



## TECHNICAL ADVISORY COMMITTEE

Thursday, January 4, 2018  
9:30 AM

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

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the Agency Secretary to make inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

### 1. ROLL CALL

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

### 2. PUBLIC COMMENTS

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Each member of the public is allotted with three minutes to address any concerns. Comments on items on today's agenda may be given when that agenda item is discussed.

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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 October 5, 2017.

- Zeller

- 3.2 **RECEIVE** schedule of 2018 Technical Advisory Committee meetings.

-Myers

*The proposed schedule of Technical Advisory Committee meetings for 2018 follows the existing pattern of meetings on the first Thursday of the month at 9:30 a.m. except July and December, when all committee meetings are cancelled due to holidays.*

### END OF CONSENT AGENDA

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4. **SELECT** members of the Technical Advisory Committee to serve as the 2018 Chair and Vice-Chair and **RECOGNIZE** outgoing Chair Enrique Saavedra for his service during 2017.

- Myers

*The Technical Advisory Committee chairmanship changes each calendar year. The Committee needs to elect the 2018 Chair and Vice-Chair to serve the remainder of the Technical Advisory Committee's 2018 meetings.*

5. **RECEIVE** and **COMMENT** on 2018 Legislative Program.

- Watson

*The purpose of the legislative program is to set general principles to guide staff and Board responses to proposed legislative or budgetary issues. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the agency.*

6. **RECEIVE** presentation on the *Draft 2040 Moving Forward Monterey Bay Plan* and Draft Environmental Impact Report.

- Vienna (AMBAG)

*The Draft 2040 Moving Forward Monterey Bay Plan serves as the Metropolitan Transportation Plan and the state-required Sustainable Community Strategy for the*

*Monterey, Santa Cruz and San Benito tri-county region. The Plan is the long-term blueprint for a regional transportation system that further enhances our quality of life, promotes sustainability, and offers more mobility options for people and goods. The Plan is built on an integrated set of public policies, strategies, and investments to maintain, manage and improve the transportation system. Project lists and funding estimates are developed in coordination with the Transportation Agency and are the same as the those in the 2018 draft Regional Transportation Plan for Monterey County.*

7. **RECEIVE** presentation on the federal requirements for performance management and target setting.

- Vienna (AMBAG)

*Federal law has established nationally consistent metrics for evaluating the performance of transportation infrastructure. Under these requirements, AMBAG, as the federally-designated Metropolitan Planning Agency, must establish regional performance targets or adopt statewide targets for safety, asset management, reliability of travel for people and freight, travel delay, mode share and emissions reductions. AMBAG will be coordinating with TAMC and the other Regional Transportation Planning Agencies in the region on how best to set the regional targets.*

8. **ANNOUNCEMENTS**

9. **ADJOURN**

**Next Committee meeting will be on  
Thursday, February 1, 2018 at 9:30 a.m.  
TAMC Conference Room  
55-B Plaza Circle, Salinas**

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

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

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

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

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

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



***Memorandum***

**To:** Technical Advisory Committee  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** January 4, 2018  
**Subject:** **Draft Technical Advisory Committee Minutes - October 5, 2017**

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**RECOMMENDED ACTION:**

**APPROVE** the draft Technical Advisory Committee Minutes for October 5, 2017.

**ATTACHMENTS:**

- ▣ Draft TAC Minutes - October 5, 2017

## TECHNICAL ADVISORY COMMITTEE MINUTES

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

### Minutes of Thursday, October 5, 2017

COMMITTEE MEMBERS	NOV 16	JAN 17	FEB 17	MAR 17	APR 17	MAY 17	JUN 17	AUG 17	SEP 17	OCT 17
R. Harary, Carmel-by-the-Sea (S. Friedrichsen)					C		C	P	P	P
D. Pick, Del Rey Oaks	P				A	P	A	P	P	
P. Dobbins Gonzales <b>Vice Chair</b> (R. Mendez, J. Lipe)	P	P	P		N	P	N	P		P
M. Steinmann, Greenfield	P				C	P	C			
O. Hurtado, King City (S. Adams)		P	P		E	P	E	P	P	P
B. McMinn, Marina (E. Delos Santos)	P	P	P		L	P	L	P	P	P
A. Renny, Monterey (F. Roveri)		P(A)	P		L	P	L	P	P	P
D. Gho, Pacific Grove (M. Brodeur)	P	P	P		E	P	E	P	P	P
J. Serrano, Salinas, (R. Russell, V. Gutierrez)	P	P			D	P	D	P	P	P
T. Bodem, Sand City								P	P	
R. Riedl, Seaside (L. Llantero)	P(A)		P(A)			P		P	P(A)	
D. Wilcox, Soledad (M. McHatten)			P							
E. Saavedra, MCPW <b>Chair</b> (M. Qureshi)	P(A)	P(A)	P(A)			P		P	P	P
Vacant , Monterey County Economic Development										
H. Adamson, AMBAG (S. Vienna)	P(A)		P(A)			P(A)			P(A)	P(A)
O. Ochoa-Monroy, Caltrans (K. McClendon)	P(A)	P(A)	P(A)			P(A)		P(A)	P(A)	
A. Spear, CSUMB (M. McCluney)								P		P(A)
A. Romero, MBUAPCD										
J. Brinkmann, FORA (P. Said)										
L. Rheinheimer, MST (M. Overmeyer)	P					P(A)		P(A)	P	P

