



Regional Transportation Planning Agency - Local Transportation Commission
Monterey County Service Authority for Freeways & Expressways
Monterey County Regional Development Impact Fee Joint Powers Agency
Email: info@tamcmonterey.org

TECHNICAL ADVISORY COMMITTEE

Thursday, February 6, 2020

Transportation Agency Conference Room

55-B Plaza Circle, Salinas

****9:30 AM****

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 November 7, 2019.

- Zeller

END OF CONSENT AGENDA

- 4. RECEIVE** information on the status of US Bicycle Route 95 in Monterey County and in California.

- Irons, Kerry (Adventure Cycling Association)

US Bicycle Route 95 is a national bike route that follows the coast of California through the states of Washington and Oregon to the north. In order to designate a US Bicycle Route, each local road owner needs to communicate to Caltrans that they support the route. The Cities of Monterey and Sand City have already expressed their support of the route to Caltrans. Among the 70 local agencies along the route in California, 43 have approved the designation.

- 5. REVIEW** and **PROVIDE FEEDBACK** on the 2020 Regional Surface Transportation Program Competitive Grants program.

- Zeller

The Transportation Agency periodically programs Regional Surface Transportation Program and Transportation Development Act 2% funds to local projects. Transportation Agency staff requests jurisdictions review and provide feedback on the draft fund estimate, competitive scoring rubric, and schedule.

- 6. RECEIVE** presentation on the Active Transportation Plan and **PROVIDE INPUT** to Caltrans District 5 staff.

-Ochoa

Caltrans District 5 is developing an Active Transportation Plan that will identify bicycle and pedestrian needs and improvements on, across, and parallel to the State Transportation System within the Counties of Santa Cruz, San Benito, Monterey, San Luis Obispo and Santa Barbara. Caltrans Caltrans is seeking input from local agencies.

- 7. RECEIVE** Presentation on Permazyme sub-grade treatment for road rehabilitation projects.

- Deal

8. ANNOUNCEMENTS

9. ADJOURN

**Next Committee meeting will be on
Thursday, March 5, 2020 at 9:30 a.m.
TAMC Conference Room
55-B Plaza Circle, Salinas**

REMINDER: If you have any items for the next Committee Agenda, please submit them to: Transportation Agency for Monterey County; Attn: Rich Deal; 55-B Plaza Circle, Salinas, CA 93901, email: rich@tamcmonterey.org

The Committee Agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

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

If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.

CORRESPONDENCE, MEDIA CLIPPINGS, and REPORTS - No items this month



Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: February 6, 2020
Subject: **Draft Technical Advisory Committee Minutes - November 7, 2019**

RECOMMENDED ACTION:

APPROVE the draft Technical Advisory Committee Minutes for November 7, 2019.

ATTACHMENTS:

- ▣ Draft TAC Minutes for January 9, 2020

TECHNICAL ADVISORY COMMITTEE MINUTES

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

DRAFT Minutes of Thursday, January 9, 2020

COMMITTEE MEMBERS	JAN 19	FEB 19	MAR 19	APR 19	MAY 19	JUN 19	AUG 19	SEP 19	OCT 19	NOV 19	JAN 20
R. Harary, Carmel-by-the-Sea (S. Friedrichsen)	C	P	P	P	C	P	C	P		P	
D. Pick, Del Rey Oaks	A				A		A			P	
P. Dobbins Gonzales (M. Sundt)	N	P		P(A)	N	P	N	P/A	P		P
R. Mullane, Greenfield	C	P(A)			C		C				
O. Hurtado, King City, Vice Chair (S. Adams)	E	P	P		E	P	E	P	P	P	P
B. McMinn, Marina (E. Delos Santos)	L	P	P	P	L	P	L	P	P	P	
A. Renny, Monterey (F. Roveri)	L	P(A)	P(A)	P	L	P(A)	L		P	P(A)	P
D. Gho, Pacific Grove (M. Brodeur)	E	P	P	P	E	P(A)	E		P	P	P
A. Easterling, Salinas, Chair (J. Serrano)	D	P	P	P	D	P	D	P	P	P	P
L. Gomez, Sand City (F. Meuer)		P(A)	P	P		P		P	P	P	
S. Ottmeyer, Seaside (L. Llantero)		P(A)		P					P	P	P
D. Wilcox, Soledad (B. Slama, E. Waggoner)											
E. Saavedra, MCPW (R. Martinez)		P	P(A)	P(A)				P	P	P	P/A
Vacant , Monterey County Economic Development											
H. Adamson, AMBAG (P. Hierling)		P(A)	P	P						P(A)	P/A
O. Ochoa-Monroy, Caltrans (K. McClendon)		P(A)	P	P				P	P		
M. McCluney, CSUMB											
A. Romero, MBUAPCD											
P. Said, FORA											
L. Rheinheimer, MST (M. Overmeyer)		P(A)	P	P		P			P(A)		P(A)

STAFF	JAN 19	FEB 19	MAR 19	APR 19	MAY 19	JUN 19	AUG 19	SEP 19	OCT 19	NOV 19	JAN 20
D. Hale, Exec. Director	C	P	P						P	P	P
T. Muck, Dep. Exec. Director	A	P	P	P		P		P	P	P	P
M. Zeller, Principal Transp. Planner	N	P	P	P		P		P	P	P	P
C. Watson, Principal Transp. Planner	C										
M. Jacobsen, Transportation Planner	E							P	P	P	P
T. Wright, Public Outreach Coordinator	L					P					
R. Deal, Principal Engineer	E	P		P		P			P	P	
A. Green, Senior Transportation Planner	D		P	P		P					P
S. Castillo, Transportation Planner		P									P
L. Williamson, Senior Engineer		P	P	P		P					P

OTHERS PRESENT:

Matt Deal, Monterey-Salinas Transit
 Brandon Swanson, County of Monterey

Bhupendra Patel, AMBAG
 Thomas Bonin, Pacific Geosource

1. ROLL CALL

Past-Chair Patrick Dobbins, City of Gonzales, called the meeting to order at 9:34 am. Introductions were made and a quorum was established.

