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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](mailto:info@tamcmonterey.org)

## **TECHNICAL ADVISORY COMMITTEE**

**Thursday, September 3, 2020**

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

### **REMOTE CONFERENCING ONLY**

*There will be NO physical location of the meeting.*

*Please see all the special meeting instructions at the end of this agenda*

**Join meeting online at:**

**<https://us02web.zoom.us/j/950428194?pwd=T0N6RkZXWmN3UDAwTEZpUE9iVTlzQT09>**

**OR**

**By teleconference at: +1 669 900 6833**

**Meeting ID: 950 428 194**

**Password: 185498**

Any person who has a question concerning an item on this agenda may call the Agency Secretary to make inquiry concerning the nature of the item described on the agenda.

### **1. ROLL CALL**

*Call to order and self-introductions. According to Transportation Agency and Committee bylaws, Committee membership consists of representatives from the Transportation Agency voting and ex-officio members, and other agencies that may be appointed by the Transportation Agency. Currently the Committee membership includes representatives from 12 Cities, the County, MST, Caltrans, City of Watsonville, the Air District, and AMBAG, for a total of 18 members. Five members of the Technical Advisory Committee, representing voting members of the Transportation Agency Board of Directors, constitute a quorum for transaction of the business of the committee. If you are unable to attend, please contact the Committee coordinator. Your courtesy to the other members to assure a quorum is appreciated.*

## 2. PUBLIC COMMENTS

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Under this item, each member of the public is allowed three minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Tuesday before the meeting, and such comments will be distributed to the Committee before the meeting.

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## 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 6, 2020.

- Zeller

## END OF CONSENT AGENDA

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### 4. RECEIVE presentation from the Cities of Salinas and Monterey on Vision Zero implementation.

- Jacobsen

*Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The City of Salinas and City of Monterey are in different stages of implementation of their Vision Zero policies and are soliciting input towards implementation.*

### 5. RECEIVE presentation on the Regional Development Impact Fee program and consistency with Senate Bill 743.

- Zeller

*With its most recent update in 2018, the Regional Development Impact Fee program funds multimodal transportation improvements that support the region's Sustainable Communities Strategy and maintains consistency with Senate Bill 743's vehicle miles travelled and greenhouse gas emissions reduction goals.*

## 6. ANNOUNCEMENTS

## 7. ADJOURN

**Next Committee meeting will be on  
Thursday, October 1, 2020 at 9:30 a.m.**

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

Important Meeting Information

Remote Meetings: On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which enhances State and Local Governments ability to respond to COVID-19 Pandemic based on Guidance for Gatherings issued by the California Department of Public Health. The Executive Order specifically allows local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. The public is strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants should download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/wordpress/2018/07/03/video-communications-best-practice-guide/>.

Remote Meeting Public Comment: Due to current circumstances, there may be limited opportunity to provide verbal comments during the meeting. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to [maria@tamcmonterey.org](mailto:maria@tamcmonterey.org) by 5:00pm the Tuesday before the meeting. Such comments will be distributed to the Committee before the meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

Agenda Packet and Documents: Any person who has a question concerning an item on this agenda may call or email the Agency office to make inquiry concerning the nature of the item described on the agenda. Complete agenda packets are on display online at the Transportation Agency for Monterey County website. Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public review at the Agency website. Agency contact information is as follows:

Transportation Agency for Monterey County  
www.tamcmonterey.org  
Office is closed an all employees are working remotely until further notice  
TEL: 831-775-0903  
EMAIL: info@tamcmonterey.org

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

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

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



## ***Memorandum***

**To:** Technical Advisory Committee  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** September 3, 2020  
**Subject:** **Draft Technical Advisory Committee Minutes - August 6, 2020**

