



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

TECHNICAL ADVISORY COMMITTEE

Thursday, November 5, 2020

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

REMOTE CONFERENCING ONLY

There will be NO physical location of the meeting.

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

Join meeting online at:

<https://us02web.zoom.us/j/950428194?pwd=T0N6RkZXWmN3UDAwTEZpUE9iVTIzQT09>

OR

By teleconference at: +1 669 900 6833

Meeting ID: 950 428 194 | Password: 185498

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

1. ROLL CALL

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

2. PUBLIC COMMENTS

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

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 1, 2020.

- Zeller

END OF CONSENT AGENDA

4. RECEIVE and COMMENT on draft 2021 Legislative Program.

- Zeller

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

5. RECEIVE Update on Measure X Regional Highway Safety Projects.

- Deal

TAMC staff will update Technical Advisory Committee members on the progress of Measure X regional highway projects including: SR 68 Scenic Corridor Improvements; SR 156 / Castroville Blvd Interchange; US 101 South of Salinas Improvements; and, the SURF! Highway 1 Busway.

6. RECEIVE presentation and update on the SURF! Busway and Rapid Transit Project.

- Jacobsen

In fall 2019, Monterey-Salinas Transit kicked-off the preliminary engineering and

environmental review phase of the SURF! Busway and Rapid Transit project, listed in Measure X as the Highway 1 Traffic Relief -Busway. The team will provide an update on the development of the project, including its history, goals and design.

7. ANNOUNCEMENTS

8. ADJOURN

9. POST-MEETING PRESENTATION:

At the conclusion of the meeting, Committee members are welcome to remain on the Zoom call for a presentation from Substrata on Perma-Zyme subgrade treatments.

-Deal / Substrata

This presentation is intended to provide local agencies with information on an innovative solution for improving soil subgrades as a tool for roadway rehabilitation.

**Next Committee meeting will be on
Thursday, January 7, 2021 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: Michael Zeller; 55-B Plaza Circle, Salinas, CA 93901, **email:** mike@tamcmonterey.org

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

Important Meeting Information

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

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

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

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

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

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

CORRESPONDENCE, MEDIA CLIPPINGS, and REPORTS

- C 1.** [Streets Blog: "Road Fatalities Reach Highest Level in 15 Years"](#)



Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: November 5, 2020
Subject: **Draft Technical Advisory Committee Minutes - October 1, 2020**

RECOMMENDED ACTION:

APPROVE the draft Technical Advisory Committee Minutes for October 1, 2020.

ATTACHMENTS:

- ▣ DRAFT TAC Minutes for October 1, 2020

TECHNICAL ADVISORY COMMITTEE MINUTES

Meeting held via Zoom

Final Minutes of Thursday, October 1, 2020

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

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

OTHERS PRESENT:

Sasha Tepedelenova, AMBAG
 Heather Adamson, AMBAG
 John Olejnik, Caltrans D5

Darron Hill, Caltrans D5
 Joe Lodano, Caltrans D5

1. ROLL CALL

Chair Andrew Easterling, City of Salinas, 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 / Renny / unanimous

Ayes: Harary, Dobbins, Pike, Hurtado, McMinn, Renny, Gho, Easterling, Gomez, Taylor, Monroy-Ochoa, McCluney, Overmeyer

No: None

Abstain: None

3.1 APPROVE the Technical Advisory Committee meeting minutes of September 3, 2020.

END OF CONSENT AGENDA

4. MONTEREY COUNTY 2022 REGIONAL TRANSPORTATION PLAN

The Committee received a presentation from Madilyn Jacobsen, Transportation Planner, on the development of Monterey County's 2022 Regional Transportation Plan.

Ms. Jacobsen presented that Regional Transportation Plan for Monterey County is a long range (20 year) plan, updated every four years. The Regional Transportation Plan forms the basis for the Metropolitan Transportation Plan prepared by the Association of Monterey Bay Area Governments (AMBAG) for the Monterey Bay Area pursuant to Federal Highway Administration and Caltrans transportation planning requirements. As the Metropolitan Planning Organization for the Monterey Bay Area, AMBAG incorporates the financial assumptions and project lists included in the Regional Transportation Plans for Monterey, Santa Cruz and San Benito Counties into the Metropolitan Transportation Plan. On-going work includes updating the project list, which TAMC staff is coordinating with local jurisdictions to update their projects, revising the financial estimates, and preparing the joint environmental impact report. A public review draft of the environmental document is expected to be released in December 2021.