1.1 ADDITIONS OR CORRECTIONS TO AGENDA

None.

2. PUBLIC COMMENTS

None

3. BEGINNING OF CONSENT AGENDA

M / S / C: Gho / Easterling / unanimous

Ayes: Adamson, Dobbins, Easterling, Gho, Hurtado, Martinez, Ottmeyer, Overmeyer, Renny

No: none

Abstain: none

3.1 APPROVE the minutes of the Technical Advisory Committee meeting of November 7, 2019.

END OF CONSENT AGENDA

4. 2020 COMMITTEE CHAIR AND VICE CHAIR

Michael Zeller, Principal Transportation Planner, explained that the Chairs and Vice Chairs for the Technical Advisory Committee typically rotates between representatives from the Peninsula, Salinas, and South County. The current Chair of the Committee for 2019 was Brian McMinn from the City of Marina, and the Vice Chair was Andrew Easterling from the City of Salinas. The Committee members are open to nominate anyone from the committee to serve in these roles.

Patrick Dobbins, City of Gonzales, nominated Andrew Easterling, City of Salinas, to be the Chair for 2020 and Octavio Hurtado, City of King, to be the Vice Chair for 2020.

M/S/C: Dobbins / Gho / unanimous

Ayes: Adamson, Dobbins, Easterling, Gho, Hurtado, Martinez, Ottmeyer, Overmeyer, Renny

No: none

Abstain: none

5. ACTIVE TRANSPORTATION PROGRAM CYCLE 5

Ariana Green, Senior Transportation Planner, presented information about the Active Transportation Program Cycle 5 grants.

The Active Transportation Program is an important source of funding for developing and constructing bicycling and walking projects and programs in California. The Program consolidates several sources of state and federal funding including the Transportation Alternatives Program, Bicycle Transportation Account and state Safe Routes to School Program. SB 1 requires \$100 Million from the Road Maintenance and Rehabilitation Account be available to the program annually.

Program funding is divided into three pots of funding: 50% to a statewide competitive share, 40% to Metropolitan Planning Organizations in urban areas with populations larger than 200,000, and 10% to small urban and rural regions with urban populations less than 200,000 (including the Monterey County region). Twenty-five percent of the overall funding must serve "disadvantaged communities", defined based on a variety of low income measurements or the Cal-EnviroScreen tool.

Eligible projects include small, medium and large infrastructure (or infrastructure including non-infrastructure programming), non-infrastructure programs and plans. Local, regional and state public agencies are eligible to apply to the Program, as are public schools, non-profits and transit agencies.

TAMC staff is available to review and provide feedback on member agency applications to assist in developing the strongest Active Transportation Program Cycle 5 proposals as possible.

Andrew Easterling, City of Salinas, asked if there has been any thought about creating a regional definition for disadvantaged communities? Heather Adamson, AMBAG, responded that yes, AMBAG included one in the 2040 Metropolitan Transportation Plan / Sustainable Communities Strategy and will be updating that definition in the current update that will be adopted in 2022.

Debbie Hale, Executive Director, stated that as a reviewer of grant applications, it was very enlightening to see what other applicants did. A key takeaway is to assume the reviewer does not know your city or project, and you need to tell them about your community and the project need. The scoring rubrics are available publicly, and it's good to look at when developing your application to see what kind of information they're looking for.

Andrea Renny, City of Monterey, stated that she provided reviews for Cycle 2, and that not everyone reviewing the applications is an engineer or planner, so telling a story and showing the bigger picture is very important.

Bhupendra Patel, AMBAG, offered that for cities that need geographic information systems / mapping support, AMBAG will help to develop maps for final grant applications.

6. 2045 METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY AND 2022 REGIONAL GROWTH FORECAST UPDATE

Heather Adamson, AMBAG, presented an update on the development of the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and 2022 Regional Growth Forecast.

Ms. Adamson presented that AMBAG prepares a Metropolitan Transportation Plan for the three-county Monterey Bay Area in its role as the federal Metropolitan Planning Organization for this region. Transportation investments in the Monterey Bay region that receive state and federal funds or require federal approvals must be consistent with the Plan and included in AMBAG's Metropolitan Transportation Improvement Program. Developing a Sustainable Communities Strategy is a newly enacted requirement of a Metropolitan Transportation Plan from Senate Bill 375. The Sustainable Communities Strategy provides linkage between greenhouse gas emissions from automobiles through integrated transportation, land use and environmental planning. As part of the planning process, AMBAG works closely with the cities and counties in the tri-county region to develop a new population, employment and housing growth forecast and land use patterns and strategies based on reasonably available revenues. The Strategy also

integrates the transportation network of projects included in each county's Regional Transportation Plan.

AMBAG will soon begin work with the Transportation Agency, transit operators, and Caltrans to update list of Monterey County projects in the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy. This update will allow AMBAG and TAMC staff to be able to make changes to projects (such as cost estimates and project phasing) as well as to add new projects or delete projects that have been completed. TAMC staff will work with local jurisdictions and other project sponsors to update local project information.

Ariana Green, Senior Transportation Planner, asked how AMBAG is defining transit within 30 minutes, is it by car or pedestrian? Ms. Adamson responded that we're working with our stakeholder groups to narrow down how we will measure these performance metrics.

Andrew Easterling, City of Salinas, asked can we get a better clarification of constitutes a completed project for developing our project lists? Ms. Adamson responded that we'll bring that back when we begin to update the project lists, because Santa Cruz or other regions may have different definitions.

