, designed to reassure the public that tax revenues are spent in accordance with the ballot language. As of this meeting, all of the jurisdictions have approved the agreement with the exception of the City of Monterey and County of Monterey, which are both scheduled to consider approval on August 15 and 29 respectively.

In order to confirm compliance with the tax sharing agreement, each jurisdiction will submit a package of documents. The first set of documents due by August 31, 2017 are the Maintenance of Effort and Five Year Capital Improvement Program reports. The full set of documents will be due by December 31st of each year, starting December 31, 2018. The documents will then be reviewed by Transportation Agency staff and the Citizens Oversight Committee, as well as be presented to the Transportation Agency Board.

Additionally, the funding agreement requires the jurisdiction to post signs notifying the public of any roadway project funded by Measure X. Agency staff has prepared a draft template of a "Funded by Measure X" sign for the Committee's review and feedback.

James Serrano, City of Salinas, asked if the cities need to pass a resolution for the Capital Improvement Program and Maintenance of Effort. Staff responded that it's not necessary unless it's part of your jurisdiction's protocol.

Rick Reidl, City of Seaside, asked if Senate Bill 1 funds pass through TAMC. Staff responded no.

Brian McMinn, City of Marina, asked how specific does the Capital Improvement Program need to be? Staff responded that a template was included with the funding agreement to show the project name, description, total cost, Measure X share, and the pavement condition index if available.

Rick Reidl asked about the timing of the pavement management program. Hank Myers, Transportation Agency, responded that the Agency is contracting with a consultant and that results likely will be available by December 2017.

Patrick Dobbins, City of Gonzales, asked if there are sign specifications. Theresa Wright, Transportation Agency, responded that there are specifications and provided a handout.

Dino Pick, City of Del Rey Oaks, asked what the plan is for bonding. Staff responded that we are currently conducting a bonding analysis and will bring back a recommendation along with the Regional Transportation Improvement Program in October.

6. STATE ROUTE 68 SCENIC HIGHWAY PLAN

The Committee received an update on the State Route 68 Scenic Highway Plan.

Grant Leonard, Transportation Planner, reported that In 2015, the Agency received a California Department of Transportation (Caltrans) Sustainable Communities Planning Grant to evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the SR 68 corridor in context to other planned regional improvements, and the potential for wildlife connectivity enhancements.

Through the summer and fall of 2016, the project team completed a detailed analysis of the existing conditions along the corridor. The findings of the analysis are included in technical memorandums that are published on the project website for public review at: www.sr68sceniccorridorstudy.com.

Since January of 2017, the project team has been developed three corridor concept alternatives for consideration. The corridor alternatives are listed below and details of each alternative were presented at the April 26, 2017 Board meeting:

Concept 1: Installation of roundabouts at major intersections

Concept 2: Selective segment widening with roundabouts at major intersections

Concept 3: Integrated corridor management (adaptive signalization) with some widening

Based on the technical analysis and the public comments, Agency staff is recommending a slightly modified Concept 1 as the recommended option for inclusion in the SR 68 Scenic Highway Plan. The modified concept also recognizes the already approved plans for the Ferrini Ranch development, the Scenic Highway Plan notes that some widening may occur as a result of the approved Ferrini Ranch Development (currently in litigation). Finally, the modified concept recommends further studying the possibility for widening between San Benancio Road and Corral De Tierra Road as a design element of the future roundabouts to improve operations at that location.

The current project schedule calls for SR 68 Scenic Highway Plan to be released for public review in late July and presented to Agency Board for approval on August 23, 2017. Following adoption by the Board, the SR 68 Scenic Highway Plan will progress into the project development phase with Caltrans, which entails further analysis and refining the conceptual designs. Once the plan is further developed it will go through the Environmental Impact Review (EIR) process, and once the EIR is finalized TAMC and our partner agencies can begin a phased implementation of the Scenic Highway Plan.

Rob Mullane, City of Carmel, indicated that staff may want to review the estimated costs of the roundabouts proposed in the study.