5. CALTRANS D5 SHOPP PROJECT VIEWER

Orchid Monroy-Ochoa, Caltrans D5, introduced the State Highway Operations and Protection Program project web viewer.

Caltrans is responsible for maintaining and operating approximately 50,000 lane-miles of the state highway system, the backbone of California's transportation infrastructure. This responsibility includes monitoring the condition and operational performance of the highways through periodic inspections, traffic studies, and systems analyses.

Caltrans has developed a public-facing State Highway Operations and Protection Program Project Viewer, which provides the latest SHOPP Project Book data in a web map format. The web viewer can be found at the following link:

<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=97ceb019d16a4445acb3ae92cfaf8ca8>

Caltrans District 5 staff presented a demonstration of the web viewer to the Committee.

6. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM UPDATE

Sasha Tepedelenova, AMBAG, presented on the Metropolitan Transportation Improvement Program for federal fiscal years 2021 to 2024.

Ms. Tepedelenova presented that the Association of Monterey Bay Area Governments (AMBAG) is required by federal regulations to prepare and maintain the Metropolitan Transportation Improvement Program. AMBAG updates the program every two years and is in the process of preparing the federal fiscal year 2021 to 2024 document. More detailed information and the schedule for the updates for the Metropolitan Transportation Improvement Program are included in the staff report attached in the agenda packet.

7. ANNOUNCEMENTS

Andrew Easterling, City of Salinas, announced that the City is currently recruiting for a City Engineer and an Assistant City Engineer.

Leon Gomez, City of Soledad, announced that the City is also currently recruiting for both a City Engineer and Assistant City Engineer.

8. ADJOURN

The meeting was adjourned at 10:10 am.



Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: November 5, 2020
Subject: **2021 Legislative Program**

RECOMMENDED ACTION:

RECEIVE and **COMMENT** on draft 2021 Legislative Program.

SUMMARY:

The purpose of the legislative program is to set general principles to guide staff and Board responses to legislative or budgetary proposals. 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 draft 2021 legislative program continues to focus on transportation funding and is limited to priorities that are likely to come up in the 2021 legislative session. **Attached** is the draft legislative program.

Items of particular interest to this Committee include:

State:

- 1S. Preserve funding for transportation projects, maximize formula funding to regions, and preserve regional discretion and priority-setting.
- 2S. Pursue competitive grant or bond funding for highway safety, traffic congestion relief, trade corridors, passenger rail, and public transportation for Monterey County projects.
- 3S. Promote jobs-housing balance and alternative transportation modes as ways to reduce vehicles miles traveled, while maintaining statewide equity between urban and rural areas.
- 4S. Support funding for electric vehicle charging infrastructure and rebates for electric vehicle purchase.
- 5S. Explore replacement funding mechanisms for transportation investments, such as a pay-by- the-mile user fee, public private partnerships, or wholesale energy taxes.
- 6S. Support funding to increase broadband infrastructure capacity to help bridge the digital divide and to encourage telecommuting to reduce vehicle miles traveled.
- 9S. Support legislation to increase safety and reduce fatalities by modifying laws establishing speed limits to be based on safety considerations, with attention to enforcement of speed limits.
- 10S. Support legislation to devote more funding to the oversubscribed Active Transportation Program.
- 11S. Support streamlining project delivery, including simplifying grant program applications, raising encroachment permit thresholds, and accelerating project permit approvals.

- 14S. Support legislation that promotes transit-oriented development (such as via redevelopment or opportunity zones), complete streets, alternative commutes, multi-modal transportation, and active transportation projects.

Federal:

- 1F. Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds in the multimodal transportation authorization bill.
- 2F. Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 3F. Advocate for the Federal Communications Commission to regulate broadband/internet access as a utility to enable the increase of broadband infrastructure capacity to help bridge the digital divide and to encourage telecommuting.

In October, the Executive Committee discussed this draft legislative program and the Board approved releasing it to Committees for input. The Rail Policy Committee and the Bicycle and Pedestrian Facilities Advisory Committee reviews it in November. Staff will also meet with partner agencies locally and statewide to discuss common issues. Following the Executive Committee's review of the draft program in January, the final program will come back to the Board in January for adoption.