7. AMBAG ACTIVITY-BASED MODEL UPDATE

Bhupendra Patel, AMBAG, presented on the new Central Coast Supra-Regional Activity-Based Model.

Mr. Patel presented that for the 2018 Metropolitan Transportation Plan / Sustainable Communities Strategy, the Association of Monterey Bay Area Governments completed an update to the Regional Travel Demand Model. The current model includes detailed transportation and transit networks, as well as a geographically based Traffic Analysis Zone layers (similar to census blocks) containing socioeconomic data for the base year 2015 and forecast year 2040. The model has a base year of 2015, established using data from the 2010-2012 California Household Travel Survey, United States Census, employment, and traffic counts. This current model is a traditional four-step model, which begins with a forecast of land use. Forecasts are made for the region as a whole of population growth, then the region is divided into zones by trend or regression analysis, and the population and employment are determined for each.

In collaboration with San Luis Obispo Council of Governments, and Santa Barbara County Association of Governments, AMBAG applied for and was awarded a Caltrans Planning Grant to develop the Central Coast Supra-Regional Activity-Based Model Framework. Under this project, the team is developing an advanced activity-based modeling framework for over 30 jurisdictions in California's Central Coast region. Activity-based models represent the state-of-the-art in travel demand modeling and offer a more

accurate modeling paradigm over the traditional four-step models, largely because they track travel behavior at an individual level rather than aggregating trips into groups.

The project will involve the analysis of recent travel behavior survey data to develop, calibrate, validate and forecast passenger travel using daily simulated activity patterns. The activity-based model framework will then replace the existing four-step regional travel demand models throughout the region during the development of each Metropolitan Planning Organization's next Regional/Metropolitan Transportation Plan and associated Sustainable Communities Strategy. The final activity-based model framework will help each agency evaluate transportation policies and system performance.

Michelle Overmeyer, Monterey-Salinas Transit, asked who maintains the model and updates it? Mr. Patel, AMBAG, responded that once the model is done, the consultant will split the model into the Metropolitan Planning Organization regions and AMBAG will be responsible for maintaining our regional model.

Todd Muck, Deputy Executive Direct, asked if you can describe how this will affect uses other than for the Regional and Metropolitan Transportation Plans? Mr. Patel responded that the new model will be all in one software, so when you enter your parameters and run the model, you don't need to edit the scripts. The input files may need to be updated if there's new land uses or changing projects. But for consultants and jurisdictions using the model, the process should be more streamlined.

Andrea Renny, City of Monterey, asked if with an Activity Based Model do you still have Traffic Analysis Zones? Mr. Patel responded yes, the trip-based model focuses on the household within a zone as a whole, whereas the activity-based model goes a step further and looks at the individuals within that household.

Andrew Easterling, City of Salinas, asked that if there's new data being used in the model, how are you verifying this data? Mr. Patel responded that the consultant analyzed the data to remove duplicates and fuse different datasets together so we have a more robust set of information.

Andrea Renny, City of Monterey, asked that if we're looking at a land use change, we would look at changing the Traffic Analysis Zone for the forecast? Mr. Patel responded yes, for the 2045 horizon year, not the base year. When a city reviews the horizon year, they can update their future land use and then AMBAG will accept those changes and incorporate the changes into the model.

8. ROCKASPHALT NATURALLY-OCCURRING PAVEMENT PATCH MATERIAL

Thomas Bonin, Pacific Geosource, presented on a naturally-occurring asphalt for increased strength and longer pavement life. The presentation offered an alternative to

hot-melt asphalt to extend the life of new pavement. With Measure X and SB1 pavement maintenance funding going directly to cities and counties, hot-melt asphalt alternatives may provide a way to extend the life of those maintenance projects and allow agencies to maintain more road miles over time. After the presentation, Mr. Bonin provided a field demonstration of the product.

9. ANNOUNCEMENTS

Patrick Dobbins, City of Gonzales, announced that the American Public Works Association will hold a meeting and awards ceremony on January 22nd.

Andrew Easterling, City of Salinas, announced that the City hired a new City Engineer, Roger Olds.

Michelle Overmeyer, Monterey-Salinas Transit, announced that they had hired a new grants analyst, Matt Deal.

10. ADJOURN

The meeting was adjourned at 11:07 am.



Memorandum

To: Technical Advisory Committee
From: Madilyn Jacobsen, Transportation Planner
Meeting Date: February 6, 2020
Subject: **US Bicycle Route 95 Through Monterey County**

RECOMMENDED ACTION:

RECEIVE information on the status of US Bicycle Route 95 in Monterey County and in California.

SUMMARY:

US Bicycle Route 95 is a national bike route that follows the coast of California through the states of Washington and Oregon to the north. In order to designate a US Bicycle Route, each local road owner needs to communicate to Caltrans that they support the route. The Cities of Monterey and Sand City have already expressed their support of the route to Caltrans. Among the 70 local agencies along the route in California, 43 have approved the designation.

FINANCIAL IMPACT:

There are no costs associated with US Bicycle Route designation. Signage is not required and there are no engineering, design, or maintenance standards that must be met.

DISCUSSION:

In 2008, the American Association of State Highway and Transportation Officials established a nation-wide corridor plan for US Bicycle Routes to facilitate travel between the states on roadways identified as suitable for cycling. US Bicycle Routes traverse a majority of roads and streets, with some connections on separated trails when appropriate.

State Departments of Transportation, such as Caltrans, determine the suitability of a route for a US Bicycle Route and submit an application to the American Association of State Highway and Transportation Officials for the official designation as a US Bicycle Route. There is no requirement for facility construction or upgrades to routes identified as a US Bicycle Route. When submitting the request for designation, State Departments of Transportation must confirm that all relevant jurisdictions support the proposed route through local resolutions.