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### **RECOMMENDED ACTION:**

**APPROVE** the draft Technical Advisory Committee Minutes for August 6, 2020.

### **ATTACHMENTS:**

- ▣ DRAFT TAC Minutes for August 6, 2020

## TECHNICAL ADVISORY COMMITTEE MINUTES

Meeting held via Zoom

Draft Minutes of Thursday, August 6, 2020

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

STAFF	AUG 19	SEP 19	OCT 19	NOV 19	JAN 20	FEB 20	MAR 20	APR 20	MAY 20	JUN 20	AUG 20
D. Hale, Exec. Director			P	P	P		P	C	P		P
T. Muck, Dep. Exec. Director		P	P	P	P		P	A	P	P	P
M. Zeller, Principal Transp. Planner		P	P	P	P	P	P	N	P		P
C. Watson, Principal Transp. Planner							P	C		P	
M. Jacobsen, Transportation Planner		P	P	P	P	P	P	E		P	P
T. Wright, Public Outreach Coordinator								L		P	
R. Deal, Principal Engineer			P	P		P	P	L	P	P	
A. Green, Senior Transportation Planner					P			E			
S. Castillo, Transportation Planner					P			D			
L. Williamson, Senior Engineer					P	P			P		
M. Montiel, administrative Assistant											P
Tracy Burke Vasquez, Go831 Coordinator											P

**OTHERS PRESENT:**

Jeremiah LaRose, Fehr & Peers  
 Brandon Swanson, County of Monterey  
 Nisha Patel, City of Seaside

John Olejnik, Caltrans D5  
 Heather Adamson, AMBAG

**1. ROLL CALL**

Chair Andrew Easterling, City of Salinas, called the meeting to order at 9:31 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: Harary / McMinn / unanimous**

**Ayes:** Dobbins, Easterling, Gho, Gomez, Harary, Hurtado, McMinn, Ottmar, Pick, Pike, Renny

**No:** None

**Abstain:** None

**3.1 APPROVE** the Technical Advisory Committee meeting minutes of June 4, 2020.

**END OF CONSENT AGENDA**



**4. 2045 METROPOLITAN TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES STRATEGY & 2022 REGIONAL GROWTH FORECAST**

Heather Adamson, Association of Monterey Bay Area Governments, provided an update on the development of the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (2045 Plan) and 2022 Regional Growth Forecast

Ms. Adamson presented that these regional plans outline the tri-county priorities for meeting future transportation and mobility needs, consistent with the adopted policy goals and objectives, as well as within the constraints of transportation revenues forecast over the 20-year planning horizon of the document. AMBAG's current 2040 Plan is built on a set of integrated policies, strategies and investments to maintain and improve the transportation system to meet the diverse needs of the region through 2040, consistent with those developed within Monterey, Santa Cruz and San Benito County's transportation plans. The new Plan's forecast year will be 2045. She provided the Committee with an updated schedule for the development of the plans.

**5. 2020 COMPETITIVE GRANTS PROGRAM OF PROJECTS**

Michael Zeller, Principal Transportation Planner, requested that the Committee recommend the Transportation Agency Board of Directors program \$10.547 million of Regional Surface Transportation Program funds for the 2020 Competitive Grants Program of Projects.

Mr. Zeller presented that The Transportation Agency received ten completed grant applications, totaling over \$27.6 million in requested Regional Surface Transportation Program grant funding. Each application was reviewed and scored by five committee members. After considering the scores and factoring in geographic equity and cost effectiveness, the following projects are recommended by Agency staff for grant funding in ranked order:

- Salinas - Boronda Road Congestion Relief Project - \$4,000,000
- Salinas - Bardin Road Safe Routes to School - \$1,800,000
- King City - Complete Streets Downtown Streetscape - \$950,000
- Monterey - Traffic System, Pedestrian/Bike Upgrades - \$1,680,000
- Salinas - Pedestrian Crossing Enhancements - \$545,000
- Pacific Grove - Point Pinos Trail Project - \$382,000
- Greenfield - Walnut Avenue Pedestrian/Bike Improvements - \$590,000
- Seaside - Broadway Avenue Corridor Improvements - \$600,000

**MOTION:** RECOMMEND the Transportation Agency Board of Directors program \$10.547 million of Regional Surface Transportation Program funds for the 2020 Competitive Grants Program of Projects.

**M / S / C: Hurtado / Renny / unanimous**

**Ayes:** Dobbins, Easterling, Gho, Gomez, Harary, Hurtado, McMinn, Ottmar,  
Pick, Pike, Renny

**No:** None

**Abstain:** None

**6. PRESENTATION ON MONTEREY SALINAS TRANSIT UPDATE TO "DESIGNING FOR TRANSIT" GUIDELINES**

Michelle Overmeyer, Monterey-Salinas Transit, and Jeremiah LaRose, Fehr & Peers, presented on Monterey-Salinas Transit's update of the "Designing for Transit" Guidelines.

