



**TRANSPORTATION AGENCY FOR MONTEREY COUNTY
SERVICE AUTHORITY FOR FREEWAYS EMERGENCIES
AND
MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE
JOINT POWERS AGENCY**

EXECUTIVE COMMITTEE

*Members are: Alejandro Chavez (Chair),
John Phillips (1st Vice Chair), Robert Huitt (2nd Vice Chair),
Kimbley Craig (Past Chair),
Luis Alejo (County Representative), Ed Smith (City Representative)*

**Wednesday, January 3, 2018
Transportation Agency Conference Room
55-B Plaza Circle, Salinas**

****9:00 AM****

1. ROLL CALL

Call to order and self-introductions. If you are unable to attend, please contact Elouise Rodriguez, Senior Administrative Assistant. 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 Transportation Agency and Executive Committee. 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 minutes of the Transportation Agency for Monterey County Executive Committee for November 1, 2017.

-Rodriguez

END OF CONSENT AGENDA

4. **RECEIVE** state legislative update and **RECOMMEND** that the Board adopt final 2018 Legislative Program.

- Watson

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.

5. **RECEIVE** federal legislative update.

- Hale/Watson

Many things are in flux at the federal level, including transportation funding. Staff will present a verbal update on federal transportation issues at the meeting.

6. **RECEIVE** nominations for the seventeenth annual Transportation Agency Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County; and **SELECT** awards recipients for the seventeenth awards ceremony to be held during the January 2018 Transportation Agency Board Meeting.

-Wright

The Transportation Agency released a call for nominations for the "17th Annual Transportation Excellence Awards" in October 2017 to encourage and appreciate efforts made by Monterey County residents, businesses and employees to improve transportation in Monterey County. Ten nominations were submitted to the Agency in December for consideration for the awards ceremony scheduled during the January 2018 Transportation Agency Board meeting.

7. **RECEIVE** report on draft agenda for January 24, 2018 TAMC Board meeting.

- Hale

8. **ANNOUNCEMENTS**

9. **ADJOURN**

NEXT MEETING February 7, 2018.

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

CORRESPONDENCE, MEDIA CLIPPINGS, AND REPORTS - No items this month.



Memorandum

To: Executive Committee
From: Elouise Rodriguez, Senior Administrative Assistant
Meeting Date: January 3, 2018
Subject: **Executive Committee Minutes**

RECOMMENDED ACTION:

APPROVE minutes of the Transportation Agency for Monterey County Executive Committee for November 1, 2017.

ATTACHMENTS:

- ▣ Executive Committee draft minutes

DRAFT MINUTES

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY SERVICE AUTHORITY
FOR FREEWAYS EMERGENCIES AND MONTEREY COUNTY REGIONAL
DEVELOPMENT IMPACT FEE JOINT POWERS AGENCY**

EXECUTIVE COMMITTEE MEETING

*Members are: Alejandro Chavez (Chair),
John Phillips (1st Vice Chair), Robert Huitt (2nd Vice Chair),
Kimbley Craig (Past Chair),
Luis Alejo (County representative), Ed Smith (City representative)*

Wednesday, November 1, 2017

*** 9:00 a.m. ***

Transportation Agency Conference Room
55-B Plaza Circle, Salinas

1. **CALL TO ORDER:** Chair Chavez called the meeting to order at 9:03 a.m. Committee members present: Chavez, Craig, Huitt, Phillips and Gonzales (alternate to Alejo). Staff present: Goel, Hale, Muck, Rodriguez, Watson, Wright and Zeller. Others present: Agency Counsel Blich; and MacGregor Eddy, The Californian “We Could Car Less” columnist. Committee member Alejo arrived after the consent agenda.

2. **PUBLIC COMMENTS:** None.