Todd Muck, Transportation Agency, responded that the next steps for the Agency are to conduct the environmental review process and coordinate with Caltrans.

7. ANNOUNCEMENTS

Rich Deal, City of Monterey, announced that Holman Highway 68 would be undergoing final striping on Tuesday.

Hank Myers, Transportation Agency, announced that Caltrans will hold A&E Contract Training, and that he would send out schedule information.

Orchid Ochoa-Monroy, Caltrans, announced that Senate Bill 1 guidelines and workshops are coming up in September and that she will send out more information.

James Serrano, City of Salinas, announced that the city has a new traffic engineer, Andrew Easterling.

8. ADJOURN

The meeting adjourned at 11:00 am.



Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: September 7, 2017
Subject: **Monterey County Active Transportation Plan**

RECOMMENDED ACTION:

RECEIVE update on the 2017 Monterey County Active Transportation Plan.

SUMMARY:

The Active Transportation Plan is an update of the 2011 Bicycle and Pedestrian Master Plan. The focus of the 2017 Plan update is to meet the State Active Transportation Program guidelines, incorporate innovative bicycle facility designs, and promote high priority projects. Staff will present the draft ranked projects list for Committee input.

FINANCIAL IMPACT:

The Plan will position high priority projects to be more competitive for grant funding, such as the State's Active Transportation Program that recently had \$240 million available on a competitive basis.

DISCUSSION:

In addition to creating an Active Transportation Plan that will meet the State's guidelines, and identifying high priority bicycle and pedestrian projects, this effort will also focus on analyzing key gaps in the existing and proposed bicycle and pedestrian networks, identifying opportunity sites for innovative bicycle facility design, and designating areas for enhanced regional and local connectivity.

TAMC staff collected stakeholder and public input from Spring 2016 to Winter 2016. In May 2016, Committee members from the Bicycle and Pedestrian Committee and the Technical Advisory Committee participated in a mapping activity to identify bicycle and pedestrian improvements throughout Monterey County. In August 2016, Committee members provided input on the list of projects identified in the May mapping exercise. From September to December 2016, TAMC staff set up an online mapping public input tool. Members of the public provided feedback on: barriers to bicycling/walking, routes that they currently walk/bike, and routes that they would like to bike/walk if

improvements were made. Approximately 300 people submitted 430 comments via the Wikimapping tool. Staff collaborated with the Monterey County Health Department to gather input from their Greenfield Leadership and Civic Engagement group. Staff also collaborated with the City of Gonzales to host a South County public workshop for the Plan in December 2016.

Since the public outreach phase of this project, TAMC staff has met with city and county staff to review the comments received during the public outreach phase and to discuss city priorities. TAMC staff has also refined the project ranking criteria to develop draft ranked project lists for each of the Monterey County jurisdictions. **Attachment 1** is the refined project criteria. The refined project criteria reflect input that staff obtained from both the Bicycle and Pedestrian Committee and the Technical Advisory Committee, but includes a measurement methodology and data sources as well as a refined scale for how points are distributed among these categories:

- Safety
- Connectivity
- Comfort
- Active Transportation Trips (Demand)
- Equity
- Complete Streets Opportunity projects
- Quality Facilities

Attachment 2 is a draft ranked list for King City reflecting both the public comments and city staff comments. Staff will be developing draft ranked lists for the remaining jurisdictions. For King City, these projects have been identified as high-priority:

1. King St - Beech St (Sandringham St - Beech St) cycletracks
2. Broadway Ave (Midred Ave - San Lorenzo St) bike lanes

The purpose of the ranking exercise is to identify high-priority projects. TAMC recently contracted with Alta Planning + Design to develop conceptual designs for up to 15 high-priority projects throughout the County. Alta Planning + Design will also develop cost estimates for these projects, and for the remaining projects in the Plan.