The Adventure Cycling Association houses many relevant resources to guide the route implementation process, including reference to the American Association of State Highway and Transportation Officials Purpose and Policy document. Adventure Cycling Association also promotes the environmental, economic, health and transportation benefits of establishing a US Bicycle Route.

Adventure Cycling Association has identified a handful of clarifications for questions that have arisen in establishing a US Bicycle Route:

- States generally do not incur added liability from designating a US Bicycle Route
- Some local jurisdictions have expressed concern about increased bicycle traffic

- The target audience for US Bicycle Routes are long-distance bicycle travelers who are experienced road users and accustomed to riding in higher-density traffic and at higher speeds.
- There is no cost for implementing a US Bicycle Route and there is no requirement for signage. Routes can be designated through a number of ways, including: maps, signs, pavement markings, downloadable geographic coordinates, etc.
- The roads, streets and trails designated as US Bicycle Routes are not limited in any way from being changed.
- Local jurisdictions are encouraged to submit alternative alignments to Caltrans if they desire.

An interactive map of the draft alignment proposed for US Bicycle Route 95 is included as a **web attachment**. Staff recommends zooming into your area of interest to see the proposed alignment most clearly.

ATTACHMENTS:

- Draft Monterey County Alignment and Cue Information

WEB ATTACHMENTS:

[Draft Alignment of US Bicycle Route 95](#)

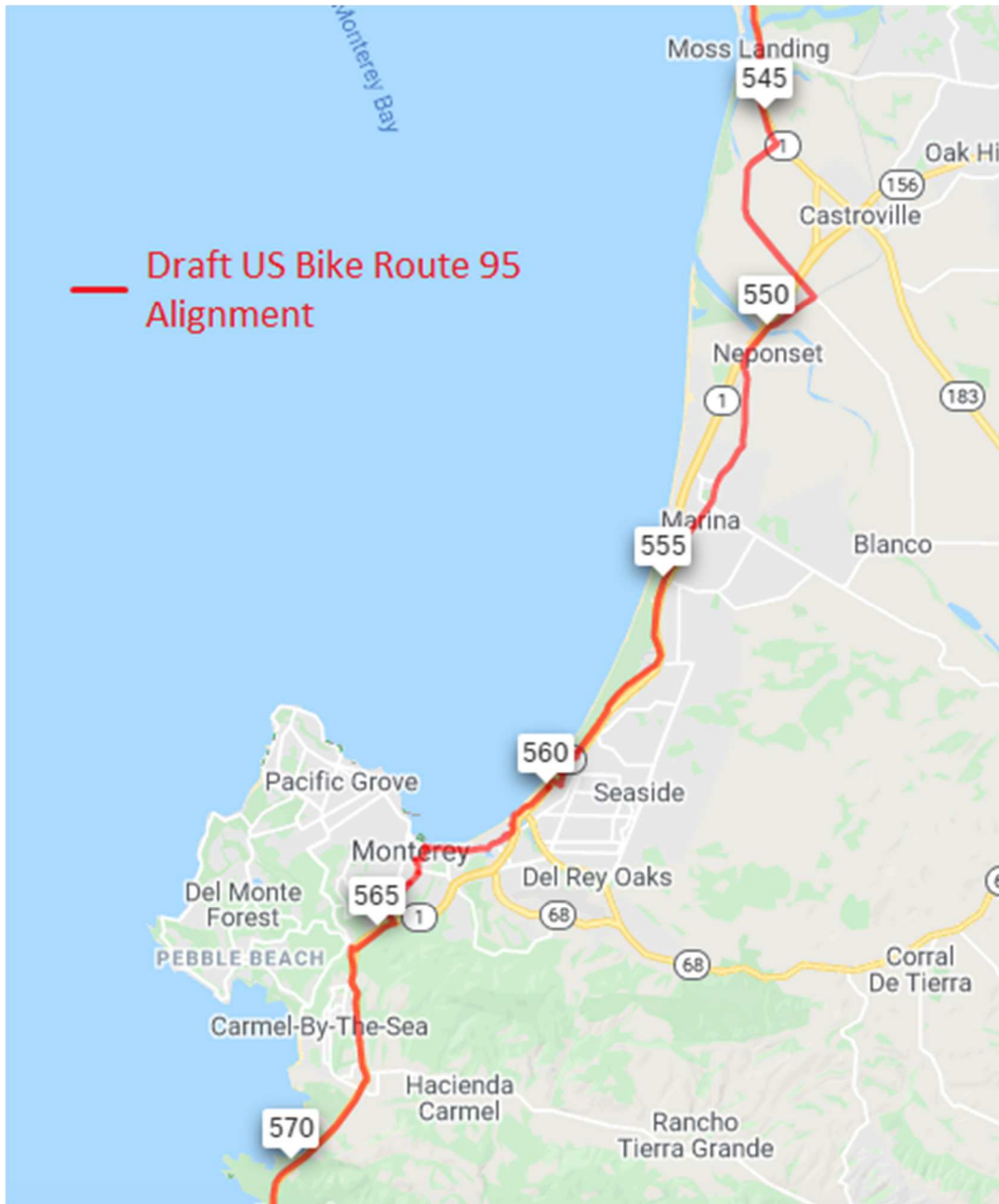
[Guidelines on Implementing a US Bicycle Route](#)

[ASSHTO's Purpose and Policy Statement for US Bicycle Routes](#)

[Adventure Cycling Association References](#)

Attachment 1 – USBR Draft Alignment through Monterey County

Staff zoomed in to North Monterey County, as the rest relies on Highway 1 for the route. The second page contains cuesheet information.



The numbers indicated are linked in the web-map with elevation and grade information.

Staff advises zooming in on the online map for a better visualization on how the route aligns through each jurisdiction. Staff has been advised from Adventure Cycling Association that realignment recommendations are welcome during the submission of support from each jurisdiction to Caltrans.