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3. **CONSENT AGENDA:**
On a motion by Committee member Huitt and seconded by Craig, the committee voted 5-0 to approve the consent agenda as follows:
 - 3.1 Approved minutes from the Executive Committee meeting of October 4, 2017, as amended to note Chair Chavez arrived after the consent agenda.
 - 3.2 Recommended that the Transportation Agency for Monterey County Board approve Calendar year 2018 schedule of meetings for Agency Board of Directors and Executive Committee.

END OF CONSENT

4. EX OFFICIO MEMBERSHIP FOR CAL STATE MONTEREY BAY:

On a motion by Committee member Craig and seconded by Huitt, the committee voted 5-0 to approve the Agency does not add another “voting” member to the Board.

On a motion by Committee member Alejo and seconded by Vice Chair Phillips, the committee voted 3-2 to add a member of CSUMB as a non-voting member and to amend the Agency Bylaws to reflect this change.

Noes: Craig and Huitt

The Committee considered the request from California State University at Monterey Bay to be added as a member of the Transportation Agency for Monterey County Board of Directors either as a seventh-ex officio member, or as a replacement of City of Watsonville.

Chair Chavez reported that he had met with Oscar Rios the Mayor of Watsonville, and it was clear that he wanted to continue having a seat on the Agency Board, noting that the Pajaro Station partnership is crucial for Watsonville. Vice Chair Phillips expressed his support for the City of Watsonville’s continued seat, noting Watsonville connects with his district.

Committee member Alejo thanked Chair Chavez for meeting with Mayor Rios, and concurred with Phillips that the City of Watsonville should continue to sit on the Agency Board as an ex-officio member. He also expressed his support for a CSUMB seat on the Board as a non-voting member, noting they have an important voice and add a lot of value to our Board.

The Committee voted to ask the Executive Director to ask President Ochoa if he would be willing to accept a non-voting ex officio seat for CSUMB, and if so, to place the matter before the full TAMC Board for its consideration.

5. DRAFT AGENCY GOALS AND OBJECTIVES:

The Committee reviewed the draft Agency goals and objectives and recommended that they be forwarded to the Board of Directors for its approval.

Executive Director Hale reported at the September Board meeting that the Transportation Agency held a workshop to update the Agency's goals and objectives in light of the approval of Measure X and the availability of new SB 1 monies from the State. Consultant Terry Feinberg interviewed Board members prior to the workshop, and based on the discussion at the workshop, Mr. Feinberg prepared the draft goals and objectives and reviewed them with staff. The four new proposed goals are:

- Deliver projects
- Maximize funding
- Communicate early and often
- Prepare for the future

Board members Craig and Huitt commented that Mr. Feinberg did an excellent job synthesizing the discussion into an updated set of goals and objectives.

6. THREE YEAR BUDGET FOR FISCAL YEARS 18/19, 19/20, AND 20/21

The Committee provided direction and guidance to staff on the assumptions for the three-year operating budget for fiscal years 18/19, 19/20, and 20/21.

Rita Goel, Director of Finance & Administration, highlighted the proposed three-year budget assumptions for fiscal years 18/19, 19/20, and 20/21. She reported that the Agency budget separates expenditures into two types: operating and direct programs. Operating expenditures include staff salaries and benefits, materials and supplies, and equipment purchases. Direct program expenditures include outside consultants, contracts, expenditures that apply to specific project delivery tasks such as rail program, highway projects, bicycle and pedestrian program. Changes to the budget from the prior year are primarily due to full implementation of Measure X, as well as work on the two new corridor studies, and activities related to new construction at the Salinas Intermodal Station.

Director Goel noted next steps will be that the draft budget will go to the Executive Committee in January or February 2018 and to the Board in February. Final budget adoption will be in May, 2018.

7. NOMINATING COMMITTEE

On a motion by Committee member Huitt and seconded by Vice Chair Phillips, the committee voted 4-0, with Committee member Craig abstaining, to recommend that the Transportation Agency for Monterey County appoint Board members Craig and Parker as the Nominating Committee. The Nominating Committee will meet and return to the Board of Directors on January 24, 2018 with recommendations for Board Chair, 1st Vice Chair, 2nd Vice Chair and Executive Committee to serve one-year terms beginning upon their election through the next election of officers at the beginning of the January 23, 2019 Board meeting.

