



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

TECHNICAL ADVISORY COMMITTEE

Thursday, January 5, 2023

****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=T0N6RkZXWmN3UDAwTEZpUE9iVTIzQT09>

OR

By teleconference at: +1 669 900 6833

Meeting ID: 950 428 194 | Password: 185498

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. 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 Thursday before the meeting, and such comments will be distributed to the Committee before the meeting.

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.

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 3, 2022.

- Montiel

END OF CONSENT AGENDA

4. **SELECT** a member of the Technical Advisory Committee to serve as the 2023 Vice-Chair.

- Bilse

The Technical Advisory Committee Vice-Chair is elected each calendar year. A new Committee Chair was elected in November 2022, but nominations were tabled for the Vice-Chair until the January 2023 meeting.

5. **RECEIVE** a presentation on adaptive signal operations.

- Bilse

Adaptive signal control technology adjusts the timing of red, yellow and green lights to accommodate changing traffic patterns and ease traffic congestion. Adaptive signal control technologies are best suited for arterials that experience highly variable or unpredictable traffic demand for which multiple signal timing solutions are necessary during a typical time-of-day period. Jason Spenser from WesternSystems will provide a presentation on high-level issues to consider when evaluating the appropriate implementation of adaptive traffic signal operations. This discussion will be limited to adaptive operations issues at a high level without specifying the benefits or limitations of any particular system or product line.

6. **RECEIVE** presentation on Caltrans Mid-Mile Broadband Initiative.

- Bilse

Senate Bill 156 proposes to create a state-owned open-access middle-mile network to provide high-capacity fiber lines linked to the last-mile broadband infrastructure that connects homes and businesses with local networks. Caltrans will provide a presentation on the California Department of Technology statewide construction evaluation map that includes 10,000 miles of the proposed network that spans the entire state and is scheduled for completion by December 2026.

7. **RECEIVE** a presentation and **PROVIDE** input on the Caltrans US 101 Business Plan.

- Vanessa Faul and Matthew Welker (Caltrans)

Caltrans District 5 has completed the Draft US 101 Business Plan that was created in collaboration with the Central Coast Coalition and regional partners district-wide. Previous iterations of the Business Plan have already been reviewed by regional staff and technical advisory teams throughout its various stages of development. Caltrans staff will present a final version of the Draft that will be available for public review until February 1, 2023.

8. **ANNOUNCEMENTS**

9. **ADJOURN**

**Next Committee meeting will be on
Thursday, February 2, 2023 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: Doug Bipse; 55-B Plaza Circle, Salinas, CA 93901, **email:** doug@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 enhanced 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 allowed local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. That order expired on September 30, 2021. Governor Newsom has now signed AB 361, and the TAMC Board of Directors approved a resolution to enact AB 361 on September 22, 2021. This legislation permits teleconferencing for Brown Act meetings during a state of emergency. Thus, TAMC meetings will convene remotely, until further notice. For remote meetings, 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 remote meetings. 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 by 5:00pm the Monday 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.

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



Memorandum

To: Technical Advisory Committee
From: Maria Montiel, Administrative Assistant
Meeting Date: January 5, 2023
Subject: **Draft TAC Minutes - November 3, 2022**

RECOMMENDED ACTION:

APPROVE the draft Technical Advisory Committee Minutes for November 3, 2022.

ATTACHMENTS:

- ▣ Draft November TAC Minutes

TECHNICAL ADVISORY COMMITTEE MINUTES

Meeting held via Zoom

Draft Minutes of Thursday, November 3, 2022

COMMITTEE MEMBERS	JAN 22	FEB 22	MAR 22	APR 22	MAY 22	JUN 22	JUL 22	AUG 22	SEP 22	OCT 22	NOV 22
R. Harary, Carmel-by-the-Sea (R. Culver)	P	P	P(A)	P(A)	P	P	N	P	P	P	P
J. Guertin, Del Rey Oaks			-	-		P	O	-	-	-	-
P. Dobbins Gonzales (vacant)	E	P	P	P		-		P	-	P	P
D. Pike, Greenfield (T. Nisich)	P(A)	P	P/P(A)	P		P	M	P	P	-	P
O. Hurtado, King City (S. Adams)	P	P	P	P	P	-	E	P	P	P	P
B. McMinn, Marina (E. Delos Santos)	P	P	P	P	P	P	E	P	P	P	P
M. Garcia, Monterey Vice Chair (A. Renny, F. Roveri)	P	P	P	P	P	P	T	P	P	P	P
D. Gho, Pacific Grove (J. Halabi)	P	P	P	P		P	I	P	P	P	P
A. Easterling, Salinas (vacant)	P	P	P	P		P	N	P	P	-	P
L. Gomez, Sand City (V. Norgaard)	P	P	P	-	P	P	G	P	P		P
N. Patel, Seaside (P. Grogan /L. Llantero)	P(A)	P		P		-		P	P	P	P
O. Espinoza, Soledad (L. Gomez)	P	P	P	-	P	-		-	P	-	-
C. Alinio, MCPW, Chair (E. Saavedra)	P	P	P	P	P	P		P	P	P	E
M. Taylor, AMBAG (P. Hierling)	P	P(A)	P	P	P	P		P	P	P	P
J. Xiao, Caltrans (K. McClendon)	P	E	P	P	P	P		P	P	P	P
S. Campi, CSUMB	P	P		P	P			-	P	P	E
T. Bell, MBARD				-	-	-		-	P	P	P
Emma Patel, MST (M. Deal M. Overmeyer)	P	P	P	P(A)	P	P		P	P	P	P

STAFF	JAN 22	FEB 22	MAR 22	APR 22	MAY 22	JUN 22	JUL 22	AUG 22	SEP 22	OCT 22	NOV 22
T. Muck, Executive Director	P	P	P	P	P	P		E	P	P	P
C. Watson, Director of Planning			P		P	P		E	P	P	P
M. Zeller, Director of Programming & Project Delivery	P	P	P	P	P			P	P	P	P
D. Bilse, Principal Engineer	P	P	P	P	P	P		P	P	P	P
M. Montiel, Administrative Assistant	P	P	P	P	P	P		P	P	P	P
J. Strause, Transportation Planner	P		P	P	P	-		E	-	-	P
T. Wright, Public Outreach Coordinator			P			-		P	P	-	-
L. Williamson, Senior Engineer	P		P	P	P	P		E	P	P	P
A. Hernandez, Asst. Transportation Planner	P		P		P	-		P	-	-	P
A. Guther, Asst. Transportation Planner	P					-		P	P	P	P

OTHERS PRESENT: Ashely Paulsworth
Vince Dang, MST
Roy Abboud, Caltrans

Taylor Fagan, City of Sand City
Darlen Mendez, Caltrans

1. ROLL CALL

Vice Chair Marissa Garcia, Monterey County, called the meeting to order at 9:30 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: Hurtado/Dobbins / unanimous

3.1 **APPROVED** the Technical Advisory Committee meeting minutes for October 6, 2022, with a minor correction.

3.2 **RECEIVED** the call for nominations for the 21st Annual Transportation Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

END OF CONSENT AGENDA

4. 2023 LEGISLATIVE PROGRAM

Christina Watson, Director of Planning reported that the purpose of the legislative program is to set general principles to guide staff and Board responses to legislative or budgetary proposals. Ms. Watson noted that the program also notifies state representatives of the Transportation Agency’s position on issues of key importance to the Agency. In conclusion, Ms. Watson noted that staff will also meet with partner agencies locally and statewide to discuss common issues and the final program will come back to the Board at the January 2023 meeting for adoption.

5. MONTEREY COUNTY CLIMATE ACTION PLAN

Alissa Guther, Assistant Transportation Planner introduced Ashley Paulsworth. Ms. Paulsworth reported that a Climate Action Plan is a roadmap for reducing greenhouse gas emissions and adapting to the effects of climate change, which fulfills requirements set out in the County’s 2010 General Plan Final Environmental Impact Report. She noted that County residents and interested parties have the opportunity to weigh in on the strategies that will be put forth in the action plan.

Doug Bilse expressed the state’s emphasis to avoid roadway widenings and recommended the update include ways to improve traffic flow without widening roads (e.g., roundabouts), but may not significantly reduce vehicle-miles traveled (VMT).

Committee member Daniel Gho, City of Pacific Grove requested a copy of the presentation.

Executive Director Todd Muck asked how they plan to coordinate the responses received from other locations. Ashley Paulsworth responded that AMBAG will take into account input received through the public engagement and community workshops and then separate the input into themes with an emphasis on impacts and costs.