Online map: <https://ridewithgps.com/routes/17679043>

Heading south from Santa Cruz

USBR 95 California	
← Turn left onto Bluff Rd	538.9 mi
← Turn left onto Jensen Rd	539.2 mi
→ Turn right onto CA-1 S	540.0 mi
→ Turn right onto Molera Rd	545.5 mi
↑ Continue onto Nashua Rd	548.5 mi
→ Turn right onto Monte Road	548.9 mi
← Turn left onto Del Monte Blvd	550.7 mi
→ Slight right onto Monterey Peninsula Recreational Trail	550.8 mi
→ Turn right onto Del Monte Blvd	552.9 mi
→ Turn right onto Monterey Peninsula Recreational Trail	554.0 mi
← Turn left to stay on Monterey Peninsula Recreational Trail	558.8 mi
→ Turn right onto Metz Rd	559.3 mi
→ Turn right onto Tioga Ave	559.6 mi
← Turn left onto Monterey Peninsula Recreational Trail	559.8 mi
← Slight left to stay on Monterey Peninsula Recreational Trail	560.5 mi
→ Turn right to stay on Monterey Peninsula Recreational Trail	560.5 mi

USBR 95 California	
← Slight left to stay on Monterey Peninsula Recreational Trail	560.5 mi
→ Turn right to stay on Monterey Peninsula Recreational Trail	560.5 mi
→ Turn right onto Monterey Bay Coastal Trail/Monterey Peninsula Recreational Trail	561.4 mi
→ Slight right to stay on Monterey Bay Coastal Trail/Monterey Peninsula Recreational Trail	562.8 mi
← Turn left onto Figueroa St/Municipal Wharf 2	562.9 mi
→ Turn right onto Pearl St	563.1 mi
← Turn left onto Abrego St	563.2 mi
↑ Continue onto Munras Ave	563.6 mi
← Turn left onto Soledad Dr	564.4 mi
→ Turn right onto Viejo Rd	564.6 mi
→ Slight right	565.1 mi
→ Turn right onto CA-68 E	565.5 mi
← Turn left toward CA-1 S/Cabrillo Hwy	565.6 mi

USBR 95 California	
→ Turn right onto CA-68 E	565.5 mi
← Turn left toward CA-1 S/Cabrillo Hwy	565.6 mi
↑ Take the Cabrillo Hwy/CA-1 S ramp	565.6 mi
↑ Merge onto CA-1 S/Cabrillo Hwy	565.8 mi
→ Turn right onto N Ocean Ave	678.4 mi
↑ Take the CA-1 S ramp	680.1 mi
↑ Merge onto CA-1 S	680.3 mi
↑ Take exit 279B for CA-41 N/Atascadero	684.7 mi
→ Turn right onto Atascadero Rd	684.9 mi
← Turn left	684.9 mi
← Slight left	685.1 mi



Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: February 6, 2020
Subject: **2020 Competitive Grants Guidelines**

RECOMMENDED ACTION:

REVIEW and **PROVIDE FEEDBACK** on the 2020 Regional Surface Transportation Program Competitive Grants program.

SUMMARY:

The Transportation Agency periodically programs Regional Surface Transportation Program and Transportation Development Act 2% funds to local projects. Transportation Agency staff requests jurisdictions review and provide feedback on the draft fund estimate, competitive scoring rubric, and schedule.

FINANCIAL IMPACT:

The three-year estimated funding of Regional Surface Transportation Program is \$3.6 million for fair share and potentially up to \$12.2 million for the competitive program.

DISCUSSION:

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

The Transportation Agency distributes Regional Surface Transportation Program funding in both fair-share and competitive programs. Monterey County and the cities receive fair-share Regional Surface Transportation Program funds based on a formula of 50% population and 50% centerline miles. The total fair share allocation over the next three years is \$3.6 million.

The Transportation Agency distributes the remaining portion of the Regional Surface Transportation Program funding on a competitive basis to transportation projects based on a variety of criteria, including traffic volume and project deliverability. With the Transportation Agency now seeking to begin a new grant cycle, this process would involve the release of grant materials by the Transportation Agency, and the Technical Advisory Committee establishing a subcommittee to review and rank project proposals. The estimated three-year total available for grant funds is \$12.2 million. This amount includes \$9.36 million of Regional Surface Transportation Program funds, \$750,000 of Transportation Development Act 2% funds, and potentially an additional \$2.1 million to be funded with any

deprogrammed funds from the last competitive grants cycle.

Project proposals for the competitive program will be evaluated based on the following scoring rubric for a total of 100 points:

Screening Criteria:

1. The proposed project will be implemented within 3 years
2. The project is consistent with local and regional plans
3. For intersection projects, an Intersection Control Evaluation has been or will be completed
4. The project has a positive benefit / cost ratio

Section A - Project Information & Regional Significance (25 points total)

1. Traffic volumes in the corridor - 10 points
2. The project will mitigate safety hazards - 10 points
3. The project serves regional travel - 5 points

Section B - Complete Streets (25 points total)

1. Stakeholder outreach was conducted - 5 points
2. The project incorporates complete streets treatments - 10 points
3. The project improves bicycle, pedestrian or transit design features - 5 points
4. This is a maintenance project with complete street enhancements - 5 points

Section C - Project Readiness & Cost Effectiveness (25 points total)

1. Project is ready to bid within three years - 5 points
2. Request for funding will fully-fund the project - 10 points
3. Project has completed the environmental phase - 5 points
4. Project has completed the design / right-of-way phase - 5 points

Section D - Prior Project Delivery Performance (25 points total)

1. The jurisdiction is maximizing the use of fair-share RSTP - 10 points
2. The jurisdiction has delivered previously-awarded competitive projects on time - 10 points
3. This funding request does not fund a cost-overrun - 5 points

For this grant cycle, Transportation Agency staff is proposing an option to conduct the cycle on an accelerated basis, with program adoption by the Transportation Agency Board in May 2020 rather than August as in previous cycles. An earlier program adoption will allow jurisdictions that are planning to submit Active Transportation Program Cycle 5 grants for the same project to show that they have committed match funds when submitting those applications in June. However, this would reduce the amount of time jurisdictions will have to review grant materials and prepare applications. Agency staff will be seeking Committee feedback on this proposal at the meeting.