8. CLOSED SESSION

The Committee held a closed session regarding Public Employee Performance Evaluation pursuant to Government Code Section §54957 – Position: Executive Director and Legal Counsel.

RECONVENE

The Committee reconvened in open session and Agency Counsel Blich reported that Chair Chavez and Vice Chair Phillips will discuss the Executive Directors proposed salary adjustment and make a recommendation to the Board. Also, Board Chair Chavez will meet with Executive Director Hale to discuss her evaluation.

9. TAMC DRAFT AGENDA FOR OCTOBER 25, 2017

Executive Director Hale reviewed the highlights of the draft regular and consent agenda for the TAMC Board meeting of December 6, 2017. She reported on some of the items on the agenda:

- Hold a Closed Session regarding the Executive Director’s Evaluation.
- Receive the State Route 156 West Corridor Level 2 Traffic and Revenue Study and provide direction on potential alternatives to fund construction of the SR 156 project.
- Release a draft 2018 Regional Transportation Plan
- Review and adopt the Agency goals and objectives.

10. ANNOUNCEMENTS

None this month.

11. ADJOURNMENT

Chair Chavez adjourned the meeting at 10:49 a.m.



Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: January 3, 2018
Subject: **2018 Legislative Program**

RECOMMENDED ACTION:

RECEIVE state legislative update and **RECOMMEND** that the Board adopt final 2018 Legislative Program.

SUMMARY:

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.

FINANCIAL IMPACT:

The recommended action has no direct financial impact.

DISCUSSION:

The 2017 TAMC Legislative Program focused on maintaining and augmenting transportation funding. The 2018 legislative program continues this focus on transportation funding. Attached are the final 2018 legislative program (**attachment 1**) and showing changes as compared to the adopted 2017 program (**attachment 2**).

The Executive Committee discussed this draft program on October 4 and on October 25, the Board received the draft 2018 Legislative Program and approved releasing the program to Committees for comment. The Bicycle and Pedestrian Committees commented on November 1 and the Rail Policy Committee commented on November 6. The Technical Advisory Committee is scheduled to review the draft program on January 4. Pending further changes at this or at the TAC meeting tomorrow, staff will bring the final program to the Board on January 24 for adoption.

ATTACHMENTS:

- ▣ Final 2018 Legislative Program
- ▣ Final 2018 Legislative Program, showing changes



FINAL 2018 Legislative Program: State Issues

- 1S. Preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, maximize formula funding to regions, and preserve regional discretion and priority-setting.
- 2S. Pursue competitive grant funding for traffic congestion relief, trade corridors, passenger rail, and public transportation for Monterey County projects.
- 3S. Support efforts to reauthorize Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.
- 4S. Support legislation to expand the Capitol Corridor Joint Powers Authority to Salinas, and to expand the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) to San Francisco.
- 5S. Support legislation that promotes transit-oriented development, complete streets, alternative commutes, and active transportation projects.
- 6S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.
- 7S. Support efforts to develop alternative funding sources to offset the reduction in gas tax revenues and ensure that any pay-by-the-mile funding is equitably assessed and distributed.
- 8S. Support a cohesive definition of “disadvantaged communities” among all grant programs to reflect economic and rural area considerations.
- 9S. Support measures to allow the California Department of Fish and Wildlife to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project.
- 10S. Support legislation that promotes transparency and access to information on rail transport of hazardous materials.
- 11S. Support efforts to remove the Transportation Development Act’s Unmet Transit Needs hearing requirement if 100% of the TDA funds are already allocated to transit.
- 12S. Support member agencies’ requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