ATTACHMENTS:

- ▢ 1 - Refined Project Ranking Criteria
- ▢ 2 - Draft Ranked Project List: King City
- ▢ 2 - Draft Project Map: King City

**Monterey County Active Transportation Plan
Ranking Methodology**

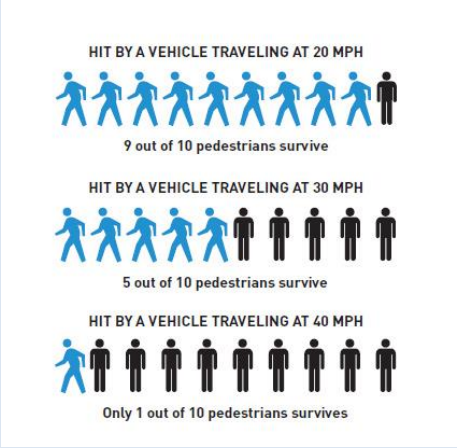
Category	Criteria	Points	Measurement Methodology	Data Source	Notes
Safety	Addresses a location with a high bicycle and pedestrian collision history, or addresses a location that is associated with greater cyclist or pedestrian stress such as streets with higher motor vehicle volumes and/or posted speeds.	20	<p>UC Berkeley TIMS: 1 or more fatalities or severe injury collisions at project location (5 points); 2< collisions at the project location (4 points); 2< collisions within close proximity of the project location (3 points); 2> collision within close proximity of the project location (2 points); 0 collisions within close proximity of the project location (1 point)</p> <p>CalEnviroScreen 3.0 Traffic Density percentiles: 100-80 (5 points); 80-70 (4 points); 50-40 (3 points); 40-30 (2 points); 20 - 0 (1 point)</p> <p>Speeds: >40 mph (5 points) >30 mph (3 points) >20 mph (2 points)</p> <p>Roadway Classification: Project is located on or crosses a major arterial (5 points);</p>	<p>UC Berkeley Traffic Injury Mapping System collisions data from 2010 - 2016 https://tims.berkeley.edu/</p> <p>CalEnviroScreen 3.0 - Traffic Density https://oehha.ca.gov/calenviroscreen/indicator/traffic-density</p> <p>Speeds/Roadway Classification Association of Monterey Bay Area Governments Regional Roadway Network data.</p> <p>The breakdown of points for the speed and roadway classifications is based on research regarding speed and injury severity for pedestrians.</p>	Crash data is a historical and responsive variable, while the remaining safety data points are predictive variables for identifying locations that will improve bike and pedestrian safety.
			 <p>HIT BY A VEHICLE TRAVELING AT 20 MPH 9 out of 10 pedestrians survive</p> <p>HIT BY A VEHICLE TRAVELING AT 30 MPH 5 out of 10 pedestrians survive</p> <p>HIT BY A VEHICLE TRAVELING AT 40 MPH Only 1 out of 10 pedestrians survives</p>		

Figure 1: Image source - Seattle Department of Transportation. Study source - Relationship between Speed and Risk of Fatality Injury: Pedestrians and Car Occupants, Dept. of Transportation London (September 2010).

**Monterey County Active Transportation Plan
Ranking Methodology**

			<p>Project is located on or crosses a minor arterial (4 points); Project is located on or crosses a collector arterial (3 points); Project has no arterial crossings (2 points)</p>		
Connectivity	<p>Fills a gap or creates access in an existing route to major destinations. Will remove a barrier or close a system gap in the active transportation network.</p>	20	<p>Major Destinations: Serves 2 or more major regional destinations, project located on a regional wayfinding route (10 points); Serves 1 major regional destinations, project connects to a regional wayfinding route (7 points); Serves 2 or more local destinations (5 points); Serves 1 local destination (3 points); Serves residential neighborhood only (1 point)</p> <p>Closes a Gap: Connects to 1 regional or 2 local or more bike/pedestrian facilities that are existing or planned, project located on a regional wayfinding route (10 points); Connects to 1 local existing or planned bike/pedestrian facility, project connects to a</p>	<p>Major Destinations: Regional destinations are large employment centers, colleges and universities, hospitals, shopping centers, downtown commercial centers and transit stations.</p> <p>Local destinations are elementary, middle and high schools, libraries and other community centers.</p> <p>Closes a Gap: Based on 2011 Master Plan database and TAMC existing bikeways data and Regional Wayfinding Plan data.</p>	