The Transportation Agency will also be updating its policies and procedures related to the Regional Surface Transportation Program, which will require each local jurisdiction to enter into a new three-year master funding agreement with the Transportation Agency in order to be eligible to receive funds. Transportation Agency staff will provide an update at the Technical Advisory Committee meeting on the guidelines, as well as review policies for the distribution of fair share allocations, the timely use of funds, use of interest, project eligibility, and discuss criteria and procedures for the grant cycle.

ATTACHMENTS:

- 2020 Fund Estimate - draft

- Outstanding Fund Balances
- 2020 Competitive Grants Schedule - draft

Transportation Agency for Monterey County
Regional Surface Transportation Program
2020 Fund Estimate

DRAFT

Fund Estimate:

FY 20/21	\$4,800,000
FY 21/22	\$4,800,000
FY 22/23	\$4,800,000
Total Fund Estimate	\$14,400,000

Fund Distribution:

RSTP Reserve (10% of total)	\$1,440,000
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Total Funds Available **\$12,960,000**

Jurisdiction	2019 Population	2019 Centerline Miles	3-Year Fair Share Funding
Carmel-by-the Sea	3,987	26.97	\$ 40,311
Del Rey Oaks	1,734	9.60	\$ 15,621
Gonzales	8,677	20.00	\$ 53,010
Greenfield	18,009	34.87	\$ 104,064
King City	14,724	30.70	\$ 87,048
Marina	22,957	75.28	\$ 160,318
Monterey	28,448	102.22	\$ 206,680
Pacific Grove	15,883	66.70	\$ 124,032
Salinas	162,797	292.05	\$ 919,932
Sand City	397	5.02	\$ 6,108
Seaside	33,776	76.04	\$ 204,721
Soledad	26,079	35.70	\$ 137,422
County of Monterey	107,946	1,231.00	\$ 1,540,733
Fair-Share Total:	445,414	2,006.15	\$ 3,600,000

Balance of RSTP for Competitive	\$ 9,360,000
Transportation Development Act 2%	\$ 750,000
Estimated amount available from deprogrammed competitive projects	\$ 2,101,282
Estimated Competitive Grant Funding	\$ 12,211,282

* California Department of Finance - 2019 Population
 (<http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-1/>)