FINAL 2018 Legislative Program: Federal Issues

- 1F. Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds:
 1. Increase and index the gas tax to inflation.
 2. Explore innovative funding mechanisms, such as a pay-by-the-mile user fee and public private partnerships.
 3. Expand access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
 4. Remove procedural obstacles that impede expenditure of authorized federal funding.
- 2F. Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), without restrictions, and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 3F. Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing passenger rail service for the traveling public.
- 4F. Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 5F. Support efforts to change the update timeline for the Regional Transportation Plan from the current four years to eight years.
- 6F. Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



FINAL 20172018 Legislative Program: State Issues

- 1S. ~~Increase and preserve~~ Preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, maximize formula funding to regions, and preserve regional discretion and priority-setting.
- 2S. ~~Encourage the state to increase investments in~~ Pursue competitive grant funding for traffic congestion relief, trade corridors, passenger rail, and bus transit projects and seek funding for public transportation for Monterey County projects.
- ~~3S. Support legislation to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region.~~
- 3S. Support efforts to reauthorize Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.
- 4S. Support legislation to expand the Capitol Corridor Joint Powers Authority to Salinas, and to expand the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) to San Francisco.
- 5S. Support legislation that promotes transit-oriented development, complete streets, alternative commutes, and active transportation projects.
- 6S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.
- ~~7S. Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.~~
- 9S-7S. Support efforts to develop alternative funding sources to offset the reduction in gas tax revenues and ensure that any pay-by-the-mile funding is equitably assessed and distributed.
- ~~10S-8S. Support redefinition a cohesive definition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) among all grant program guidelines to better programs to reflect economic and rural area considerations, and seek funding from the program for regional priority projects.~~
- 11S-9S. Support measures to allow the California Department of Fish and Wildlife to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project.
- ~~12S. Support funding proposals to enable cities and counties to implement storm water runoff requirements for transportation projects.~~

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~~14S.10S.~~ Support legislation that promotes transparency and access to information on rail transport of hazardous materials.

~~15S.11S.~~ Support efforts to remove the Transportation Development Act's Unmet Transit Needs hearing requirement if 100% of the TDA funds are already allocated to transit.

~~16S.~~ ~~Support continued advance, lump-sum payments of state funds.~~

~~18S.12S.~~ Support member agencies' requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



FINAL 20172018 Legislative Program: Federal Issues

- 1F. Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds:
 1. Increase and index the gas tax to inflation.
 2. Explore innovative funding mechanisms, such as a pay-by-the-mile user fee and public private partnerships.
 3. Expand access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
 - 3.4. Remove procedural obstacles that impede expenditure of authorized federal funding.
- 2F. Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), without restrictions, and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 3F. Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing passenger rail service for the traveling public.
- 4F. Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 5F. Support efforts to change the update timeline for the Regional Transportation Plan from the current four years to eight years.
- 6F. Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



Memorandum

To: Executive Committee
From: Debra L. Hale, Executive Director
Meeting Date: January 3, 2018
Subject: **Federal Legislative Update**

RECOMMENDED ACTION:

RECEIVE federal legislative update.

SUMMARY:

Many things are in flux at the federal level, including transportation funding. Staff will present a verbal update on federal transportation issues at the meeting.

FINANCIAL IMPACT:

The federal negotiations over tax reform could result in unknown, but potentially significant, decreases to federal funding available for transportation projects.

DISCUSSION:

Congress' tax reform proposals could have dramatic, if poorly understood, impacts to federal transportation funding. Online as web attachments are a few articles that highlight the potentially devastating cuts that the tax reform proposals would enact. For example, the House and Senate tax reform bills both eliminate the tax-exempt municipal bonds that counties use for infrastructure projects and eliminate the tax deductibility of transportation fringe benefits provided to employees that encourage transit use. In addition, any deficits created by tax breaks will result in sequestration cuts to discretionary programs, which will reduce infrastructure funding. Finally, there has yet to be action to permanently shore up the federal Highway Trust Fund or the Transit Trust Fund, both of which face near-term bankruptcy under current levels of spending.

Meanwhile, the President is also discussing an infrastructure plan that would reward states and local jurisdictions for raising funds for infrastructure. This is likely to be a very controversial plan and much remains to be seen in how much support they can muster for a plan that invests \$200 billion in federal funds over 10 years.