STAFF	NOV 16	JAN 17	FEB 17	MAR 17	APR 17	MAY 17	JUN 17	AUG 17	SEP 17	OCT 17
D. Hale, Exec. Director										
T. Muck, Dep. Exec. Director	P					P		P	P	P
H. Myers, Sr. Transp. Planning Engineer	P	P				P		P		P
M. Zeller, Principal Transp. Planner	P	P	P					P	P	P
C. Watson, Principal Transp. Planner	P									
V. Murillo, Asst. Transp. Planner	P		P						P	
Theresa Wright, Public Outreach Coordinator	P							P	P	P
G. Leonard, Transportation Planner			P			p		P		

- Andrew Easterling, City of Salinas
- Bob Stock, Member of the public

## 1. ROLL CALL

Chair Enrique Saavedra, County of Monterey, 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.

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## 3. BEGINNING OF CONSENT AGENDA

*Motion to approve the Consent Agenda*

M/S/C Hurtado / Harary / unanimous

**3.1 APPROVE** the minutes of the Technical Advisory Committee meeting of September 7, 2017.

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## END OF CONSENT AGENDA

## 4. INTEGRATED FUNDING PLAN FOR PRIORITY PROJECTS

The Committee received an update on the Five-Year Integrated Funding Plan.

Michael Zeller, Principal Transportation Planner, reported that Agency staff has conducted an initial review of available fund sources over the next five years and developed a strategy proposal for funding and delivering the priority projects. Funding sources include: Measure X sales tax revenues, regional and Fort Ord Reuse Authority development fees,

State Transportation Improvement Program funds, SB 1 competitive funds, and Local Partnership Program formula funds.

With the passage of Measure X and Senate Bill 1 (which provides additional funding to the State Transportation Improvement Program), Transportation Agency for Monterey County staff have prepared a five-year integrated funding plan to identify available sources of funding and delivery schedules for priority projects. The purpose of the plan is to ensure that the Agency is coordinating the programming of various funding sources in the most efficient manner as well as identifying and pursuing available sources of matching funds for Measure X and State Transportation Improvement Program funds.

The projects selected for the funding plan are primarily comprised of those from the regional portion of Measure X, with the addition of the Salinas Rail Extension project. The goal in programming funding to each of these projects was two-fold:

- First, to fund projects that are ready or near-ready for construction, such as the Imjin Road Widening project; and
- Second, to advance projects as expeditiously as possible through the pre-construction process to make them eligible candidates for matching funds, such as the Scenic Highway 68 Corridor.

At the September Board of Directors meeting, Agency staff received guidance from the Board on the list of projects and priorities. Agency staff will then review and receive comments on the draft five-year funding plan during the Technical Advisory and Executive Committees before bringing the proposal forward to the Board of Directors for review and comment at the October meeting. At the December Board meeting, Agency staff will bring the finalized proposal forward as the Regional Transportation Improvement Program, which is the document the Agency is required to submit for State Transportation Improvement Program funds, and the Measure X Strategic Expenditure Plan, with is a requirement of the Transportation Safety and Investment Plan Ordinance.

## **6. ANNOUNCEMENTS**

Patrick Dobbins, City of Gonzales, announced the city will be holding a groundbreaking for the Alta Street Improvement project. He also announced that the American Public Works Association will be holding a golf tournament on October 7<sup>th</sup> at Bayonet and Blackhorse.

Andrea Renny, City of Monterey, announced that the city will be holding a groundbreaking for the Holman Highway Roundabout on October 12<sup>th</sup>.

## **7. ADJOURN**

The meeting adjourned at 10:00 am.





## ***Memorandum***

**To:** Technical Advisory Committee  
**From:** Hank Myers, Senior Transportation Planning Engineer  
**Meeting Date:** January 4, 2018  
**Subject:** **2018 Technical Advisory Committee Meeting Schedule**

### **RECOMMENDED ACTION:**

**RECEIVE** schedule of 2018 Technical Advisory Committee meetings.

### **SUMMARY:**

The proposed schedule of Technical Advisory Committee meetings for 2018 follows the existing pattern of meetings on the first Thursday of the month at 9:30 a.m. except July and December, when all committee meetings are cancelled due to holidays.

### **FINANCIAL IMPACT:**

None.

### **DISCUSSION:**

These are the dates for the 2018 meeting schedule; *please mark your calendars accordingly*. Meeting time and location will remain the same: 9:30 a.m. in the TAMC conference room:

- January 4
- February 1
- March 1
- April 5
- May 3
- June 7
- (no July Meeting)
- August 2
- September 6

- October 4
- November 1
- (no December meeting)

We are encouraging more participation and attendance by member agencies in the oncoming year in order to make the TAC a more effective group. Please contact the Transportation Agency if you cannot attend a Committee meeting. If you cannot attend a meeting it is highly recommended that you send your alternate in your place. Your courtesy to the other Committee members to assure a quorum is appreciated. If the designated TAC member or alternate member for your agency needs to be changed or updated, please send a letter to the Transportation Agency to make the change.