ATTACHMENTS:

- Draft 2021 Legislative Program



DRAFT 2021 Legislative Program

State Priorities

- 1S.** Preserve funding for transportation projects, maximize formula funding to regions, and preserve regional discretion and priority-setting.
- 2S.** Pursue competitive grant or bond funding for highway safety, traffic congestion relief, trade corridors, passenger rail, and public transportation for Monterey County projects.
- 3S.** Promote jobs-housing balance and alternative transportation modes as ways to reduce vehicles miles traveled, while maintaining statewide equity between urban and rural areas.
- 4S.** Support funding for electric vehicle charging infrastructure and rebates for electric vehicle purchase.
- 5S.** Explore replacement funding mechanisms for transportation investments, such as a pay-by-the-mile user fee, public private partnerships, or wholesale energy taxes.
- 6S.** Support funding to increase broadband infrastructure capacity to help bridge the digital divide and to encourage telecommuting to reduce vehicle miles traveled.
- 7S.** Support a resolution to recognize the Coast Route as an active rail corridor that can help the State meet transportation and greenhouse gas emission reduction goals.
- 8S.** 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
- 9S.** Support legislation to increase safety and reduce fatalities by modifying laws establishing speed limits to be based on safety considerations, with attention to enforcement of speed limits.
- 10S.** Support legislation to devote more funding to the oversubscribed Active Transportation Program.
- 11S.** Support streamlining project delivery, including simplifying grant program applications, raising encroachment permit thresholds, and accelerating project permit approvals.

- 12S.** Coordinate with the Monterey-Salinas Transit District to update Transportation Development Act (TDA) law.
- 13S.** Support MST efforts to seek funding to implement the infrastructure needed to meet the deadlines of the Innovative Clean Transit (ICT) Regulation transition to a 100 percent zero-emission bus fleet by 2040.
- 14S.** Support legislation that promotes transit-oriented development (such as via redevelopment or opportunity zones), complete streets, alternative commutes, multi-modal transportation, and active transportation projects.
- 15S.** 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.



DRAFT 2021 Legislative Program

Federal Priorities

- 1F.** Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds in the multimodal transportation authorization bill:
 1. Increase and index the gas tax to inflation.
 2. Explore innovative funding mechanisms, such as a pay-by-the-mile user fee, public private partnerships, or wholesale energy taxes.
 3. Expand access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
 4. Remove procedural obstacles that impede expenditure of authorized federal funding, including cash flow options for small and rural grantees.
 5. Support the return of directed federal funding for transportation priorities.
 6. Coordinate with military installations in Monterey County to seek funding for transportation projects with a nexus to those installations.
 7. Support Monterey-Salinas Transit application for federal funding for the SURF Bus Line in the Monterey Branch Line corridor.
 8. Support applications for the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant program on the California Central Coast.
- 2F.** Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 3F.** Advocate for the Federal Communications Commission to regulate broadband/internet access as a utility to enable the increase of broadband infrastructure capacity to help bridge the digital divide and to encourage telecommuting.

- 4F.** 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.
- 5F.** Support an adequate level of funding for Amtrak to restore pre-COVID-19 service level and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 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: Rich Deal, Principal Engineer
Meeting Date: November 5, 2020
Subject: Measure X Regional Highway Safety Projects Update

RECOMMENDED ACTION:

RECEIVE Update on Measure X Regional Highway Safety Projects.

SUMMARY:

TAMC staff will update Technical Advisory Committee members on the progress of Measure X regional highway projects including: SR 68 Scenic Corridor Improvements; SR 156 / Castroville Blvd Interchange; US 101 South of Salinas Improvements; and, the SURF! Highway 1 Busway.

FINANCIAL IMPACT:

Measure X allocates 60% of its monies to the cities and County, and 40% of its funding towards regional projects and "mobility for all" projects and programs. The TAMC Integrated Funding Plan specifies when regional projects and programs will receive funding and what share of matching funds will need to be leveraged. The Measure X amount available to each of these regional road safety projects over its 30-year lifetime is as follows:

- SR 68 Scenic Corridor Improvements (\$50 million)
- SR 156 / Castroville Blvd Interchange (\$30 million)
- US 101 South of Salinas Improvements (\$30 million)
- SURF! Highway 1 Busway (\$15 million)

DISCUSSION:

This presentation is intended to update Technical Advisory Committee members on four regional transportation projects that are leveraging Measure X sales tax funds.

SR 68 Scenic Corridor Safety and Operations Improvements

This project is currently in the preliminary engineering and environmental phase. Caltrans is the Lead agency and is preparing 35% design for Alternative 1, which proposes to replace the nine existing traffic signals with roundabouts, and Alternative 2, which proposes to widen each intersection to four lanes and upgrade the the existing traffic signals. The Transportation Agency is providing project management and roundabout design support. Caltrans is also preparing the technical studies and environmental impact report. The critical path for this phase is the archaeological assessment that leads to a final environmental impact report in September 2023. The next phase of the project is final engineering design that will follow certification of the environmental impact report by the California Transportation Commission.