Staff will present a verbal update at the meeting.

WEB ATTACHMENTS:

- [November 28, 2017 Transportation for America blog post, "Tax reform proposals would cut more than taxes"](#)
- [December 5, 2017 article on Curbed.com, "Tax reform's harmful impact on city finances"](#)
- [December 7, 2017 article in the Washington Post, "After cutting taxes, Trump looking to localities to raise revenue for infrastructure"](#)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Executive Committee
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: January 3, 2018
Subject: **Transportation Excellence Awards**

RECOMMENDED ACTION:

RECEIVE nominations for the seventeenth annual Transportation Agency Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County; and
SELECT awards recipients for the seventeenth awards ceremony to be held during the January 2018 Transportation Agency Board Meeting.

SUMMARY:

The Transportation Agency released a call for nominations for the "17th Annual Transportation Excellence Awards" in October 2017 to encourage and appreciate efforts made by Monterey County residents, businesses and employees to improve transportation in Monterey County. Ten nominations were submitted to the Agency in December for consideration for the awards ceremony scheduled during the January 2018 Transportation Agency Board meeting.

FINANCIAL IMPACT:

None

DISCUSSION:

Each year, the Transportation Agency for Monterey County seeks nominations for the Agency's "Transportation Excellence Awards" to show its appreciation to the local community for its outstanding efforts to improve transportation in Monterey County. The program has award categories for individuals, businesses/groups, programs or projects. Examples of potential awards include but are not limited to:

- Transportation employees who excel at their jobs and go the extra mile to promote the most efficient use of the transportation system.
- Innovative activities that promote more efficient use of the local transportation network.

- Citizens or organizations that have made significant efforts to inform and educate the public about transportation issues.
- Successful efforts to improve transit services and encourage the use of alternatives to driving alone.

The following individuals, programs and projects were nominated for consideration for the 2017 Transportation Excellence Awards:

Individual Citizens

- Heather Lanier/Carissa Chapellet - Big Sur Bypass Trail Project
- John Viarengo - Salinas Traffic and Transportation Commission

Programs

- Reduced Pricing Bus Passes - Monterey-Salinas Transit
- Bike and Pedestrian Safety Public Education Program - City of Monterey

Projects

- Holman Highway 68 Roundabout Project - City of Monterey, Caltrans
- Pfeiffer Canyon Bridge - Caltrans
- Elkhorn Road Emergency Storm Damage Repair - County of Monterey
- Lighthouse Corridor Adaptive System - City of Monterey
- Del Monte Boulevard and Beach Road Roundabout Project - City of Marina
- State Highway 1 Northbound and Southbound at Imjin Parkway - City of Marina

ATTACHMENTS:

- Transportation Excellence Awards Nomination Summaries

2017 Transportation Excellence Awards Nominations

Individual Citizens

Heather Lanier/Carissa Chappellet - Big Sur Bypass Trail Project

In February 2017, roads and bridges in communities throughout Monterey County were devastated by a series of winter storms. The Big Sur community was one of the most severely impacted with the Pfeiffer Canyon Bridge being structurally compromised, necessitating an immediate closure, and eventual demolition. Making the situation even more dire in Big Sur, were mudslides further south on the coast, creating an enclave of approximately 450 people who found themselves completely isolated on “the Big Sur Island.” People could not get to work. Children could not get to school. Families were separated. Faced with the reality that it would be months before they could drive north along HWY1, Big Sur residents began calling for an immediate solution – the opening of an emergency trail which would bypass the closure of the Pfeiffer Canyon Bridge.

Although State Parks, the California Conservation Corps, and other partners such as State Senator Bill Monning and Big Sur Fire, were indispensable partners in this project, it was the volunteer effort initiated by Heather Lanier and Carissa Chappellet (cousins) that ultimately decreased the time this project took and allowed for the entire project’s completion in only 10 days. The result was a trail that was about a mile long that gained about 500 feet of elevation in the second half and included approximately 150 steps.