Committee member Robert Harary, City of Carmel-by-the-Sea thanked Ashley and the group for the assistance. He noted that having an adopted action plan will help gain city council support.

6. CALTRANS STRATEGIC INVESTMENT STRATEGY (CSIS)

Doug Bilse, Principal Engineer introduced Roy Abboud from Caltrans. Mr. Abboud reported that the Caltrans Strategic Investment Strategy (CSIS) is a bridge between Statewide goals and policies with criteria and goals of State and Federal competitive funding sources. Mr. Abboud noted that Caltrans uses the CSIS to make strategic decisions on which projects best align with programs such as the Climate Action Plan for Transportation Infrastructure. He noted that Caltrans acts as the lead applicant for several federal and state grant programs and uses the CSIS to identify and select projects to be submitted. In conclusion Mr. Abboud reported that this could potentially impact the availability of State funds for the region’s priority related to safety and congestion-relief transportation projects.

7. 2023 COMMITTEE CHAIR AND VICE CHAIR

Doug Bilse, Principal Engineer, opened the discussion with the Committee on selecting the Chair and Vice-Chair for 2022. Mr. Bilse commented that The Committee bylaws state that the chairmanship is changed during the first quarter of every year. The new Chair and Vice-Chair will serve for the 2022 calendar year. During the discussion, Octavio asked if a consultant that represents a city could be nominated for these positions. Staff will respond to this request.

M / S / C: McMinn / Easterling/ unanimous

Motion: Nominating Marissa Garcia as Chair for 2023.

Staff will bring back the nomination of the 2023 Vice Chair at the January 2023 meeting and will reach out to South County representatives.

8. 2023 TECHNICAL ADVISORY COMMITTEE MEETING SCHEDULE

Doug Bilse, Principal Engineer reported that the proposed 2023 schedule follows the existing pattern of meetings on the first Thursday of the month starting at 9:30 a.m. He noted the meetings will continue to be held via Zoom under the Governor’s declared state of emergency. Mr. Bilse noted that it is expected to be lifted early next year and the TAC meetings will be held at the TAMC conference room starting in March 2023. The February TAC meeting provides a good opportunity to hold a meeting at the TAMC office so that potential issues can be worked out. In conclusion, Mr. Bilse mentioned that it will be possible to make the in-person meetings accessible for remote participation, but there are significant limitations called out according to the revised rules for remote participation. For example, a quorum of TAC voting members must attend in person at one location, while other members may attend remotely. Committee members needing to participate remotely may need to get prior approval from the Committee. He noted that Committee Members remote participation is limited to 20% of the meetings, meaning no more than 2 Committee meetings can be attended remotely by a committee member, per year.

M / S / C: Harary /Gho/ unanimous

The Committee approved the proposed 2023 schedule.

9. ANNOUNCEMENTS

Marissa Garcia, City of Monterey announced the new Public Works Director Andrea Renny.

Vince, Monterey-Salinas Transit announced that service will change drastically on December 10th, and for more essential information visit the URL for better bus network at mst.org/bbn

Joanna Xiao announced that Two Caltrans Sustainable Transportation Planning Grant (STPG) Application Guide virtual workshops are scheduled on November 9 and 10, 2022 and Transportation Agency staff emailed the information to committee members.

Patrick Dobbins announced the next APWA General Meeting is on November 16 at Stonies Taphouse. He also announced that the Chapter is holding a holiday luncheon on December 14 at Woody's Restaurant at the Monterey Regional Airport. He will have Transportation Agency staff email the committee with more details.

Doug Bilse, Principal Engineer announced that there is no TAC meeting in December 2022. He noted that the next meeting is scheduled for January 5, 2023.

10. ADJOURN

The meeting was adjourned at 10:44 a.m.



Memorandum

To: Technical Advisory Committee
From: Doug Bipse, Principal Engineer
Meeting Date: January 5, 2023
Subject: **2023 Committee Vice-Chair**

RECOMMENDED ACTION:

SELECT a member of the Technical Advisory Committee to serve as the 2023 Vice-Chair.

SUMMARY:

The Technical Advisory Committee Vice-Chair is elected each calendar year. A new Committee Chair was elected in November 2022, but nominations were tabled for the Vice-Chair until the January 2023 meeting.

FINANCIAL IMPACT:

There is no financial impact.