The preliminary engineering and environmental phase is funded by the following sources:

State Transportation Improvement Program \$3,400,000
Highway Improvement Program \$2,594,000
Measure X \$640,000
Phase Total = \$6,634,000

State Route 156 / Castroville Blvd Interchange

The SR 156 / Castroville Blvd interchange is the first stage of the SR 156 West Corridor Project between Highway 1 and US 101. The overall project has completed the environmental phase. The SR 156 / Castroville Blvd Interchange is currently in the design and right-of-way phase. Caltrans is leading the design with the Transportation Agency providing project management and roundabout design support. Caltrans has completed 65% plans and is moving toward 90% plans on stage 1.

This phase of the project also involves permitting by regulatory agencies with mitigation measures for environmental impacts. The State Legislature recently passed and the Governor signed Senate Bill 1231, authorizing the Department of Fish and Wildlife to issue a permit for the take of the Santa Cruz Long-toed Salamander habitat resulting from impacts attributable to the construction along the State Route 156 corridor through Moro Cojo Slough in the County of Monterey for the purpose of enhancing safety and access, if certain conditions are satisfied. This bill allows TAMC to implement safety improvements to eliminate collisions and fatalities along the SR 156 corridor while allowing for enhanced mitigation for an endangered species. The schedule for coordination and permitting coincides with the final design and right-of-way schedule for the interchange. The project is expected to be ready to list for construction bids in Summer 2022.

The design and right-of-way phase is funded by the State Transportation Improvement Program for \$25,700,000. Caltrans and the Transportation Agency recently submitted three Senate Bill 1 grant applications, leveraging Measure X funds, to fully fund construction of the interchange project.

US 101 South of Salinas Improvements

The US 101 South of Salinas Improvement project has a previously completed corridor study and project study report; however, the range of possible alternatives is so large that the environmental work would be cost and time prohibitive. For this reason, the Transportation Agency is undertaking a study with extensive outreach to narrow down the range of reasonable alternatives, as a bridge to the environmental phase. The completed study alternatives will reflect the results of the robust outreach campaign, leading to an efficient environmental review process and a more focused preliminary engineering effort. While some study elements have been delayed due to COVID19 impacts, the initial online outreach process proved fruitful. The study is moving toward identifying various options for reducing fatal and injury crashes occurring in at-grade highway intersections and improving safety along the US 101 corridor from Abbott Street in Salinas to Main Street in Chualar.

The study phase of the project is funded by Measure X Sales Tax revenue for \$440,000. The next phase, preliminary engineering and environmental review, is funded through the State Transportation Improvement Program for \$8,611,000.

SURF! Busway and Rapid Transit Project

This project, identified in Measure X as the Highway 1 Traffic Relief - Busway, proposes to construct a dedicated busway in the Monterey Branch Line rail right-of-way between Marina and Sand City. Monterey-Salinas Transit is leading the project and the Transportation Agency is providing project management support and design oversight. The project is currently in the preliminary engineering and environmental phase. The consulting team is nearing completion of the preliminary engineering design and technical studies for the environmental impact report. The draft environmental impact report is expected to be circulated in Spring 2021.

The preliminary engineering and environmental phase is funded by the following sources:

Measure X Sales Tax revenue	\$1,450,000
Senate Bill 1 Local Partnership Program (MST's share)	<u>\$100,000</u>
Phase Total	\$1,550,000



Memorandum

To: Technical Advisory Committee
From: Madilyn Jacobsen, Transportation Planner
Meeting Date: November 5, 2020
Subject: SURF! Busway and Rapid Transit Project

RECOMMENDED ACTION:

RECEIVE presentation and update on the SURF! Busway and Rapid Transit Project.

SUMMARY:

In fall 2019, Monterey-Salinas Transit kicked-off the preliminary engineering and environmental review phase of the SURF! Busway and Rapid Transit project, listed in Measure X as the Highway 1 Traffic Relief -Busway. The team will provide an update on the development of the project, including its history, goals and design.

FINANCIAL IMPACT:

The current preliminary engineering and environmental analysis phase of the project is budgeted at \$1,550,000. The TAMC Board approved a Measure X funding agreement at its December 4, 2019 meeting, programming \$1,450,000 for this phase, and Monterey-Salinas Transit has contributed \$100,000 of its share of Senate Bill 1 Local Partnership Program funds. Measure X funding up to \$15 million is available for the entire project. Additional matching dollars, from federal, state or both sources, will be needed to fully fund the project, which currently has a total estimated cost of \$52 million.