## *Memorandum*

**To:** Technical Advisory Committee  
**From:** Hank Myers, Senior Transportation Planning Engineer  
**Meeting Date:** January 4, 2018  
**Subject:** **2018 Committee Chair and Vice Chair**

### **RECOMMENDED ACTION:**

**SELECT** members of the Technical Advisory Committee to serve as the 2018 Chair and Vice-Chair and **RECOGNIZE** outgoing Chair Enrique Saavedra for his service during 2017.

### **SUMMARY:**

The Technical Advisory Committee chairmanship changes each calendar year. The Committee needs to elect the 2018 Chair and Vice-Chair to serve the remainder of the Technical Advisory Committee's 2018 meetings.

### **FINANCIAL IMPACT:**

There is no financial impact at this time.

### **DISCUSSION:**

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 2018 calendar year.

The current Vice-Chair is Patrick Dobbins for the City of Gonzales.

### **ATTACHMENTS:**

- TAC Past Chair & Vice Chair Summary

**TAC Past Chair & Vice Chair Summary**

Year	Chair	Vice Chair
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)
2009	Rich Deal (Monterey)	Trish Lopez (County)
2008	Cliff Price (Soledad)	Rich Deal (Monterey)
2007	Enrique Saavedra (County)	Cliff Price (Soledad)
2006	Tim O'Halloran (Seaside)	Enrique Saavedra (County)
2005	James Serrano (Salinas)	Tim O'Halloran (Seaside)



## *Memorandum*

**To:** Technical Advisory Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** January 4, 2018  
**Subject:** **2018 Legislative Program**

### **RECOMMENDED ACTION:**

**RECEIVE** and **COMMENT** on 2018 Legislative Program.

### **SUMMARY:**

The purpose of the legislative program is to set general principles to guide staff and Board responses to proposed legislative or budgetary issues. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the agency.

### **FINANCIAL IMPACT:**

The recommended action has no direct financial impact.

### **DISCUSSION:**

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

The Executive Committee discussed this draft program on October 4 and on October 25, the Board received the draft 2018 Legislative Program and approved releasing the program to Committees for comment. The Bicycle and Pedestrian Facilities Advisory Committee reviewed the draft on November 1 and the Rail Policy Committee reviewed it on November 6. Staff met with partner agencies locally and statewide to discuss common issues. Following the Executive Committee's review of the draft program on January 3 and the TAC review on January 4, the final program will come back to the Board on January 24 for adoption.

ATTACHMENTS:

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



## FINAL 2018 Legislative Program: State Issues

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



## FINAL 2018 Legislative Program: Federal Issues

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





## FINAL 20172018 Legislative Program: State Issues

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

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

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

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

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



## **FINAL 20172018 Legislative Program: Federal Issues**

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



## ***Memorandum***

**To:** Technical Advisory Committee  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** January 4, 2018  
**Subject:** **Draft 2040 Moving Forward Monterey Bay Plan**

### **RECOMMENDED ACTION:**

**RECEIVE** presentation on the *Draft 2040 Moving Forward Monterey Bay Plan* and Draft Environmental Impact Report.

### **SUMMARY:**

The *Draft 2040 Moving Forward Monterey Bay Plan* serves as the Metropolitan Transportation Plan and the state-required Sustainable Community Strategy for the Monterey, Santa Cruz and San Benito tri-county region. The Plan is the long-term blueprint for a regional transportation system that further enhances our quality of life, promotes sustainability, and offers more mobility options for people and goods. The Plan is built on an integrated set of public policies, strategies, and investments to maintain, manage and improve the transportation system. Project lists and funding estimates are developed in coordination with the Transportation Agency and are the same as the those in the 2018 draft Regional Transportation Plan for Monterey County.

### **FINANCIAL IMPACT:**

The Plan includes a revenue forecast of local, state and federal sources that are reasonably expected to be available through 2040. Total revenues to be generated for projects within the tri-county Monterey Bay Area over that 22-year timeframe are estimated approximately \$9.7 billion.

### **DISCUSSION:**

The *Draft 2040 Moving Forward Monterey Bay Plan* contains a robust transportation network, with a diversity of projects that will provide residents and visitors with a variety of travel choices. The transportation network, in conjunction with how local jurisdictions develop land, will provide additional opportunities for walking, biking, getting to work, going to school, shopping and playing.

AMBAG must prepare a Sustainable Communities Strategy as part its long-range transportation plan

under the requirements of Senate Bill 375 (SB 375), which encourages planning practices that create sustainable communities. SB 375 also charged the California Air Resources Board with setting regional targets for reducing greenhouse gas emissions by 2020 and 2035. The Sustainable Communities Strategy must demonstrate how the region will meet its goals for reducing greenhouse gas emissions from automobiles and light trucks. The *Draft 2040 Moving Forward Monterey Bay Plan* demonstrates that our region will meet these targets.