DISCUSSION:

The Committee bylaws state that the Chair and Vice-Chair are changed during the first quarter of every year. Marissa Garcia, City of Monterey, was elected as the Chair during the November TAC meeting. Nominations for Vice-Chair were tabled until the January meeting to allow staff time to discuss the position with Committee members that were not present at the meeting to gauge their interest in volunteering.

Staff will present the item and request the Committee make nominations at the meeting.

ATTACHMENTS:

- ▢ TAC Past Chair and Vice-Chair

TAC Past Chair & Vice Chair Summary

Year	Chair	Vice Chair
2022	Chad Alinio (County)	Marissa Garcia (Monterey)
2021	Octavio Hurtado (King City)	Chad Alinio (County)
2020	Andrew Easterling (Salinas)	Octavio Hurtado (King City)
2019	Brian McMinn (Marina)	James Serrano (Salinas)
2018	Patrick Dobbins (Gonzales)	Brian McMinn (Marina)
2017	Enrique Saavedra (County)	Patrick Dobbins (Gonzales)
2016	Rich Deal (Monterey)	Ryan Chapman*/ Enrique Saavedra (County) *Resigned
2015	James Serrano (Salinas)	Rich Deal (Monterey)
2014	Don Wilcox (Soledad)	James Serrano (Salinas)
2013	Trish Lopez (County)	Don Wilcox (Soledad)
2012	Dale Lipp (Greenfield)	Trish Lopez (County)
2011	Nourdin Khayata (Marina)	Dale Lipp (Greenfield)
2010	Trish Lopez (County)	Nourdin Khayata (Marina)



Memorandum

To: Technical Advisory Committee
From: Doug Bipse, Principal Engineer
Meeting Date: January 5, 2023
Subject: Adaptive Signal Operations

RECOMMENDED ACTION:

RECEIVE a presentation on adaptive signal operations.

SUMMARY:

Adaptive signal control technology adjusts the timing of red, yellow and green lights to accommodate changing traffic patterns and ease traffic congestion. Adaptive signal control technologies are best suited for arterials that experience highly variable or unpredictable traffic demand for which multiple signal timing solutions are necessary during a typical time-of-day period. Jason Spenser from WesternSystems will provide a presentation on high-level issues to consider when evaluating the appropriate implementation of adaptive traffic signal operations. This discussion will be limited to adaptive operations issues at a high level without specifying the benefits or limitations of any particular system or product line.

FINANCIAL IMPACT:

This item will not discuss the specific cost of implementing adaptive traffic signal equipment. The presentation should identify aspects to consider when considering procurement of an adaptive system.

DISCUSSION:

Many studies have shown that adaptive signal control improves average performance metrics (travel time, control delay, emissions, and fuel consumption) by 10 percent or more. In systems with extremely outdated signal timing, and experiencing under-saturated conditions, the improvement can be 50 percent or more. Improvement might not be as dramatic in areas where traffic demand is stable/predictable during typical time-of day periods, performance is regularly monitored, and signal timing is well maintained.

In the United States, adaptive signal control technologies are being used on less than one percent of all signalized intersections. The cost of hardware can be an issue, but other barriers include the expertise necessary to configure and maintain the system, and a lack of active performance measurement.

As with any traffic operations strategy, it is essential that a signal operator identify performance outcomes they wish to achieve against their current needs, requirements, and long-range possibilities for their system. The next step is to identify and pursue regional collaboration and integration to successfully deploy and maintain the system throughout its lifecycle. It is important to monitor performance of the deployed system and make periodic adjustments as needed.



Memorandum

To: Technical Advisory Committee
From: Doug Bipse, Principal Engineer
Meeting Date: January 5, 2023
Subject: Caltrans Mid-Mile Broadband Initiative

RECOMMENDED ACTION:

RECEIVE presentation on Caltrans Mid-Mile Broadband Initiative.

SUMMARY:

Senate Bill 156 proposes to create a state-owned open-access middle-mile network to provide high-capacity fiber lines linked to the last-mile broadband infrastructure that connects homes and businesses with local networks. Caltrans will provide a presentation on the California Department of Technology statewide construction evaluation map that includes 10,000 miles of the proposed network that spans the entire state and is scheduled for completion by December 2026.

FINANCIAL IMPACT:

SB 156 provides \$3.25 billion to build the necessary infrastructure to bring internet connectivity to homes, businesses and community institutions. The design and construction of the middle-mile network is monitored by the Middle-Mile Advisory Committee (MMAC).