**Monterey County Active Transportation Plan
Ranking Methodology**

			regional wayfinding route (7 points); Project connects to 2 or more local destinations (5 points); Does not connect to an existing or planned bike/ped facility (1 point)		
Comfort	Creates a more comfortable walking or bicycling experience for the user by using innovative bicycle and/or pedestrian treatments such as cycle tracks, bike boxes or pedestrian countdowns.	20	Treatment: Innovative and physically separated treatment (20 points); Physically separated treatment (15 points); Innovative visually separated treatment (10 points); Mixed with traffic treatment (5 points)	Innovative and physically separated treatment: bike boxes, cycle tracks with physical buffer Physically separated treatment: Sidewalk, curb extensions, shared use path, Innovative visually separated treatment: Pained buffered bike lane, advisory shoulder, crosswalk, high-visibility crosswalk, pedestrian countdowns, bike boulevard Mixed with traffic treatment: Bike routes, bike boulevards, yield roadway	Source: FHWA Small Town and Rural Design Guide-Facilities for Biking and Walking
Active Transportation Trips	Expected to generate an increase in bicycling and/or walking trips by providing a connection between or access to major destinations, such as: employment centers, shopping centers, community centers,	15	Connects to 2 or more regional destinations (15 points); Connects to 1 regional destination and 1 school (13 points); Connects to 2 or more local destinations and 1 school (10 points); Connects to 1 local destination (5 points); Connects to a route, but no destination (3 points);	Destinations: Regional destinations are large employment centers, colleges and universities, hospitals, shopping centers, downtown commercial centers and transit stations. Local destinations are elementary, middle and high schools, libraries, local civic centers and other community centers.	

**Monterey County Active Transportation Plan
Ranking Methodology**

	schools and transit stations.		Does not connect to a destination (1 point)		
Equity	Serves disadvantaged communities including households living in poverty, children and the elderly, and people of color. The State’s CalEnviroScreen 2.0 Population Characteristics Indicators tool will be used to measure equity.	10	<p>CalEnviroScreen 3.0 percentiles: 100-80 (5 points); 80-70 (4 points); 50-40 (3 points); 40-30 (2 points); 20 - 0 (1 point)</p> <p>Public Health Disadvantage Index percentiles: 100-76 (5 points) 75-51 (4 points) 50-26 (3 points) 25 – 0 (2 points)</p>	<p>CalEnviroScreen 3.0 - Population Characteristics https://oehha.ca.gov/calenviroscreen/population-indicators</p> <p>Public Health Alliance of Southern California - California Health Disadvantage Index http://phasocal.org/ca-hdi/</p>	The Public Health Disadvantage Index includes more social equity factors, such as access to a vehicle, that are not included in the CalEnviroScreen scores.
Complete Streets Opportunity Projects	Integrates active transportation facilities into pre-existing or planned roadway or maintenance projects	10	<p>Project located on a CIP street (10 points); Project connects to a CIP street (5 points); Project not on or not connected to a CIP street (1 point)</p>	<p>TAMC Measure X Safety & Investment Plan 5-year Capital Improvement Projects http://www.tamcmonterey.org/measure-x/programs-projects/</p>	
Quality Facilities	Improves the quality of an existing facility with high existing usage in a way that will increase usage.	5	<p>Yes (2 points) No (1 point)</p>		This is a yes or no question. If there is an existing facility, and a new treatment at the facility is included in the Plan then the answer is YES.