To align the review process for these coordinated documents, TAMC released the *Draft Monterey County Regional Transportation Plan* in December for a public review period closing February 5, concurrent with AMBAG's *Draft 2040 Moving Forward Monterey Bay Plan* review period. As part of this process, staff will schedule a noticed public hearing on the draft plan at the January 24 Board of Directors meeting. The document will be posted to the Agency website on that date and will be distributed to member jurisdictions, state and federal resource agencies, citizen advisory committees and other public stakeholders.

Attached is a staff report from the Association of Monterey Bay Area Governments with more information on the *Draft 2040 Moving Forward Monterey Bay Plan*. AMBAG and Transportation Agency staff will present the draft documents and receive comments at the January Technical Advisory Committee meeting.

#### ATTACHMENTS:

- ▣ AMBAG Staff Report - Draft 2040 Moving Forward Monterey Bay Plan
- ▣ Plan Flyer - January 2018



**MEMORANDUM**

**TO:** TAMC Technical Advisory Committee  
**FROM:** Sean R. Vienna, Planner  
**SUBJECT:** Draft 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy  
**MEETING DATE:** January 4, 2018

**RECOMMENDATION:**

Staff will provide a report on the Draft 2040 MTP/SCS and Draft Environmental Impact Report.

**BACKGROUND:**

The 2040 MTP/SCS is the blueprint for a regional transportation system that further enhances our quality of life, promotes sustainability, and offers more mobility options for people and goods. The MTP/SCS is built on an integrated set of public policies, strategies, and investments to maintain, manage and improve the transportation system so it meets the diverse needs of our changing region through 2040.

The 2040 MTP/SCS contains a robust transportation network, with a diversity of projects that will provide residents and visitors with a variety of travel choices. The transportation network, in conjunction with how local jurisdictions develop land, will provide additional opportunities for walking, biking, getting to work, going to school, shopping and playing.

Passed in 2008, Senate Bill 375 (SB 375) encourages planning practices that create sustainable communities. SB 375 also charged the California Air Resources Board (CARB) with setting regional targets for reducing greenhouse gas emissions by 2020 and 2035. AMBAG must prepare a Sustainable Communities Strategy (SCS) as part of the MTP. The SCS must demonstrate how the region will meet its goals for reducing greenhouse gas emissions from automobiles and light trucks. The 2040 MTP/SCS demonstrates that our region will exceed these targets.

**DISCUSSION:**

The following sections present a brief overview of the Draft 2040 MTP/SCS. The 2040 MTP/SCS adoption process section describes the process to obtain public input on the

2040 MTP/SCS and major milestones leading to the anticipated adoption of the 2040 MTP/SCS in June 2018.

## **Vision**

AMBAG adopted a framework of goals and policy objectives to guide the development of the MTP/SCS. The six goal areas are:

- Access and Mobility
- Economic Vitality
- Environment
- Healthy Communities
- Social Equity
- System Preservation and Safety

## **Transportation Investments**

The Draft 2040 MTP/SCS contains a number of improvements to our multimodal transportation system. The MTP sets forth an integrated approach to transportation investments that maximizes the benefits of the existing transportation system by investing in system preservation and maintenance, along with strategic system expansion and management strategies. The transportation investments will provide more travel choices for our region's residents and visitors.

## **Financial Plan**

The Plan includes a revenue forecast of local, state and federal sources that are reasonably expected to be available through 2040. Total revenues estimated for the Draft 2040 MTP/SCS are approximately \$9.7 billion.

## **Performance Measures**

In support of the goals and policies established through public participation efforts and stakeholder involvement, approximately a dozen performance measures were established to measure how well the MTP/SCS performs. The performance measures quantify the transportation, environmental, economic and equity benefits of the MTP/SCS.

## **Public Participation**

AMBAG engaged a wide range of stakeholder groups, elected officials, community groups, and the general public through a series of meetings and workshops. The input received through this process has shaped the 2040 MTP/SCS in a meaningful way. AMBAG will continue to involve and engage the stakeholders and the public in the process of refining and finalizing the 2040 MTP/SCS.

## **Environmental Impact Report**

AMBAG in consultation with the RTPAs and the consulting team, is preparing an Environmental Impact Report (EIR). Prepared in accordance with the California Environmental Quality Act (CEQA), the Draft EIR will evaluate the impacts of the 2040 MTP/SCS on the physical environment at the program level. The Program EIR also serves as the EIR for the each of the RTPA's 2040 Regional Transportation Plans. The Program EIR will analyze a range of impacts resulting from future development consistent with the regional growth projections and improvements to the regional transportation network. It provides the framework for subsequent environmental analysis on specific projects, in which individual project impacts will be evaluated separately as project alignments and features are defined.

### **2040 MTP/SCS and EIR Adoption Process**

To obtain public input on the development of the Draft 2040 MTP/SCS, a broad range of media and communication avenues will be utilized to provide information, solicit participation and input and allow for ongoing feedback and updates. A major goal of this public involvement effort is to reach out to both nontraditional and traditional audiences, to include them in the transportation planning process.