They presented that Monterey-Salinas Transit is in the process of updating its "Designing for Transit" guidance to reflect the latest standards and best practices. The original guidance was published in 2006, and since that time, a number of national best practice resources on transit stop and street design have been published or updated. Additionally, updates have been made to the Americans with Disabilities Act (ADA) of 1990 and to the application of the ADA to transit facilities.

Fehr & Peers has been hired to review MST's outdated guidelines, review industry material, and update MST's Designing for Transit. They have been tasked to focus on those elements that best suit the varied character of MST's urban and rural communities. The intent of this effort is to provide a "user guide" to help agencies in the evaluation and decision-making process for adding or updating transit infrastructure. The guidance updates technical design references for buses and stops, stop dimensions and roadway considerations for bus maneuverability, and off-street facility or Bus Rapid Transit (BRT) applications. The updated guidance also includes high-level discussion of signal operations, bus-bike interface, and pedestrian access in reference to other best practices documents.

They requested that the Committee review and submit comments by Thursday August 13, 2020.

Todd Muck, Deputy Director, asked how certain treatments like bulbouts and roundabouts are addressed in the guidelines. Mr. LaRose responded that they would review the draft guidelines and update to incorporate this information where appropriate.

Andrew Easterling, City of Salinas, asked how raised crosswalks, speed tables, and other traffic calming features are addressed. Mr. LaRose responded that they would review the draft guidelines and update to incorporate this information where appropriate.

Robert Harary, City of Carmel, asked if Monterey-Salinas Transit has plans to upgrade bus stops? Michelle Overmeyer, Monterey-Salinas Transit, responded that in most cases, MST does not own the land where bus stops are located and will need to work with the local jurisdictions.

**7. ANNOUNCEMENTS**

Orchid Monroy-Ochoa, Caltrans District 5, announced that Caltrans has a new Senate Bill 743 informational website.

Scott Ottmar, City of Seaside, introduced Nisha Patel, the city's new Public Works Director.

**8. ADJOURN**

The meeting was adjourned at 10:21 am.



## Memorandum

**To:** Technical Advisory Committee  
**From:** Madilyn Jacobsen, Transportation Planner  
**Meeting Date:** September 3, 2020  
**Subject:** Vision Zero Implementation

### **RECOMMENDED ACTION:**

**RECEIVE** presentation from the Cities of Salinas and Monterey on Vision Zero implementation.

### **SUMMARY:**

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The City of Salinas and City of Monterey are in different stages of implementation of their Vision Zero policies and are soliciting input towards implementation.

### **FINANCIAL IMPACT:**

No financial impact of item on TAMC budget. Adoption of a Vision Zero Policy and Action Plan can enhance a city's eligibility to qualify for funding for improvements identified in a Vision Zero Action Plan.

### **DISCUSSION:**

"Vision Zero" is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. It is a movement that began in Sweden and spread to American Cities after seeing success across Europe. Vision Zero acknowledges that collisions -- often referred to as "accidents" -- are preventable if cities take a proactive approach that prioritizes traffic safety as a public health issue. Vision Zero acknowledges that many factors contribute to safe mobility including roadway design, driver behavior, technology and policy. Vision Zero sets clear goals to achieve the shared goal of zero fatalities and severe injuries. Cities within Monterey County that have adopted a Vision Zero Policy include Salinas and Monterey. Nearby cities including Watsonville and San Jose have also adopted a Vision Zero Policy.