**Monterey County Active Transportation Plan
Draft Ranked List - King City**

Street	From	To	Class	Type	Length (miles)	Safety (20 points)	Connectivity (20 points)	Comfort (20 points)	Active Transportation Trips (15 points)	Equity (10 points)	Complete Streets Opportunity Project (10 points)	Quality Facilities (5 points)	TOTAL	Rank	Notes
1st St	US 101	Bitterwater Rd	Class 4	Cycletrack	1.21	11	17	20	13	8	1	1	71		*This project is currently under construction, and is funded by a State Active Transportation Program grant.
King St	Sandringraham St	Beech St	Class 4	Cycletrack	0.77	10	12	10	15	8	10	1	66	2	
Beech St	San Antonio Dr	King St	Class 4	Cycletrack	0.15	12	14	5	15	8	10	1	65	3	
Broadway	Mildred Ave	San Lorenzo St	Class 2	Bike Lane	0.12	11	14	10	15	8	5	1	64	4	
Division St	1st St	Canal St	Class 2	Bike Lane	0.697	8	12	20	10	8	1	1	60	5	
Broadway	San Lorezno St	1st St	Class 3	Bike Route	0.45	8	12	20	10	8	1	1	60	5	
Broadway St	San Lorenzo Rd	N San Lorenzo St	Class 2	Bike Lane	0.848	10	15	10	13	8	1	1	58	7	
Mildred Ave	San Antonio Dr	Division St	Class 2	Bike Lane	0.9	10	10	10	13	8	5	1	57	8	
Vanderhurst Ave	King St	Villa Dr	Class 2	Bike Lane	0.858	10	10	10	13	8	5	1	57	8	
N Vanderhurst Ave	Queen St	Broadway St	Class 2	Bike Lane	0.5	13	10	10	13	8	1	1	56	10	
3rd St	Broadway St	Division St	Class 2	Bike Lane	0.876	9	12	10	5	8	10	1	55	11	
Canal St	Division St	River Dr	Class 2	Bike Lane	0.29	8	12	10	15	3	5	1	54	12	
Pearl St	San Lorenzo Ave	1st St	Class 2	Bike Lane	0.435	10	12	5	13	3	10	1	54	12	
Ellis St	1st St	Mildred Ave	Class 2	Bike Lane	0.57	10	14	10	5	8	5	1	53	14	
3rd	San Antonio Dr	Division St	Class 2	Bike Lane	0.9	9	14	10	10	8	1	1	53	14	
San Antonio Dr	Metz Rd	Broadway St	Class 2	Bike Lane	1.547	9	17	10	10	3	1	1	51	16	
Broadway Cir	San Antonio Dr	River Dr	Class 3	Bike Route	0.39	11	10	10	15	3	1	1	51	16	
Metz Rd	Airport Rd	1st St	Class 2	Bike Lane	0.72	10	14	10	5	3	1	1	44	18	
San Lorenzo Ave	Collins St	Division St	Class 2	Bike Lane	0.4	8	10	10	5	8	1	1	43	19	
Bitterwater Rd	Airport Dr	1st St	Class 2	Bike Lane	0.51	10	13	10	5	3	1	1	43	19	
San Antonio Dr	Metz Rd	Bitterwater Rd	Class 2	Bike Lane	0.523	10	10	10	5	3	1	1	40	21	
Willow St	San Antonio Dr	N Mildred Ave	Class 2	Bike Lane	0.34	10	5	10	5	8	1	1	40	21	
Airport Rd	Metz Rd	Bitterwater Rd	Class 3	Bike Route	0.91	10	11	5	5	3	1	1	36	23	