In January 2018, AMBAG will hold subregional open houses and public hearings to allow for public comment on the 2040 MTP/SCS and the EIR. The open houses/public hearings schedule and format will provide opportunities for questions and answers with technical staff, public comments to be submitted and information to be shared. The list of Draft 2040 MTP/SCS and EIR public hearings/open houses is included in Attachment 1.

Anticipated upcoming major milestones include:

- **January 2018:** Subregional open houses and public hearings on Draft 2040 MTP/SCS/EIR (see Attachment 1)
- **January 10, 2018:** Public hearing on the Draft 2040 MTP/SCS/EIR at the AMBAG Board of Directors meeting
- **February 5, 2018** Close of public comment period for Draft 2040 MTP/SCS/EIR
- **March/April 2018** Review and response to comments and consider proposed changes to the 2040 MTP/SCS
- **June 2018** AMBAG Board certifies Final EIR and adopts Final 2040 MTP/SCS

### **ALTERNATIVES:**

None.



**FINANCIAL IMPACT:**

Planning activities for the 2040 MTP/SCS are funded with FHWA PL and FTA 5303 and are programmed in the FY 2017-18 Overall Work Program and Budget.

**COORDINATION:**

All MTP/SCS planning activities are coordinated with MTP/SCS Executive Steering Committee and Staff Working Group which includes participation from Caltrans District 5, Monterey Salinas Transit, Santa Cruz Metropolitan Transit District, Santa Cruz County Regional Transportation Commission, San Benito County Council of Governments, and the Transportation Agency for Monterey County, as well as the Planning Directors Forum which includes the local jurisdictions.

**ATTACHMENT:**

1. Draft 2040 MTP/SCS Public Workshops/Hearings Flyer



# Moving Forward ...

## Draft 2040 Moving Forward Monterey Bay Plan

*An integrated long-range transportation and land use plan*

Attend the Open House and learn about the Draft 2040 Moving Forward Monterey Bay Plan. Then, provide your comments on the Draft Plan and EIR during the Public Hearing portion of the meeting, immediately following the open house.

Copies of the Draft Plan and EIR can be downloaded from [www.ambag.org](http://www.ambag.org) or by calling AMBAG at 831.883.3750.

### COMMUNITY WORKSHOP SCHEDULE

All workshops will include an Open House from 6 to 7 pm and a Public Hearing from 7 to 8 pm.

**Thursday January 11, 2018**

San Benito County Library  
470 5th Street, Hollister

**Wednesday January 24, 2018**

Seaside Community Center  
220 Coe Avenue, Seaside

**Monday January 22, 2018**

Toots Vosti Recreation Center  
107 Centennial, Gonzales

**Tuesday January 30, 2018**

Live Oak Community Center (Simpkins)  
979 17th Street, Santa Cruz

There will also be a Public Hearing at the **AMBAG Board Meeting on Wednesday, January 10, 2018** at 6 pm at the Seaside Community Center (220 Coe Avenue, Seaside).

Can't attend in person?  
Comment online, by mail or email

[www.ambag.org](http://www.ambag.org)

[info@ambag.org](mailto:info@ambag.org)

AMBAG; PO Box 2453; Seaside, CA 93955



Monterey Bay 2040

**Moving Forward**

Sustainability  
Mobility  
Accessibility  
Economy  
Social Equity



# Moviéndose Hacia Adelante ...



## Reporte de Redacción del Plan Moviéndose Hacia Adelante 2040 de la Bahía de Monterey

*Un plan integral de transporte y uso de la tierra a largo plazo.*

Asista a la jornada de Puertas Abiertas y aprenda sobre el Reporte de Redacción del Plan Moviéndose Hacia Adelante 2040 de la Bahía de Monterey. Después provéanos con sus comentarios sobre el Reporte de Redacción y el Reporte de Impacto Ambiental durante la porción de la Audiencia Pública de la reunión, inmediatamente después de la jornada de puertas abiertas.

Copias del Reporte de Redacción del Plan y el Reporte de Impacto Ambiental se pueden descargar desde [www.ambag.org](http://www.ambag.org) o llamando a AMBAG al teléfono 831.883.3750.

### Programación de Talleres Comunitarios

Todos los talleres incluirán una Jornada de Puertas Abiertas desde las 6 a las 7 p.m. y una Audiencia Pública desde las 7 hasta las 8 p.m.

**Jueves, 11 de Enero**  
San Benito County Library  
470 5th Street, Hollister

**Miércoles, 24 de Enero**  
Seaside Community Center  
220 Coe Avenue, Seaside

**Lunes, 22 de Enero**  
Toots Vosti Recreation Center  
107 Centennial, Gonzales

**Martes, 30 de Enero**  
Live Oak Community Center (Simpkins)  
979 17th Street, Santa Cruz

También habrá una Audiencia Pública en la **Reunión del Consejo de AMBAG el Miércoles, 10 de Enero del 2018** a las 6 pm en el Salón Comunitario de de Seaside (220 Coe Avenue, Seaside).