Under normal circumstances, this project would have taken a few years to develop and implement, however it was completed in a phenomenally short period of time due to the commitment and organization of the Big Sur volunteer community. Heather Lanier and Carissa Chappellet were indispensable to the project’s success. Because of their leadership, the community was reunited, families could bring in the groceries and supplies they needed to live, workers could go to and from work, and children returned to school.

2017 Transportation Excellence Awards Nominations

John Viarengo - City of Salinas

John Viarengo has served on the Salinas Traffic and Transportation Commission, and as such, he has participated in many Salinas projects, including the revisions of the Salinas General Plan, the Alisal Street Roundabout Project; and parking and traffic issues throughout the city. Through his service, he has contributed to making Salinas a better place with better flowing traffic and safer streets.

Programs

MST Reduced Pricing Bus Passes - Monterey-Salinas Transit

Prior to the construction of the Holman Highway 68 Roundabout Project, MST was asked by the local hospitality community to assist with the congestion that was expected during the construction by encouraging people who travel through the intersection, or along the Del Monte/Lighthouse corridor in New Monterey, to utilize MST.

The MST Board of Directors approved a deeply-discounted bus pass for residents and employees of the following affected areas: Big Sur, Carmel, Carmel Valley, Monterey, Pacific Grove and Pebble Beach. MST's 31-Day Basic bus pass was discounted from \$95 per month to \$13 and for seniors, youth, people with disabilities and veterans from \$47 per month to \$6.50 per month.

The reduced-price bus passes were available from August 15, 2016 through June 30, 2017. Overall, bus pass sales more than doubled and MST saved the community nearly \$800,000 in commute costs over the 10-month construction period.

Bike and Pedestrian Safety Public Education Program - City of Monterey

The City of Monterey – Traffic Engineering applied for and successfully earned two highly competitive grants from the California Office of Traffic Safety in the amount of \$110,000 in November 2015 and \$74,000 in October 2016. The first grant funded a one-year Program Coordinator position responsible for establishing a comprehensive bike and pedestrian safety public education program to reduce bicycle and pedestrian collisions. The grant funded Program Coordinator launched

2017 Transportation Excellence Awards Nominations

“Walk & Bike Safety in Monterey,” an interactive public education program focusing on educating children and seniors as safe pedestrians and bicyclists.

Hundreds of young children received their first safety messages at over 36 fun *Walk & Bike Safe in Monterey* events. The program successfully reached students of all ages from preschool to high school. The program also encouraged helmet use among young cyclists.

Through the *Walk & Bike Safe in Monterey* outreach booth, the program reached over 8,500 children, parents and seniors and offered them activities to learn and practice the skills needed to be safe pedestrians, bicyclist and drivers.

Bike and Pedestrian safety audits were also conducted at 10 schools and surveys were developed to evaluate the program and to develop three, age-appropriate in-class PowerPoint presentations. The presentations included safety videos created by the city, live demos and quizzes for children to learn and practice simultaneously. These presentations were complemented with hands-on activities including bike rodeos and a “pedestrian rodeo, PSA videos, educational brochures and activities. Overall, the program successfully reached over 3,000 children who learned to stop, look, and listen before crossing the street.

Projects

Holman Highway 68 Roundabout Project - Caltrans/City of Monterey

Extensive traffic delays were too common along Holman Highway, one of the Monterey Peninsula’s main transportation corridors. The busy signalized intersection joining the Highway 1 on and off-ramps to Highway 68 and the famous 17 Mile Drive caused commuter frustration, increased air pollution, restricted access to the local hospital and compelled impatient drivers to invent detours through adjacent residential neighborhoods.

The Holman Highway 68 Project, led by the City of Monterey implemented a multi-lane, sustainable, low-maintenance, user-friendly roundabout to relieve congestion at this important and busy intersection that is one of two vital gateways to the Monterey Peninsula. Keeping this critical arterial open throughout construction required multiple staging and contingency plans to mitigate traffic

2017 Transportation Excellence Awards Nominations

congestion and confusion while simultaneously maintaining access for residents and emergency vehicles.