Active Transportation Plan 2017 - DRAFT: King City

Existing Bikeways

- 1 - bike/ped path
- 2 - bike lane
- 3 - bike route/sharrow

Proposed Bikeways-2011

- 1.0 - bike/ped path
- 2.0 - bike lane
- 3.0 - bike route/sharrow

2017 Bikeways Projects

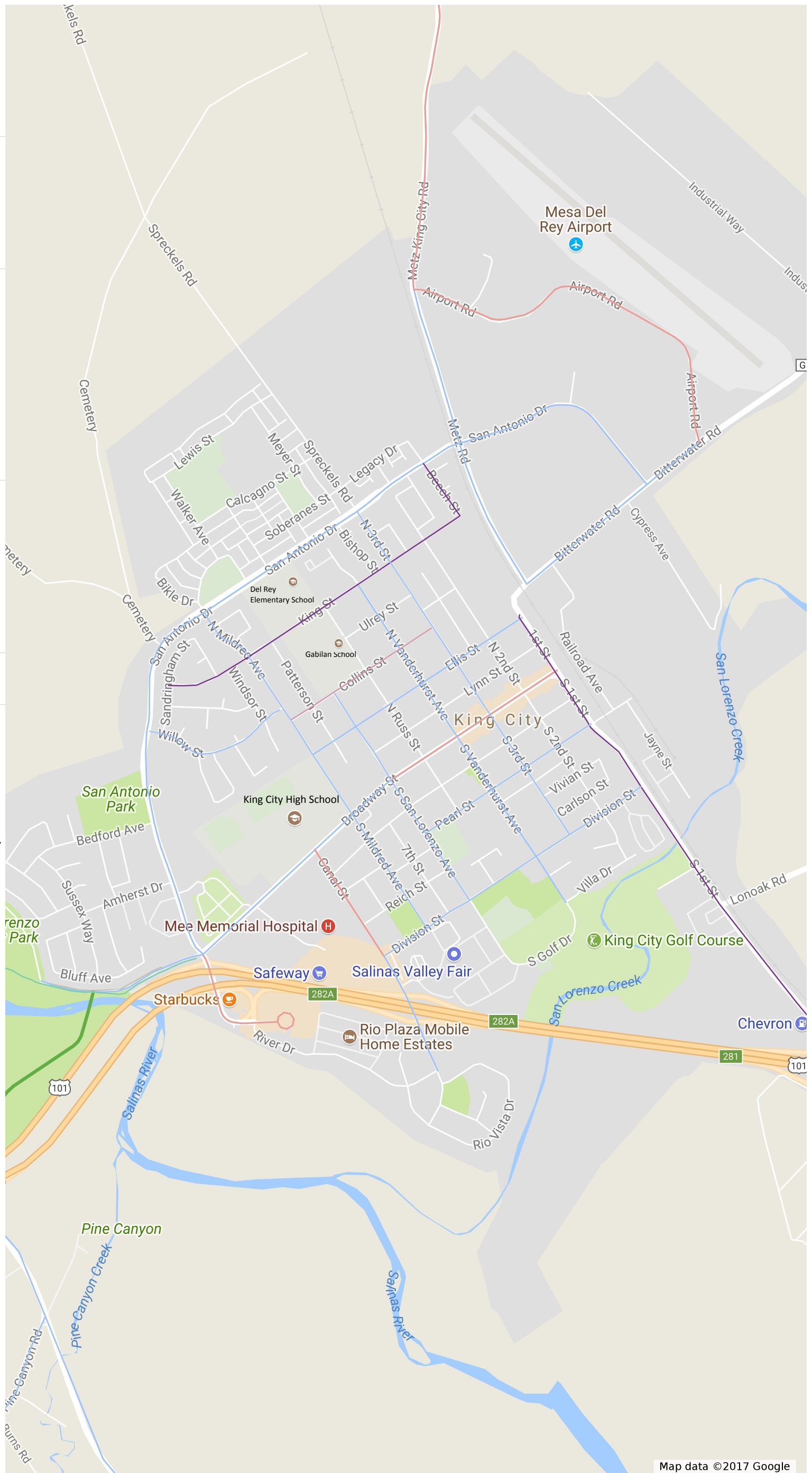
- 1.0 - bike/ped path
- 2.0 - bike lane
- 3.0 - bike route/sharrow
- 4.0 - cycletrack

2017 Pedestrian Projects

- sidewalk
- pedestrian intersection improvement
- sidewalk

Untitled layer

This map shows the existing and proposed bicycle network in Monterey County based on the Transportation Agency for Monterey County's 2011 Bicycle and Pedestrian Master Plan, and incorporates comments received during the Active Transportation Plan public outreach phase.