**No puede asistir en persona?**  
Denos sus comentarios a través del internet, por correo o por correo electrónico.

[www.ambag.org](http://www.ambag.org)

[info@ambag.org](mailto:info@ambag.org)

AMBAG; PO Box 2453; Seaside, CA 93955



Monterey Bay 2040

**Moving Forward**

Sustainability.  
Mobility.  
Accessibility.  
Economy.  
Social Equity.





## *Memorandum*

**To:** Technical Advisory Committee  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** January 4, 2018  
**Subject:** **Federal Performance Management Requirements**

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### **RECOMMENDED ACTION:**

**RECEIVE** presentation on the federal requirements for performance management and target setting.

### **SUMMARY:**

Federal law has established nationally consistent metrics for evaluating the performance of transportation infrastructure. Under these requirements, AMBAG, as the federally-designated Metropolitan Planning Agency, must establish regional performance targets or adopt statewide targets for safety, asset management, reliability of travel for people and freight, travel delay, mode share and emissions reductions. AMBAG will be coordinating with TAMC and the other Regional Transportation Planning Agencies in the region on how best to set the regional targets.

### **FINANCIAL IMPACT:**

AMBAG's work to establish the regional targets and coordinate with relevant stakeholders is funded in its approved budget. However, California's ability to meet performance targets could affect the types of projects that federal funds must be allocated to in the future, which may impact availability of funding for local jurisdictions.

### **DISCUSSION:**

The U.S. Department of Transportation has issued several rules related to performance measures. These rules require state Departments of Transportation, such as Caltrans, and Metropolitan Planning Organizations, such as AMBAG, to establish regional targets or adopt statewide targets set by Caltrans for each of the performance measures. The ability of the region to meet these performance targets will be reported in the next long range plan update.

The Federal Highway Administration has issued three rules related to performance management:

1. Performance Management Rule 1 focuses on safety.
2. Performance Management Rule 2 focuses on asset management (pavement and bridge condition).
3. Performance Management Rule 3 focuses on system performance, freight and air quality, including reliability, travel delay, mode share and emissions reductions.

The attached report from AMBAG provides an overview of the performance management rules and focuses on the safety performance measures (including fatalities and serious injuries) as well as the target setting process. Caltrans has led a multi-agency effort with a variety of stakeholders, including the Federal Highway Administration, National Highway Traffic Association, California Highway Patrol, California Office of Traffic Safety, Metropolitan Planning Organizations, to develop statewide safety performance targets.

Each of the performance measures will involve target setting, data collection and reporting. For next steps, AMBAG staff will analyze the Monterey Bay Area fatality and serious injury data and propose target options for safety performance measures.

#### ATTACHMENTS:

- ▣ AMBAG Staff Report - Performance Measures
- ▣ California Target-Setting - Questions & Answers



**MEMORANDUM**

**TO:** TAMC Technical Advisory Committee

**FROM:** Sean R. Vienna, Planner

**SUBJECT:** Fixing America's Surface Transportation Performance Management Requirements and Target Setting

**MEETING DATE:** January 4, 2018

**RECOMMENDATION:**

Receive information regarding federal requirements for performance management.

**BACKGROUND/DISCUSSION:**

Federal law requires that AMBAG prepare a long-range transportation plan every four years. The current plan, Moving Forward 2035 Monterey Bay was adopted by the Board of Directors in June 2014. AMBAG is currently updating that plan, scheduled for adoption in June 2018. The federal Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law in 2012, included provisions for the establishment of a new performance and outcome-based program, which includes national performance goals for the federal-aid highway program in seven areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Signed into law on December 5, 2015, the Fixing America's Surface Transportation (FAST) Act continues MAP-21's overall performance management approach and establishes nationally consistent metrics.

The U.S. Department of Transportation has issued several rules that establish a set of performance measures. These rules require state DOT's, such as Caltrans, and Metropolitan Planning Organizations (MPOs) such as AMBAG to establish regional targets or adopt statewide targets set by Caltrans for each of the performance measures, which would be reported in the next long range plan update. States' ability to meet their performance measure targets, could affect the types of projects that funds must be allocated to in the future. This report provides an overview of the performance management rules and focuses on the safety performance measures, which include fatalities and serious injuries, as well as the target setting process. Caltrans has led a multi-agency effort, including the Federal Highway Administration (FHWA), National Highway Traffic Association, California Highway Patrol, California Office of Traffic Safety, MPOs and other stakeholders, to develop statewide safety performance targets. AMBAG, as the MPO, is required to establish regional performance targets or adopt the statewide targets and will be coordinating with the Regional

Transportation Planning Agencies (RTPAs) in the region and AMBAG’s Board of Directors on how best to set the regional targets.

FHWA has issued three rules related to performance management:

1. Performance Management 1 (PM 1) rule focuses on safety.
2. Performance Management 2 (PM 2) rule focuses on asset management (pavement and bridge condition).
3. Performance Management 3 (PM 3) rule includes performance measures focusing on reliable travel for people and freight, travel delay, mode share and emissions reductions.