DISCUSSION:

California is strengthening broadband connections to improve access to education, health services and employment opportunities throughout the state. The Middle-Mile Broadband Initiative is the first step to creating an open-access, middle-mile network that will build infrastructure to bring high-speed broadband service to unserved and underserved communities, regardless of technology used, on equal economic and service terms. All construction for this project is scheduled to be completed by December 2026. There are three main goals of the open-access middle-mile network:

1. Provide affordable, open-access, middle-mile broadband infrastructure to enable last-mile networks throughout the state.
2. Leverage existing networks and construction projects to build networks, when possible.
3. Prioritize connectivity to unserved and underserved communities

The California Department of Technology released a statewide construction evaluation map that includes 10,000 miles of proposed build spanning the entire state. Caltrans will provide a presentation on how the plan will be used to construct the project scheduled for completion by December 2026.

In July 2021, Governor Gavin Newsom signed into law Senate Bill 156 to create an open-access middle-mile network to bring equitable high-speed broadband service to all Californians. SB 156 provides \$3.25 billion to build the necessary infrastructure to bring internet connectivity to homes, businesses and community institutions. The Broadband Middle Mile Network will provide open access using state-owned high-capacity fiber lines to connect to a last-mile broadband infrastructure that will connect homes and businesses with local networks.

The attached proposed Statewide Construction Evaluation map spans 10,000-miles covering the entire state. The initial map was presented at the May 20 Middle-Mile Advisory Committee meeting and delivered to Caltrans to conduct preconstruction work. It includes most of the 8,700-mile design proposed by consultant team GoldenStateNet during the April Middle-Mile Advisory Committee meeting, and all of the California Public Utilities Commission recommended routes as required by SB 156. In the months to come, the California Department of Technology will evaluate the affordability for build and lease scenarios through revised construction cost estimates from Caltrans, updated market assessments for dark and lit service, and updated locations of potential infrastructure that can be leased through Indefensible Rights of Use leases. As data is refined, the California Department of Technology will identify where the state will be able to build the proposed network, and which locations will need to use these types of leases. The California Department of Technology will continually update the Middle-Mile Broadband Initiative website as design decisions evolve. Here are the anticipate roles for the expected team members:

California Department of Technology and Office of Broadband and Digital Literacy

The California Department of Technology and the Office of Broadband and Digital Literacy will oversee the acquisition and management of contracts for the development, design, construction, maintenance and operation of the network.

Third-Party Administrator (TPA)

The team has retained GoldenStateNet as a third-party administrator (TPA) to construct and establish the network. GoldenStateNet will manage the development, acquisition, construction, maintenance and operation of the statewide open-access middle-mile broadband network. The project maps refer to the network recommendations from GoldenStateNet as the TPA Network.

Middle-Mile Advisory Committee

As part of this effort the Middle-Mile Advisory Committee was developed to monitor the development, design and construction of the open-access middle-mile network. The Committee adopted three guiding principles to focus the work of the Broadband Middle-Mile Initiative:

- Provide affordable, open-access, middle-mile broadband infrastructure to enable last-mile network connectivity throughout the state.
- Build the network expeditiously, leveraging existing infrastructure, networks, and construction projects, where feasible.
- Prioritize connectivity to unserved and underserved communities, including community institutions.

California Public Utilities Commission

The California Public Utilities Commission, in collaboration with the third-party administrator, will provide locations for the middle-mile infrastructure and last-mile connectivity.

Caltrans

Caltrans will work with the third-party administrator to manage construction of the middle-mile infrastructure along state highways and rights of way.

WEB ATTACHMENTS:

[Statewide Middle-Mile Broadband Network Design](#)
[10,000-Mile Construction Evaluation Map](#)



Memorandum

To: Technical Advisory Committee
From: Doug Bipse, Principal Engineer
Meeting Date: January 5, 2023
Subject: **US 101 Business Plan**

RECOMMENDED ACTION:

RECEIVE a presentation and **PROVIDE** input on the Caltrans US 101 Business Plan.

SUMMARY:

Caltrans District 5 has completed the Draft US 101 Business Plan that was created in collaboration with the Central Coast Coalition and regional partners district-wide. Previous iterations of the Business Plan have already been reviewed by regional staff and technical advisory teams throughout its various stages of development. Caltrans staff will present a final version of the Draft that will be available for public review until February 1, 2023.