There was also a need for extensive public and stakeholder education and outreach both in the benefits of roundabouts to get stakeholders buy-in on the design and updates during construction and staging to keep everyone informed and up-to-date on progress and to inform everyone of traffic pattern changes throughout the different stages of construction.

In the end, this public-private partnership was a successful collaboration between the City of Monterey, Pebble Beach Company, Monterey Bay Regional Air District, County of Monterey, City of Pacific Grove, Caltrans and other community partnerships with CHOMP, the Monterey Bay Aquarium, MST, the Unitarian Church. It has improved the lives of those who travel through the intersection to get to work, home, school, the hospital, or to enjoy the beautiful Monterey Peninsula.

Pfeiffer Canyon Bridge - Caltrans

Highway 1 in Big Sur is a designated American National Scenic Byway. Road designated within the America's Byways program are unique. However, Highway 1 through Big Sur is considered one of the crown jewels on the byways program. Views from the highway provide amazing visual experiences and that is why it is major destination for national and international tourism. Numerous businesses depend on this tourism for their success. Highway 1 is also the only major road connection for hundreds of residents that call Big Sur home.

A landslide, due to heavy rains which began in early January 2017 caused major damage to the Pfeiffer Canyon Bridge on Highway 1 in Monterey County. By February 15, the Pfeiffer Canyon Bridge, which was built in 1968, was determined to be beyond repair and needed to be replaced.

It was quickly apparent this would cause a humanitarian and economic crisis for businesses and residents of the Big Sur Coast. Residents no longer had access to necessities like propane for heating their homes or food, in addition, national and international tourists could no longer reach local businesses.

2017 Transportation Excellence Awards Nominations

The California Department of Transportation (Caltrans) immediately jumped into action to replace the bridge as quickly as possible. Remarkably, the new \$24,000,000 single-span steel girder bridge was built and opened to the public just eight months after the original concrete structure was condemned, a process that would normally take about 8 years.

Elkhorn Road Emergency Storm Damage Repair - County of Monterey

Winter storms battered the Central Coast in January and February of 2017. The damage was so great in northern California that FEMA declared the area a Major Disaster to provide federal funding to help communities recover from the severe winter storms, flooding and mudslides.

Infrastructure and roadways in Monterey County suffered greatly with over \$30 million in damages. Elkhorn Road was one of the roadways severely affected and catastrophically damaged in multiple locations by the storms. It should be noted that Elkhorn Road is critical to emergency responders as the North County Fire Station 3 is located 5 miles further north on Elkhorn Road. The 10-mile detour around the damaged section of road was lengthy and emergency response time critical.

This section of roadway also serves as the first road inland from Highway 1 that runs parallel to Highway 1 and approaches nearly 3,000 vehicles trips per day. Repairing and re-opening it quickly was a priority. However, the damage was so severe and continued to worsen with continued storms, it was necessary to keep the roadway closed for the public's safety until necessary repairs could be made to stabilize the site.

The County put together an emergency team that determined that it was best to wait for a clear weather pattern prior to the mobilization of the emergency construction crews. This quick and focused action of the County of Monterey and the Elkhorn Road Emergency Repair team resulted in the \$1 million emergency roadway work being successfully completed; thereby re-opening a safe and critical access route for the community and emergency responders.

2017 Transportation Excellence Awards Nominations

Lighthouse Corridor Adaptive System – City of Monterey

The City of Monterey was experiencing significant arterial roadway congestion along the Lighthouse Avenue corridor, which created inefficient traffic flow resulting in considerable emissions of pollutants and particulate matter.

City staff researched many different Adaptive Traffic Control Systems (ATCS), for improving traffic conditions by better synchronizing and controlling traffic signals. ATCSs use vehicle detection and artificial intelligence software to respond accurately and immediately to real-time traffic conditions. This enables the system to progress traffic through a corridor with few or no stops.