***PM 1 Rule: Safety***

The Safety Performance Management Measure rule establishes five performance measures to carry out the Highway Safety Improvement Program (HSIP) and requires data reporting of the five-year rolling averages for: (1) number of fatalities, (2) rate of fatalities per 100 million vehicle miles traveled (VMT), (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT and (5) number of non-motorized fatalities and non-motorized serious injuries. The safety performance measures are applicable to all public roads regardless of ownership or functional classification.

***PM 1 - Target Setting***

Caltrans is required to establish statewide targets for each of the safety performance measures. States have the option of setting separate targets for urbanized areas and for rural areas, which Caltrans decided not to do. Caltrans coordinated with MPOs on the establishment of the state targets for more than a year and on June 22, 2017, shared its proposed state targets, which call for a reduction in fatalities and serious injuries that reflect aspirational goals of “toward zero deaths.” Final statewide targets were established on August 31, 2017, and will be updated annually. Below is the table of final PM 1 targets:

Performance Target	Data Source	5- Yr. Rolling Average (2018)	Percent Reduction (2018)
Number of Fatalities	FARS	3590.8	-7.69%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.029	-7.69%
Number of Serious Injuries	SWITRS	12,823.4	-1.5%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	3.831	-1.5%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4271.1	-10%

AMBAG, as the MPO, is required to establish regional targets by February 27, 2018 (within 180 days after Caltrans establishes the statewide targets). MPOs can either select to support the state targets or develop targets specific to the MPO. AMBAG staff is evaluating the fatality and serious injury data for the Monterey Bay Area included in the California HSIP

annual report and will evaluate target options for the Monterey Bay region with the staff working groups and AMBAG Board of Directors this winter. The AMBAG targets will be reported to the state and will be part of the updated Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

A state is considered to have met or made significant progress toward meeting its safety targets when at least four of the five targets are met, or the outcome for the performance measures is better than the baseline performance the year prior to the target year. Each year that FHWA determines that a state has not met or made significant progress toward meeting its performance targets, the state will be required to obligate HSIP funding equal to the baseline year HSIP apportionment, only for safety capital projects. Caltrans awards HSIP funds to local jurisdictions to construct a wide array of safety improvement projects to correct or improve a hazardous road feature or to address a highway safety problem, including intersection safety, shoulder widening, traffic calming, and bicycle/pedestrian safety. Attachment 1 provides additional information on PM 1 target setting.

### ***PM 2: Bridge and Pavement Performance Measures***

The PM 2 rule focuses on two areas: pavement condition on the Interstate System and on the non-Interstate National Highway System (NHS), and bridge condition on the NHS. It includes six performance measures. Caltrans must establish statewide two and four-year targets by May 20, 2018 and report the targets by October 1, 2018, in the Baseline Performance Period Report. MPOs will have 180 days after the establishment of the statewide targets to set their agency targets.

### ***PM 3: System Performance, Freight System, and Congestion Mitigation and Air Quality Improvement Program***

The System Performance, Freight System, and Congestion Mitigation and Air Quality Improvement Program rule contains six performance measures, which measure travel reliability for persons and freight, congestion, non-single occupant vehicle travel and emissions reductions.

Caltrans must establish statewide targets for PM 3 no later than February 20, 2018. MPOs have the option of accepting the statewide target or developing their own quantifiable targets within 180 days of establishment of the statewide targets.

### ***Next Steps***

AMBAG staff will analyze the Monterey Bay Area fatality and serious injury data and discuss target options for PM 1 with the RTPAs Technical Advisory Committees, Planning Directors Forum and the Board of Directors winter. Coordination with Caltrans on statewide target setting for PM 2 and PM 3 began on August 31, 2017. Staff will continue to coordinate with the working groups and the Board of Directors regarding future work on the performance management rules, including target setting, data collection and reporting.

### **ALTERNATIVES:**

None.



**FINANICAL IMPACT:**

This work on performance management is budgeted and funded in the FY 2017/18 Overall Work Program as Work Element 610.

**COORDINATION:**

This report prepared in cooperation with Caltrans, FHWA and other MPOs in the state.

**ATTACHMENTS:**

1. California's Q&A Regarding Target Setting for Safety Performance Management  
(Prepared by Caltrans)

## **CALIFORNIA'S QUESTIONS REGARDING TARGET SETTING FOR SAFETY PERFORMANCE MANAGEMENT**

**Question:** Does FHWA's determination of meeting or making significant progress toward meeting performance targets apply only to States, or to both States and MPOs?

The met or made significant progress determination applies only to State DOT targets for the following safety performance measures: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries and the number of non-motorized fatalities and non-motorized serious injuries

**Question:** Most FHWA hypotheticals (see attached "FHWA Target Assessment Significant Progress Determination Slide") assume a situation where a State or MPO sets its performance targets lower than its baseline performance (or the performance target is "better" than baseline performance, e.g., the performance target for Number of Fatalities is lower than the baseline performance). Can a State or MPO set a performance target that is higher than the baseline performance?

The Safety Performance Management regulation allows for a State and MPO to set any numerical target the State and MPO deems appropriate, even an increasing target. Targets should be data-driven, realistic and achievable.