FINANCIAL IMPACT:

The Business Plan can serve as an important unifying document that represents our region coming together to identify the major issues, needs, and priorities for the corridor. It's a valuable symbol of this important partnership that can assist future grant applications for the projects contained within the Business Plan project list. The Business Plan identifies \$260M in project costs in Monterey County and summarizes potential avenues for funding the projects.

DISCUSSION:

The Central Coast Coalition was formed to raise awareness of the US 101 Corridor within the boundaries of Caltrans District 5 as a major economic asset to the state and nation and encourage investment in the corridor. The Central Coast Coalition members are Santa Barbara County Association of Governments, San Luis Obispo Council of Governments, Transportation Agency for Monterey County, San Benito Council of Governments, Santa Cruz County Regional Transportation Commission, Association of Monterey Bay Area Governments, and Caltrans District 5.

A Business Plan provides the roadmap to achieving the corridor's goals. It identifies priority investments and examines how well improvements will serve the corridor. It uses research from previous corridor plans. The US 101 Business Plan solely used projects that have previously been identified. The Business Plan includes a financial plan which sets it apart from a traditional corridor plan. The US 101 Business plan states the total funding need of the US 101 corridor and explores potential funding sources.

The US 101 Business Plan was proposed by Central Coast Coalition members following the California Transportation Commission Workshop in Salinas. The US 101 Business Plan follows the model of the Central Valley's State Route 99 Business Plan. The SR 99 Business Plan showcased the importance of the SR 99 corridor and identified investment needs prior to Proposition 1B in 2006, which ultimately provided \$1 billion in bonds for SR 99 improvements.

The purpose of the US 101 Business Plan is to provide the data, strategy, and community support needed to help secure financial investment in the US 101 corridor. It provides a medium to communicate the importance of investing in the US 101 corridor with policymakers, partners, and the public.

Caltrans and the Central Coast Coalition have established goals for the US 101 Business Plan that align with existing Regional Transportation Plans and other plans/studies (see the Fact Sheet for the goals).

The draft (see attachment) will be available for public review and Caltrans staff will be collecting questions and comments until February 1, 2023. Comments can be submitted via email at matthew.welker@dot.ca.gov

ATTACHMENTS:

- US 101 Business Plan Fact Sheet
- Monterey County Project Table

WEB ATTACHMENTS:

[Draft US 101 Business Plan](#)



US 101 Business Plan

LOCATION

US 101 along the Central Coast between Southern California and the San Francisco Bay Area.

STUDY PURPOSE

The US 101 Business Plan will provide the data, strategy, and community support needed to match corridor priorities with potential funding mechanisms for implementing improvements in the US 101 corridor.

PARTNERS

The US 101 Business Plan is being developed as a partnership between Caltrans District 5, the Metropolitan Planning Organizations and Regional Transportation Planning Agencies within the Central Coast.

STUDY OUTCOMES

- Inform statewide priorities for investment
- State business case for making investments in US 101 Corridor
- Identify needs, performance criteria, and priority improvements
- Explore trends (e.g. housing growth and jobs-housing balance issues)
- Develop a financial plan that identifies total funding needs, funding gaps, and potential funding sources



MEETINGS

- TAMC TTAC: January 5, 2023 at 9:30AM
- AMBAG Board: January 11, 2023 at 6PM
- SLOCOG TTAC: January 18, 2023 at 2PM
- TAMC Board: January 25, 2023 at 9AM
- SLOCOG Board: February 1, 2023 at 9AM





US 101 Business Plan Goals and Objectives



SAFETY & HEALTH



Provide safety for all users of the transportation system and promote public health

- Reduce Fatalities - Strive Towards Zero Deaths
- Health Index – Promote Healthy Communities
- Clean Air – Reduce Harmful Air Pollutants

SUSTAINABILITY & CLIMATE CHANGE



Practice environmental stewardship, preserve the transportation system, reduce pollution, and mitigate impacts of climate change

- Vehicle Miles Traveled – Reduce Transportation Impacts
- Mode Share & Active Commuting – Provide Healthy Transportation Options
- Alternative Fuel Stations – Advance Clean and Carbon Neutral Systems

ECONOMY



Manage the corridor's assets, support the economy, and enhance the region's livability