Map data ©2017 Google



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: September 7, 2017
Subject: **Senate Bill 1 Funding Programs Overview**

RECOMMENDED ACTION:

RECEIVE update on the California Transportation Commission's development of the Senate Bill 1 funding programs.

SUMMARY:

Senate Bill 1 (Beall), the Road Repair and Accountability Act of 2017, provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades.

FINANCIAL IMPACT:

The Road Repair and Accountability Act of 2017 provides \$5.2 billion annually and is a significant investment in California's transportation infrastructure. The act provides an estimated \$15 billion for local streets and roads over the next ten years.

DISCUSSION:

With the enactment of Senate Bill 1, the Transportation Agency will have an opportunity to access much-needed funding to address multimodal priorities. The following is a summary of the new funding programs created under Senate Bill 1 and projects that the Transportation Agency could potentially fund from each:

Local Streets and Roads

The fiscal year 2017/18 budget allocates \$445.4 million to the Local Streets and Roads program, provided directly to local jurisdictions.

The California Transportation Commission has oversight responsibilities for funding, including development of guidelines, review of project lists submitted by cities and counties, reporting on maintenance of effort to the State Controller, and receiving reports on completed projects. The funding

is to be focused on maintenance and road repairs, but complete streets/active transportation and safety improvements are also allowed. Project sponsors are also encouraged to consider “technology, climate change and complete streets” features, to the extent feasible and cost effective. New lanes are not allowed unless a jurisdiction has achieved a Pavement Condition Index of 80 or greater. There is some flexibility in the cities/county's ability to save up funds over the years to pay for a larger project, but it is not clear that funding can be spent ahead of time and then reimbursed over several years; the League of Cities is working on legislation to address this issue. Cities and counties must maintain their current level of general funds spent on transportation purposes, similar to Measure X. Fund estimates are available from the California League of Cities and California State Association of Counties websites. Attached to this report is a list of the Monterey County maintenance of effort amounts as estimated by the League of Cities; these amounts will also be the Measure X maintenance of effort requirements.

Recipients must annually report their planned use of funds (description and the location of each proposed project, a proposed schedule for the project’s completion, and the estimated useful life of the improvement) to the California Transportation Commission, with the first lists due by October 16, 2017. Annually, the use of the funds must be reported to the CTC. The goal is to get this funding out into projects as soon as possible. The adopted guidelines for this program are a web attachment to this staff report.

The timeline for program is as follows:

- Cities / Counties deadline to submit project lists - October 16, 2017
- Adoption of project lists by CTC – December 2017
- Apportionments begin - Mid- January 2018

Active Transportation Program

Senate Bill 1 provides an increase of \$100 million annually for the Active Transportation Program. This represents an increase in the size of this on-going program by more than 80% (funding prior to Senate Bill 1 was \$125 million). The California Transportation Commission will have a call for projects that covers fiscal years 2017/18 and 2018/19 for the new funding, however they are seeking to first fund projects that submitted applications for the Active Transportation Program Cycle 3. New projects will be able to submit applications for Cycle 4 in 2018. Under this program, the Transportation Agency could potentially seek funding for the Fort Ord Regional Trail and Greenway project and the Bicycle Route Wayfinding program. The timeline for the 2018 Active Transportation Program is as follows:

- Updated applications due – August 2017
- Program adoption, statewide and small urban & rural components – October 18-19, 2017

State-Local Partnership Program (SLPP)

Funding from this program, \$200 million per year, is for counties that have received voter approval of taxes or that have imposed fees, including development impact fees. Funds are appropriated “for allocation to each eligible county and city in the county for road maintenance and rehabilitation purposes.” The California Transportation Commission is proposing to adopt a 50/50 split between competitive grants and formula-based shares. Currently, it is uncertain how much revenue the Transportation Agency would receive from its formula share due to Measure X, given that there are

now 24 self-help counties and many other counties with developer fees. Once funding amounts are known, TAMC will match these funds with priority regional projects. The timeline for program adoption is as follows:

- Applications due – March 2018
- Adopt Program – June 2018

Solutions for Congested Corridors

Senate Bill 1 creates this new \$250 million per year program beginning in fiscal year 2017/18. Funds will be allocated by the California Transportation Commission to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors. Project elements may include improvements to state highways, local streets and roads, transit facilities, bike/ped facilities, and protection of local habitat or open space. Projects may be nominated by the state or regional or county transportation agencies. To qualify for funding a project must be included in a “comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.” The Transportation Agency could potentially seek funding for the State Route 68, State Route 156, or US 101 corridors from this program. The timeline for program adoption is as follows:

- Applications due –February 2018
- Program adoption – May 2018

Trade Corridor Enhancement Account

Senate Bill 1 creates this new \$300 million per year account to fund corridor-based freight projects nominated by local agencies and the state. The fiscal year 2017/18 budget allocates \$199.8 million to the program. The Transportation Agency could potentially seek funding for the State Route 156 project, and/or projects along the US 101 corridor. The timeline for program adoption is as follows :

- Applications due – February 2018
- Program adoption – May 2018

State Transportation Improvement Program (STIP)

Senate Bill 1 stabilizes funding for the State Transportation Improvement Program, with the initial draft fund estimate showing an additional \$30.947 million for Monterey County; \$16.9 million of this is payback for funds removed in the 2016 STIP and the remainder is new funding. The Transportation Agency is coordinating with Caltrans to develop a funding plan that maximizes STIP funds with Measure X revenues to advance regional projects from the Measure X program. The timeline for the 2018 STIP is as follows:

- TAMC presents the draft Regional Transportation Improvement Program - October 25, 2017
- TAMC adopts the Regional Transportation Improvement Program - December 6, 2017
- CTC adopts the State Transportation Improvement Program – March 2018

ATTACHMENTS:

- League of Cities - Maintenance of Effort Estimate for Monterey County, Cities

WEB ATTACHMENTS:

Local Road and Streets Program Funding Guidelines

http://www.catc.ca.gov/programs/SB_1/081717_Final_LSR_Program_Reporting_Guidelines.pdf

Maintenance of Effort - General Fund for Streets & Roads - Estimated Unofficial

Road Maintenance and Rehabilitation Account per Streets & Hwys Code Sec 2036 ¹

revised est: 08/07/2017

Streets and Roads Annual Report - Reported General Fund for Street Purposes						
	FY2009-10	FY2010-11	FY2011-12	Average	Adjustment	RMRA M.O.E.
MONTEREY COUNTY						
CARMEL-BY-THE-SEA	482,699	870,129	318,316	557,048		557,048
DEL REY OAKS	50,083	50,083	(3,660) ²	33,389 ²		33,389
GONZALES	0	0	0	0		0
GREENFIELD	0	0	0	0		0
KING CITY	3,757	1,976	2,056	2,596		2,596
MARINA	262,149	201,648	495,396	319,731		319,731
MONTEREY	5,169,965	4,683,315	3,466,513	4,439,931		4,439,931
PACIFIC GROVE	326,756	396,862	720,604	481,407		481,407
SALINAS	2,566,632	2,012,218	2,022,712	2,200,521		2,200,521
SAND CITY	536,176	428,197	470,280	478,218		478,218
SEASIDE	321,933	450,000	133,952	301,962		301,962
SOLEDAD	0	2,065	38,904	13,656		13,656
NAPA COUNTY						
AMERICAN CANYON	457,021	571,052	451,046	493,040		493,040
CALISTOGA	244,564	447,910	128,796	273,757		273,757
NAPA	3,330,763	5,449,318	3,652,302	4,144,128		4,144,128
SAINT HELENA	284,378	376,263	283,073	314,571		314,571
YOUNTVILLE	941,139	325,101	419,045	561,762		561,762
NEVADA COUNTY						
GRASS VALLEY	910,649	995,548	961,755	955,984		955,984
NEVADA CITY	366,447	279,414	250,984	298,948		298,948
TRUCKEE	3,517,946	3,942,314	3,579,115	3,679,792		3,679,792