**Question:** In a situation where a State or MPO has set a performance target higher than baseline performance, if a State's or MPO's actual performance is better than its performance targets (I believe four out of five), but worse than the baseline performance, will the State or MPO have met or made significant progress toward meeting its targets?

Met or made significant progress applies to a State DOT targets only. If actual performance for a performance measure is equal to or less than the target, the target has been met. If a target is met, FHWA does not look at baseline performance.

**Question:** How will FHWA evaluate/assess whether MPOs have met or made significant progress toward meeting their safety targets?

As part of oversight of the planning process, FHWA will review how MPOs are addressing their targets or assisting the State in addressing its targets during TMA Certification Reviews, when FHWA reviews the TIPs and STIPs. FHWA will also review how MPO targets are achieved during the Federal Planning Finding associated with the approval of the STIP.

**Question:** What specific actions will FHWA take if MPOs have not met or made significant progress toward meeting their safety targets?

Met or made significant progress determination applies to State DOTs not MPOs.

**Question:** Will FHWA hold States accountable for not meeting or making significant progress toward meeting their optional urbanized area or non-urbanized area safety targets?

The optional urbanized area(s) and non-urbanized area targets are not included in the assessment of whether a State has met or made significant progress toward meeting its safety targets.

If a State elects to establish optional urbanized area targets and/or an optional non-urbanized area target, the choice to do so will not be a factor in the significant progress determination.

**Question:** Does FHWA need to approve (or formally accept) State or MPO performance targets? If so, what criteria would FHWA use to approve or accept (or alternatively to not approve or accept) State or MPO performance targets?

FHWA does not approve State DOT or MPO targets. States and MPOs have the flexibility to establish targets they deem most appropriate. The State DOT reports their targets to FHWA in the HSIP report. MPO targets are reported to the State DOT and made available to FHWA, upon request.

**Question:** Would you please provide a list of documents that States and MPOs must include performance targets in and the deadlines for performance targets to be incorporated in these documents?

The 2018 – 2019 HSIP Safety Performance Targets Timeline includes deadlines and documents where safety targets must be incorporated in <http://safety.fhwa.dot.gov/hsip/spm/timeline.cfm>

**Questions for Caltrans (Posed by SANDAG)-These questions were directed to Caltrans, FHWA has provided responses as if FHWA was being asked the questions below:**

**Question:** How will Caltrans apply the tools referenced in the final rule (e.g. FARS) to carry out the five safety targets?

FHWA does not specify any data source that must be used by a State or MPO when establishing safety targets. The data sources listed in the final rule will be used by FHWA to evaluate whether each State met or made significant progress toward meeting safety targets.

**Question:** How will Caltrans derive the VMT values that are a factor in all safety targets?

FHWA will use VMT data from the Highway Performance Management System (HPMS) when determining whether a State met or made significant progress toward meeting its targets. If an MPO decides to establish numerical targets for the rate of fatalities or rate of serious injuries performance measures, the MPO must report the VMT estimate used for such targets and the methodology used to develop the estimate.

**Question:** The regulations seem to incentivize setting the target higher than the last data point on the five year rolling average. It appears that if you set your target higher than the last data point and meet or beat your target, you do not run the risk of having to redirect HSIP funds and develop a plan to meet the targets. However, if you set your target below the last five year rolling average data point, the target become irrelevant as the penalty would be based on the last data point instead of your target. If this is correct, after analyzing all of the relevant data and anticipated projections, why would the risk of penalty be increased for a bold target below the baseline?

FHWA expects that the safety performance measures will help State DOTs and MPOs make investment decisions that will result in the greatest possible reduction in fatalities and serious injuries. While States and MPOs should establish the targets they deem appropriate, the performance measures system is an

important step in measuring and holding accountable transportation agencies as they work toward the goal of significantly reducing traffic fatalities and serious injuries on all public roads.

The regulation requires States and MPOs to establish targets and, consistent with the authorizing statute, holds States accountable for not meeting those targets. The authorizing statute, however, also allows FHWA to determine whether a State has “made significant progress toward meeting” targets. After careful consideration of the public comment on the proposed rulemaking, FHWA included in the final regulation the option for States that do not meet a target to be considered as having made significant progress if the outcome for that performance measure is better than the State's performance for the year prior to the year in which target was established (*i.e.*, baseline safety performance). This option acknowledges States that have achieved safety improvement, even if the target was not met. For States where safety performance trends are decreasing, this option encourages States to establish aggressive targets.

**Question:** If the SHSP targets were developed previously and the new data shows a clear trend that those targets will not be met, can the annual agreed upon performance measures in the HSP and HSIP then differ from the SHSP and not correlate?

The safety performance measures must be consistent across the SHSP and HSIP/HSP, but not the targets as the time periods are different, *i.e.*, 5 years for the SHSP versus 1 year for the HSIP/HSP. It is our hope that agencies that participate in setting the SHSP targets are the same that participate in setting the HSIP/HSP annual targets. In California we are doing this. The state can also use the same methodology for setting the annual targets as was used in setting the SHSP targets. This may or may not be helpful or even possible. What California has done to date with target setting is in compliance with the final rules.