- Lost Productivity – Support Economic Growth
- Truck Travel Time Reliability – Facilitate Efficient Goods Movement
- Jobs – Provide Access to Jobs

MOBILITY



Provide a reliable and efficient transportation system for all people and goods

- Vehicle Hours of Delay – Optimize System Performance
- Travel Time Reliability – Improve the Reliability of Travel
- Park and Ride Locations – Expand and Improve Parking Facilities






EQUITY



Promote social equity and ensure all socio-economic groups have accessible and equitable level of transportation service










- Quality of Life – Improve Transportation-Related Outcomes for Disadvantaged Communities
- Hardship Index – Reduce Burdens and Disparities for Disadvantaged Communities
- Bike/Ped Access in Disadvantaged Communities – Improve Access to Safe Mobility Options

Monterey County Constrained Project List

Seg #	Project	Cost (\$000)	RTP ID					
Alternative Fuel Charging Stations & Air Pollutant Reduction Projects								
8	Commuter Bus, Salinas Valley Transit Centers & Vanpools: Build two transit centers in the Salinas Valley (Salinas, King City) and expand commuter bus and vanpool service.	\$ 137,819	MON-MST017-MST					
10	Rail Extension to Monterey County - Phase 2, Pajaro/Watsonville Station: Constructs the Pajaro/Watsonville passenger rail/multimodal station	\$ 68,500	MON-TAMC014-TAMC					
10	Rail Extension to Monterey County - Phase 3, Castroville Station: Constructs the Castroville passenger rail/multimodal station	\$ 34,000	MON-TAMC015-TAMC					
7,8	Coast Rail Service: Establishes once daily rail service between downtown San Francisco and downtown Los Angeles with stops in Salinas, Soledad and King City.	\$ 482,000	MON-TAMC004-TAMC					
7,8,9	South Monterey County Transit Improvements: Increase the frequency of MST Line 23 service between King City and Salinas and constructs improvements along Abbott Street between US 101 and Romie Way in Salinas. Stops in King City, Greenfield, Soledad, Gonzales, Chualar and Salinas.	\$ 27,500	MON-MST018-MST					
Alternative Fuel Charging Stations & Air Pollutant Reduction Projects Total		\$ 749,819						
Bike, Ped, Transit, Rail, & Park and Ride Improvements								
10	US 101 – Oak Road Bridge:Widen Oak Road bridge and add Class II bike lanes	\$ 36,000	MON-GRN003					
8	US 101 – Thorne Road Interchange: Construct new bike/ped bridge over US 101.	\$ 1,548	MON-GRN005					
7,8	King City Multimodal Transit Station:Build new multimodal transit station; includes new Amtrak connection to Coast Rail Line. Includes Bike / pedestrian connections and parking	\$ 35,000	MON-KCY053					
9	Salinas Bus Rapid Transit: Construct Bus Rapid Transit improvements along Alisal Street and North Main Street.	\$ 20,000	MON-MST011-MST					
9	Salinas ITC Station Improvements: Upgrades to passenger terminal and freight buildings	\$ 2,300	MON-SNS120-SL					
9, 10	Rail Extension to Monterey County- Phase 1, Kick Start Project: Extends existing rail service from Gilroy to Salinas and constructs station improvements in Gilroy and Salinas. Kick Start project (phase 1) to be completed by 2022 constructs Gilroy and Salinas station and track improvements.	\$ 81,500	MON-TAMC003-TAMC					