* Centerline miles from 2019 Measure X Audits

Agency	Type	Active Projects	Budget	Paid	Balance Outstanding
County	TAMC Undesignated Reserve	Highway 156 Vehicle Speed Signs	\$ 40,000	\$ 31,640	\$ 8,360
Carmel	RSTP Fair Share	Ocean Avenue Repaving	\$ 42,875	\$ -	\$ 42,875
Del Rey Oaks	RSTP Fair Share	2014 Fair Share Reserve	\$ 21,465	\$ -	\$ 21,465
Del Rey Oaks	RSTP Fair Share	2017 Fair Share Reserve	\$ 15,510	\$ -	\$ 15,510
Greenfield	RSTP Fair Share	2017 Fair Share Reserve	\$ 90,379	\$ -	\$ 90,379
King City	TDA 2%	First Street Bicycle and Pedestrian Improvements	\$ 648,750	\$ 572,695	\$ 76,055
King City	RSTP Fair Share	King City Street Project - Haven Dr, Carson St, Vivian Ave	\$ 83,427	\$ 83,427	\$ -
King City	RSTP Safe Streets	Broadway Street Bulbout Project	\$ 90,000	\$ -	\$ 90,000
Marina	RSTP Competitive	Beach Road Improvements - SR 1 to Marina Drive	\$ 100,000	\$ 55,200	\$ 44,800
Marina	RSTP Competitive	Reservation Road Roundabouts	\$ 100,000	\$ -	\$ 100,000
Marina	RSTP Fair Share	2014 Fair Share Reserve	\$ 241	\$ -	\$ 241
Marina	RSTP Fair Share	2017 Fair Share Reserve	\$ 143,249	\$ -	\$ 143,249
Marina	RSTP Safe Streets	Cardoza Avenue Corridor Improvement Project	\$ 100,000	\$ -	\$ 100,000
Monterey	RSTP Fair Share	North Fremont Bicycle & Pedestrian Improvement Project	\$ 367,985	\$ 367,985	\$ -
Monterey	RSTP Fair Share	2017 Fair Share Reserve	\$ 224,673	\$ -	\$ 224,673
Monterey	RSTP Competitive	North Fremont Bicycle & Pedestrian Improvement Project	\$ 1,684,751	\$ 1,095,638	\$ 589,113
Monterey	TDA 2%	North Fremont Bicycle & Pedestrian Improvement Project	\$ 248,249	\$ -	\$ 248,249
Monterey	RSTP Competitive	Holman Highway 68 Roundabout	\$ 248,249	\$ 117,675	\$ 130,574
Monterey	RSTP Safe Streets	Case Verde / Helvic / Portola / McNear Intersection Improvements	\$ 200,000	\$ -	\$ 200,000
Pacific Grove	RSTP Fair Share	Lighthouse Av, Eardley-Fountain, rehab	\$ 459,000	\$ 437,135	\$ 21,866
Pacific Grove	RSTP Fair Share	Citywide Maintenance	\$ 131,093	\$ 92,150	\$ 38,943
Pacific Grove	RSTP Fair Share	Holman Highway 68 Roundabout - Construction	\$ 100,000	\$ 100,000	\$ -
Pacific Grove	RSTP Fair Share	2014 Fair Share Reserve	\$ 144	\$ -	\$ 144
Pacific Grove	RSTP Fair Share	2017 Fair Share Reserve	\$ 121,390	\$ -	\$ 121,390
Pacific Grove	RSTP Competitive	Highway 68 Complete Streets Corridor	\$ 502,268	\$ -	\$ 502,268
Pacific Grove	RSTP Safe Streets	Forest Lodge Road / PG High School Sidewalk Improvement	\$ 75,000	\$ -	\$ 75,000
Salinas	RSTP Fair Share	2014 Fair Share Reserve	\$ 38,240	\$ -	\$ 38,240
Salinas	RSTP Competitive	Downtown Salinas Complete Streets Improvements	\$ 310,000	\$ 304,638	\$ 5,362
Salinas	RSTP Fair Share	Sanborn Road Highway Safety Improvement Program (HSIP) Local Match	\$ 157,300	\$ 63,001	\$ 94,299
Salinas	TLC	Commuter Railroad - Lupine & Gateway Grants	\$ 233,980	\$ -	\$ 233,980
Salinas	RSTP Fair Share	2017 Fair Share Reserve	\$ 42,538	\$ -	\$ 42,538
Salinas	RSTP Competitive	Downtown Salinas Complete Streets Improvements	\$ 2,970,000	\$ 20,152	\$ 2,949,848
Salinas	RSTP Fair Share	East Laurel Pedestrian Improvement Project	\$ 900,000	\$ -	\$ 900,000
Salinas	RSTP Safe Streets	East Rossi Street Safe Street Project	\$ 152,000	\$ -	\$ 152,000
Sand City	RSTP Fair Share	Hickory Street Improvement Project	\$ 116,407	\$ 116,407	\$ -
Sand City	RSTP Fair Share	2017 Fair Share Reserve	\$ 5,980	\$ -	\$ 5,980
Seaside	RSTP Competitive	West Broadway Urban Village Infrastructure Improvements Project	\$ 3,798,750	\$ 3,069,585	\$ 729,165
Seaside	RSTP Fair Share	Intersection Control Evaluation & Corridor Studies Project	\$ 221,901	\$ -	\$ 221,901
Seaside	RSTP Safe Streets	Pedestrian Intersection Improvements Project	\$ 200,000	\$ -	\$ 200,000
Soledad	RSTP Fair Share	2014 Fair Share Reserve	\$ 140,940	\$ -	\$ 140,940
Soledad	RSTP Fair Share	2017 Fair Share Reserve	\$ 120,567	\$ -	\$ 120,567
Soledad	RSTP Fair Share	Metz Road Traffic Calming Project	\$ 190,288	\$ -	\$ 190,288
Soledad	RSTP Competitive	Metz Road Traffic Calming Project	\$ 516,800	\$ 516,800	\$ -
Soledad	RSTP Complete Streets	Metz Road Traffic Calming Project	\$ 154,500	\$ 154,500	\$ -

Transportation Agency for Monterey County
Regional Surface Transportation Program
2020 Competitive Grant Schedule

DRAFT

Tasks	Option A	Option B
TAMC Board Action		
Grant application approval	March 25, 2020	February 26, 2020
Call for projects	March 25, 2020	February 26, 2020
Establish Review Committee		
Bicycle & Pedestrian Committee nominates committee members	May 6, 2020	March 4, 2020
Technical Advisory Committee nominates members	May 7, 2020	March 5, 2020
Grant Applications Due		
Applications due to TAMC	June 1, 2020	March 30, 2020
Review Committee Scores Applications		
Review committee members complete initial scoring of applications	June 22, 2020	April 20, 2020
Review Committee meets to finalize recommendations	June 26, 2020	April 23, 2020
Review of Committee Recommendations by Standing Committees		
Bicycle and Pedestrian Committee will review the committee recommendations and provide input to the Technical Advisory Committee	August 5, 2020	May 6, 2020
Technical Advisory Committee will recommend approval of projects for funding to the Board	August 6, 2020	May 7, 2020
Draft Resolution to TAMC Board		
Finalize legal review and staff report	August 14, 2020	May 15, 2020
TAMC Board Approval		
Board approves projects for Competitive Grants via resolution	August 26, 2020	May 27, 2020



Memorandum

To: Technical Advisory Committee
From: Rich Deal, Principal Engineer
Meeting Date: February 6, 2020
Subject: Caltrans District 5 Active Transportation Plan Presentation

RECOMMENDED ACTION:

RECEIVE presentation on the Active Transportation Plan and **PROVIDE INPUT** to Caltrans District 5 staff.

SUMMARY:

Caltrans District 5 is developing an Active Transportation Plan that will identify bicycle and pedestrian needs and improvements on, across, and parallel to the State Transportation System within the Counties of Santa Cruz, San Benito, Monterey, San Luis Obispo and Santa Barbara. Caltrans Caltrans is seeking input from local agencies.

FINANCIAL IMPACT:

None.

DISCUSSION:

Caltrans District 5 is the first of the 12 Caltrans District offices that is developing an Active Transportation Plan, including the Counties of Santa Cruz, San Benito, Monterey, San Luis Obispo and Santa Barbara. Work on the Plan started in early 2019, and the Plan is expected to be completed in the Summer of 2020. The plan will identify bicycle and pedestrian needs and improvements on, across and parallel to, the State Transportation System. The Toole Design Group consulting team developed an overarching statewide data framework and methodology for using the active transportation data.

Currently, Caltrans staff are meeting with local agencies and organizations to provide an update on the Active Transportation Plan and discuss opportunities to build and expand partnerships with local agencies, community organizations and other stakeholders.