TAMC has been working with the Stanford Cartography Society to develop an interactive web-map to showcase collision data to the general public, and recently adopted a policy as part of the 2022 Regional Transportation Plan reflective of Vision Zero. Updates from the City of Salinas and the City of Monterey are as follows:

#### **Update from City of Salinas**

The City of Salinas is in the process of developing their Vision Zero Action Plan, which will clearly lay out steps, timelines and priorities for the implementation of their Vision Zero Policy. The Vision Zero Action Plan will also identify "countermeasures," which are strategies geared at eliminating the causes of fatal and severe injury collisions. Salinas City Staff has compiled 10 years of collision data and created maps to illustrate spatial patterns and identify the City of Salinas' High Injury Network (see **web attachments**). The High Injury Network was developed with data from the Transportation Injury Mapping System (TIMS), StateWide Integrated Traffic Records System (SWITRS) and local police records between the years 2009 through 2018. The High Injury Network identifies corridors and intersections with the highest concentration of fatal and serious injuries across the city, representing 24% of the city's roadway streets network. See **web attachments** for full details of highest collision intersections and corridors. Note

that KSI indicates "killed and severely injured".

City of Salinas staff is requesting the Committee's input on the included maps and comments and/or recommended countermeasures for inclusion in the Vision Zero Action Plan.

### **Update from City of Monterey**

In 2016, the City of Monterey was awarded a grant from the California Office of Traffic Safety to develop a Vision Zero Action Plan. City staff compiled 5 years of collision data and created maps to identify the roads with the highest concentration of fatal and severe injuries. The City also created a collision types matrix that identifies the contributing collision factor, the typical causes, and the principal strategy and supporting strategies to address each collision type. The Monterey City Council passed a resolution endorsing Vision Zero in July 2017 and a Vision Zero Task Force was set up to engage all city departments in drafting a Vision Zero Action Plan. The final [Vision Zero Action Plan](#) was adopted by the Monterey City Council on November 7, 2017. The plan identified strategies for engagement, enforcement, engineering, education, and evaluation.

The City of Monterey remains committed to Vision Zero, since adopting the Vision Zero Action Plan in 2017. As part of the current effort to update the city's Multi-modal Plan, Vision Zero as well as several other City Transportation efforts have been integrated into the City's Circulation Element and Multi-modal Plan. This move integrates Vision Zero into the City's primary policy and implementation document regarding transportation in the City of Monterey. This integrated approach complements the multidisciplinary, multi-pronged approach to work towards Vision Zero.

### **Funding Opportunity - Highway Safety Improvement Program**

The Highway Safety Improvement Program (HSIP) is a competitive federal grant aimed at reducing traffic fatalities and serious injuries on public roads, trails and paths. Cities and counties are eligible to apply to fund the following project phases:

- Preliminary engineering (NEPA clearance required)
- Right-of-Way (must be less than 10% of Construction)
- Construction

The maximum request for Highway Safety Improvement Program funds is \$10 Million and the minimum request is \$100,000. Applicants must identify specific safety problems and their countermeasures and projects must have a Benefit Cost Ratio of at least 3.5 to be eligible for funding. Typically the maximum reimbursement for HSIP is 90%, although countermeasures have different maximum federal reimbursement ratios.

The Highway Safety Improvement Program Cycle 10 applications are due October 19, 2020. For more information to apply visit: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now>

Future cycles of the HSIP program will require jurisdictions to have a defined High Injury Network.

### **WEB ATTACHMENTS:**

[City of Salinas - Highest Collision Intersections](#)

[City of Salinas - Highest Collision Corridors](#)



## **Memorandum**

**To:** Technical Advisory Committee  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** September 3, 2020  
**Subject:** **Regional Development Impact Fee & Senate Bill 743**

### **RECOMMENDED ACTION:**

**RECEIVE** presentation on the Regional Development Impact Fee program and consistency with Senate Bill 743.

### **SUMMARY:**

With its most recent update in 2018, the Regional Development Impact Fee program funds multimodal transportation improvements that support the region's Sustainable Communities Strategy and maintains consistency with Senate Bill 743's vehicle miles travelled and greenhouse gas emissions reduction goals.

### **FINANCIAL IMPACT:**

The amount of fees generated is directly related to the level of development in the region. Based on planned build out over next 20 years, the Regional Development Impact Fee program is projected to generate \$103.2 million; however, over the last 12 years, the regional fee program has collected only about \$8.3 million. The funds have been allocated to a tiered program of projects, plus one-percent to reimburse the Transportation Agency's for its regional fee program administrative expenses.