The City chose the Split Cycle Offset Optimization Technique System (SCOOT). The SCOOT system measures volumes entering each link, calculates cycle length, splits and offsets and makes regular small steps to follow changing traffic patterns, this all happens on a cycle by cycle basis.

With an adaptive system, information is collected and signal timing is updated continually. Coordinated traffic signals on the corridor benefits all modes of travel by improving traffic flow and maintaining more consistent travel speeds. Before and after study has shown that the average travel time has decreased by an average of 10%, average delay has decreased by 30%, average stops have declined by 32% and average speed has increased by an average of 13%. The system when completed along Lighthouse, Del Monte and North Fremont, is expected to reduce 10.81 tons of pollutants per year.

Del Monte Boulevard and Beach Road Improvement Project - City of Marina

The Del Monte Boulevard and Beach Road Improvement Project is the second new roundabout project the City of Marina has constructed in the last three years after successfully completing the Reservation Road roundabout project in 2014.

The existing intersection had two straight through lanes, one right turn pocket and one left turn pocket on northbound Del Monte Blvd, three lanes including a left turn pocket on southbound Del Monte Blvd and two lanes each on eastbound and westbound Beach Road. The stop controlled wide intersection presented a grade

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deferential challenge creating a slight distance issue resulting in difficulty for pedestrians crossing and multiple accidents making this project a high priority.

The initial design considered a traffic signal option to better control the wide intersection, however, the City of Marina, being a pioneer proponent of roundabouts in Monterey County, conducted a traffic study, and concluded that a one lane roundabout would accommodate the traffic beyond 2035. Hence a one lane roundabout design was pursued taking into consideration the expansion for a second lane roundabout at the appropriate time.

Along with the roundabout, project improvements also included new LED pedestrian crossing signs, powered by solar panels, improved access along the Monterey Peninsula Recreational Trail, as well as, new bicycle and pedestrian facilities connecting downtown Marina to the Marina Branch Library and Beach Road Shopping Center.

State Highway 1 Northbound and Southbound at Imjin Parkway - City of Marina

The existing intersection of southbound off-ramp and Imjin Parkway was controlled by a one way stop sign for the traffic exiting the freeway. This created a backup on the off-ramp with long queues and waiting time particularly in the AM peak hours. This back up and delay was due in large part to the regional traffic utilizing Imjin Parkway between the City of Salinas and the Monterey Peninsula, and the Dunes development within the City.

Existing traffic from the northbound off-ramp had a long sweeping right turn onto eastbound Imjin Parkway. The free right-turn presented a merging conflict with traffic from southbound off-ramp heading eastbound on Imjin Parkway and turning right onto Second Avenue. The merging distance for both traffic was only 639 feet. A modification to the off-ramp had to be implemented to eliminate the short merge and potential conflict.

The project widened the northbound off-ramp of State Route 1 to Imjin Parkway, widened Imjin Parkway from the northbound off-ramp terminus to 300-feet east and installed one traffic signal at the southbound off-ramp of State Route 1 and Imjin Parkway.

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It reconfigured the northbound off-ramp to move the free right turn movement to the west which increased the merge distance to approximately 1100 feet. This modification made for a safer operating merge and turn onto Second Avenue.

Along with the signal at the southbound off-ramp and ramp modifications at the northbound off-ramp, project improvements also included drainage facilities, new LED lighting, video camera detection, advanced loops, concrete barrier removal and reconstruction, signing and striping.

The project also closed off an unsafe bike access on Imjin Parkway to the Monterey Bay Recreational Trail through the opening in the concrete barrier. Bike trail signs directing bikers to the Monterey Bay Bike trail were added on Imjin Parkway, Second Avenue and 9th Street.

TAMC Employee Recognition:

- Ariana Green - 5 years of service
- Todd Muck – 10 years of service
- Maria Montiel – 10 years of service