Monterey County Constrained Project List

Seg #	Project	Cost (\$000)	RTP ID					
	Bike, Ped, Transit, Rail, & Park and Ride Improvements Total	\$ 176,348						
	Freeway Conversion and New Interchanges							
7	US 101 - 1st Street Interchange (Lonoak Street I/C: Extend San Antonio over railroad tracks from Lonoak to US 101/First Street Interchange. (PM R39.77)	\$ 32,580	MON-KCY006-CK					
8	US 101 - Gloria Road Interchange: Construct interchange improvements at US 101 at Gloria Road south of Gonzales	\$ 39,500	MON-GON015-GO					
8	US 101 - Harris/Spence Road Interchange: Construct new Interchange on US 101 in the vicinity of Harris and Spence Roads. 	\$ 57,662	MON-CT044-SL					
8	US 101 - North Interchange: install new interchange north of US 101 and Front Street in Soledad.	\$ 5,200	MON-SOL002-SO					
8	US 101 - South County Frontage Roads: Construct frontage roads and revise interchanges between Main St in Chualar and Airport Blvd in Salinas 	\$ 112,000	MON-CT031-CT					
8	US 101 - South Interchange: Install a new interchange south of US 101 and front street in Soledad, CA	\$ 112,000	MON-SOL003-SO					
8	US 101 - Walnut Avenue Interchange: Relocate and replace existing US 101/Walnut Avenue Interchange and expand to six lanes. (EA 05-OP160) PM 53.4/54.3	\$ 27,500	MON-GRN008-GR					
8	US 101 / Broadway St.: Construct roundabout at US 101 interchange at Broadway St/San Antonio Dr.	\$ 30,000	MON-KCY019					
9	US 101 - Salinas Corridor: Expand US 101 to 6 lanes and/or auxiliary lanes within City of Salinas.	\$ 52,000	MON-CT030					
9	US 101 - Fifth Street Interchange Roundabouts: Construct roundabouts on both sides of the US101/Fifth Street Interchange to improve vehicular flow.	\$ 7,500	MON-GON014-GO					
9	US 101 / Boronda Improvements: Construct an auxiliary lane and ramp improvements at US 101 and Boronda interchange ramp	\$ 960	MON-SNS123					
10	US 101/SR 156 Interchange Project: improve interchange including SR 156 expressway conversion at US 101 interchange 	\$ 106,225	H-NEW					
10	State Route 156 and US 101 Interchange: Construct new interchange for SR 156 and US 101 (related to CT022 and CT036) 	\$ 250,890	MON-CT023-CT					
	Freeway Conversion and New Interchanges Total	\$ 834,017						
	Operational Improvements and Conflict Reduction Projects							








Monterey County Constrained Project List

Seg #	Project	Cost (\$000)	RTP ID					
8	Roundabout at US 101/Broadway St/San Antonio: Install Roundabout @ US 101/Broadway St/San Antonio Dr	\$ 5,000	MON-SOL014-SO					
8	Roundabout at US 101/Broadway St/San Antonio: Install Roundabout @ US 101/Broadway St/San Antonio Dr	\$ 5,000	MON-KCY043-CK					
9	John Street - US 101: Expand to 4 lanes between Work to Wood Streets with grade separated overpass	\$ 8,513	MON-SNS029-SL					
9	US 101 / Kern: Construct a roundabout or traffic signal upgrades at ramp intersections at US 101 and Kern	\$ 500	MON-SNS126					
8, 9	Roy Diaz St and US 101 Northbound Ramps Intersection Improvements: Install traffic signal or roundabout	\$ 1,370	MON-SNS275-SL					
8, 9	Airport Blvd/Terven Ave & SB US 101 On/Off Ramp Intersection Improvements: Signal modifications or roundabout at US 101 ramp at Airport Blvd.	\$ 1,500	MON-SNS269-SL					
Operational Improvements and Conflict Reduction Projects Total \$5,000		\$ 21,883						
Total		\$ 1,782,067						



Monterey County Unconstrained Project List

Seg #	Project	Cost (\$000)	RTP ID					
<i>Bike, Ped, Transit, Rail, & Park and Ride Improvements</i>								
8	Monterey Branch Line Light Rail - Salinas River Bridge Replacement - Phase 2: Build new rail bridge on the Monterey Branch Line over the Salinas River and reconstruct tracks to connect to the planned commuter rail station in Castroville.	\$ 125,000	MON-TAMC002					
Bike, Ped, Transit, Rail, & Park and Ride Improvements Total		\$ 125,000						
<i>Freeway Conversion & New Interchanges</i>								
8	US 101 - Broadway Interchange: Install dual on and off ramps. (PM BB R41.17/EB R 41.20)	\$ 30,000	MON-KCY020-CK					
8	US 101 - Camphoria Interchange: Install new interchange at Camphoria-Gloria Street.	\$ 35,500	MON-SOL004-SO					
8	US 101 - Pine Ave Overcrossing: Construct new bridge over US-101 to improve E-W traffic flow	\$ 30,482	MON-GRN022					
9, 10	US 101 / Espinoza Interchange: bridge widening and interchange improvements at US 101 and Espinosa Road	\$ 40,000	MON-GRN020					
Freeway Conversion & New Interchanges Total		\$ 135,982						
Total		\$ 260,982						