### **DISCUSSION:**

The Regional Development Impact Fee program, as adopted by the Transportation Agency Board of Directors and each of the jurisdictions, went into effect in August 2008. Prior to the adoption of the regional fee program, development proposals were evaluated on a case-by-case basis for cumulative impacts to the regional transportation network as part of the California Environmental Quality Act (CEQA) review. This process resulted in, at times, lengthy negotiations with developers, and assessments were not consistently applied throughout the County. The purpose of establishing a county-wide Regional Fee program was to streamline the environmental review of new development, and establish a consistent methodology to assess in-lieu fees as a CEQA mitigation for new trips on the regional transportation system. Caltrans considers payment of the regional development impact fee as mitigation for cumulative impacts on the State highway system.

In 2013 and 2018, the nexus study for the regional fee program was updated, per the state's Mitigation Fee Act. The next such update will occur in 2023. The 2018 update, approved by the Transportation Agency Board in September 2018, was based upon a set of regionally-significant projects identified and environmentally reviewed in the 2018 Monterey County Regional Transportation Plan and its accompanying CEQA Findings. The regionally-significant projects in the Regional Transportation Plan will be incorporated into the next analysis conducted as part of the Metropolitan Transportation Plan / Sustainable Communities Strategy. The Sustainable Communities Strategy demonstrates the land use and transportation measures used to meet the region's greenhouse gas emission reduction

targets as established by the California Air Resources Board.

In December, 2018, pursuant to Senate Bill 743, the Office of Planning and Research adopted changes to the CEQA Guidelines that identified new metrics for transportation analysis, including Vehicle Miles Traveled (“VMT”) on a per capita, per employee, and net VMT basis. The prior metric utilized to evaluate the impact of projects was whether or not the project increased traffic Levels of Service above a locally-set threshold, defined according to a letter grade system of A (no traffic) through F (stop and go). The purpose of this change was to focus on reducing the creation of new trips and miles traveled rather than accommodating them with new travel lanes. The new VMT metrics went into effect on July 1, 2020. The Office of Planning and Research acknowledges that this change was intended to achieve general consistency with both the Caltrans statewide target for VMT reduction and the regional targets for greenhouse gas emissions reductions established under Senate Bill 375. The Regional Development Impact Fee program then is unique as compared to local impact fee programs with respect to Senate Bill 743 consistency due to its connection to the Sustainable Communities Strategy. The projects included in the regional fee program are directly related to the region meeting its greenhouse gas reduction target under Senate Bill 375, thus meeting the goals of Senate Bill 743.

In addition to this, while the Nexus Study for the regional fee program uses Level of Service to determine what regional roads will require mitigation from the effects of new growth in the county, the amount of regional fees paid by a new development are determined based on the number of vehicle trips that are generated. A development can then lower its assessment of regional fees by reducing the number of vehicle trips it will produce, which will result in lower overall vehicle miles travelled. The regional fee program also provides a reduced fee for developments that are sited near transit or within defined infill areas that result in fewer vehicle trips. As stated above, these features of the program meet the goal of Senate Bill 743 by encouraging new development to reduce the creation of new trips and vehicle miles travelled. In addition to this, a recent court ruling in *Citizens for Positive Growth & Preservation v. City of Sacramento (2019)*, the Court found that “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment” under CEQA, except for roadway capacity projects. Thus, the former obligation under CEQA to address Level of Service in transportation analyses ceased to exist, except (at agencies’ discretion) with respect to transportation projects.

However, while the Court ruling indicates that Level of Service can still be used in the analysis of transportation projects, the projects included in the regional fee program are not all strictly roadway capacity projects. In general, all the projects included in the regional fee program incorporate bicycle, pedestrian, and transit features that also lead to a reduction in vehicle miles travelled. Particular projects of note are the Highway 1 Busway project and the Marina-Salinas Multimodal Corridor project both of which provide significant multimodal benefits. In fact, the fee program includes \$10 million for transit capital projects to be used by Monterey-Salinas Transit.

To begin planning for the next update to the regional fee program in 2023, the Transportation Agency is contracting with Kimley-Horn to discuss strategies for incorporating more program elements that reduce vehicle miles travelled. Transportation Agency staff will present this information at the September Technical Advisory Committee meeting and address Committee member questions and feedback.