The Caltrans District 5 presentation will provide an update on the timeline, and tasks completed and in development for the Active Transportation Plan:

- a. Existing conditions of the bicycle and pedestrian facilities on, across and parallel to the State Highway System.
- b. Gaps and Barriers in the pedestrian and bicycle network
- c. Community Engagement efforts
- d. Incorporation of local plans and mapping data

Partnership is one of the 6 goals of the plan, and is defined as *“Strengthen partnerships with state, local and regional partner agencies and community organizations to implement active transportation projects on the State*

Transportation System.” Caltrans staff are requesting input from local agencies to discuss strategies and opportunities to improve and strengthen partnerships between agencies and organizations in San Benito County.

ATTACHMENTS:

- ▣ Active Transportation Plan Fact Sheet
- ▣ Caltrans Active Transportation Plan Goals & Objectives

Caltrans District 5 Active Transportation Plan



Bike-Walk Central Coast

About:

The Caltrans District 5 Active Transportation Plan will identify bicycle and pedestrian needs and improvements on, across, and parallel to, the State Transportation System throughout California's Central Coast. Partnership with transportation stakeholders and the public will be critical to supporting a safe transportation network that encourages healthy communities. The six goals of the plan are the following:



Safety: Reduce the number, rate, and severity of bicycle involved collisions, working toward zero deaths.



Equity: Promote active transportation solutions that serve the communities within the District by improving accessibility and healthy transportation options for disadvantaged communities.



Partnerships: Strengthen partnerships with state, local, and regional partner agencies and community organizations to implement active transportation projects on the State Transportation System.



Multi-Modal: Reduce dependency on single occupancy vehicle travel through mode shift to bicycling, walking, and transit.

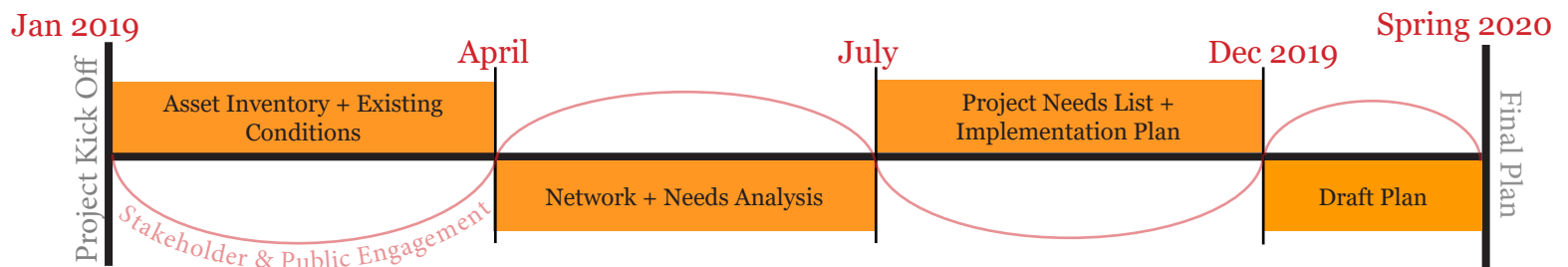


Maintenance: Ensure District active transportation strategies and actions adequately discuss the long-term maintenance needs and resources required to maintain a state of good repair for the State Transportation System.



Corridor Context: Identify needs unique to rural, main street, and trail corridors in the district.

Schedule:



We want your Input!

Please scan the QR code or visit:
<http://bikewalkcentralcoast.mindmixer.com/>



For questions or comments contact:

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Audrey Ogden | (805) 549-3077 | Audrey.Ogden@dot.ca.gov



Caltrans District 5 Active Transportation Plan

Goals and Objectives

Goal 1 – Safety: Reduce the number, rate, and severity of bicycle involved collisions, working toward zero deaths.

Objective 1.1: Understand relationships between safety and social equity to inform transportation investments.

Goal 2- Equity: Promote active transportation solutions that serve the communities within the district by improving accessibility and healthy transportation options for disadvantaged communities.

Objective 2.1: Identify district priorities for future active transportation improvements that reflect public needs.

Goal 3-Partnerships: Strengthen partnerships with state, local, and regional partner agencies and community organizations to implement active transportation projects on the State Highway System.

Objective 3.1: Develop strategies for coordinated planning, development, implementation, and long-term maintenance of future improvements.

Goal 4-Multi-Modal: Reduce dependency on single occupancy vehicle travel through mode shift to bicycling, walking, and transit.

Objective 4.1: Identify opportunities and actions to improve connectivity between bicycling, walking, and transit options (first and last-mile connectivity).

Objective 4.2: Explore active transportation vehicle share systems to promote mode shift to active modes for short trips.

Goal 5-Corridor Context: Identify needs unique to rural, main street, and trail corridors in the district.

Objective 5.1: Identify solutions for safe network connections between communities.

Objective 5.2: Develop recommendations that encourage walking and bicycling along and across the State Highway System within local communities.

Objective 5.3: Coordinate with statewide and regional trail network development and plan for connections to, along, and across existing and planned trail systems as related to the State Highway System.

Goal 6 – Maintenance: Ensure district active transportation strategies and actions adequately discuss the long-term maintenance needs and resources required to maintain a state of good repair for the State Highway System.



Memorandum

To: Technical Advisory Committee
From: Rich Deal, Principal Engineer
Meeting Date: February 6, 2020
Subject: **Permazyme Subgrade Treatment Presentation**

RECOMMENDED ACTION:

RECEIVE Presentation on Permazyme sub-grade treatment for road rehabilitation projects.

DISCUSSION:

This presentation offers an alternative sub-grade treatment to extend the life of new pavement. With new Measure X and SB1 pavement maintenance funding now available to cities and counties, sub-grade treatment alternatives may provide a way to extend the life of those maintenance projects and allow agencies to maintain more road miles over time.