DISCUSSION:

In 2003, the Transportation Agency purchased the Monterey Branch Line with Proposition 116 funding, with the intent of supporting passenger service along the corridor. TAMC explored rail and bus rapid transit options and light rail was selected as the locally preferred alternative by the TAMC Board in 2009. Light rail, however, was deemed too expensive at that time, and did not have the transit ridership to support it. The Federal Transit Administration suggested pursuing Bus Rapid Transit along the corridor, at least in the near-term. In 2014, the TAMC Board supported Bus Rapid Transit as an interim solution as a way for bus riders to circumvent the traffic on Highway 1. In 2016, the Board adopted and 2/3rds of the voters approved the Measure X Transportation Safety and Investment Plan, which (as noted above) includes \$15 million for the Highway 1 Traffic Relief - Busway.

In 2018, MST completed the Monterey Bay Area Feasibility Study of Bus Operations on State Route 1 Shoulders and the Monterey Branch Line. The study analyzed seven alternatives and concluded that implementing a bus rapid transit corridor on a segment of the Monterey Branch Line would provide the best benefit-cost value. In Fall 2019, MST hired Kimley-Horn to conduct environmental review and preliminary design work, and which officially kicked-off on November 21, 2019.

Goals of the SURF! Busway and Rapid Transit project include:

- Improving air quality through reduced greenhouse gas emissions

- Increasing transit ridership
- Reducing traffic on Highway 1
- Enhancing mobility through improved bicycle trail connections
- Improving travel time reliability for transit users
- Improving transit connections

Additionally, one of the major goals has been to design the busway in a cost-effective manner that also minimizes the impact on the tracks, to preserve the option for future rail use. The project is not intended to replace rail, but provide an opportunity to build ridership demand supportive of rail.

The following outlines the project's progress regarding stakeholder coordination, project design and funding.

Stakeholder Coordination

The project team initiated outreach with key stakeholders early in the project's development, including coordination with the California Coastal Commission, State Parks, Caltrans and LandWatch Monterey County. The formation of an internal project development team fostered discussion with public works and planning departments from the underlying jurisdictions. The project team has generally received good input and positive feedback from engaged stakeholders.

The project team is also planning to institute a virtual public outreach program. As part of the outreach, the project team is developing video simulations. The first simulation will be shared during the committee meeting.

Project Design

The Busway enters the Monterey Branch Line right-of-way at Del Monte Boulevard and Palm Avenue in the City of Marina, and exits the rail right-of-way at California Avenue and Fremont Street in Sand City. The busway parallels Highway 1 and the Monterey Branch Line for approximately six miles, envisioned as two-lanes with one stop along the corridor at the proposed 5th Street Station. The majority of the busway runs on the east side of the rail right-of-way, with minimal crossings over the tracks. An overview map is provided as an **attachment** to this report.

The project also includes a proposed roundabout at the exit of the rail corridor and the re-entry into mixed traffic at California Avenue and Fremont Street. The roundabout provides the best solution for safe bus operations, eliminating an uncontrolled left turn across traffic. Additionally, it provides for improved traffic flow at the intersection and the ramp.

Other design features of the project include signing, striping and gates that will prevent unauthorized users from entering the busway.

Funding

MST is actively coordinating with the Federal Transit Administration (FTA) to apply for a Capital Investment Grant, a discretionary grant program that supports transit capital investments including busways and bus rapid transit corridors. The project has been accepted into the Project Development phase of the Capital Investments Grants program. Per the requirements of the Fixing America's Surface Transportation (FAST) Act, the following activities must be completed during project development:

- Complete the environmental review process;
- Select a locally preferred alternative;
- Have the locally preferred alternative adopted into the fiscally constrained long range transportation plan; and
- Complete the activities required to develop sufficient information for evaluation and rating under the Capital Investment Grant criteria.

MST and TAMC also jointly submitted a grant application for \$25 million to the state's Transit and Intercity Rail Capital

Program on January 15, 2020. The application scored competitively but was ultimately not awarded funding this cycle due to the project being in early stages of development. The project team anticipates reapplying next cycle.

Timeline

The overall project timeline for the SURF! Busway and Bus Rapid Transit Project is:

- Data collection (Fall 2019-Summer 2020)
- Preliminary engineering and design (Summer 2020-Winter 2020/21)
- Environmental compliance (Summer 2020-Winter 2020/21)
- Final engineering and design (Summer 2022-Fall 2023)
- Construction (Beginning Spring 2024)
- Operation (Beginning Spring 2027)

ATTACHMENTS:

- SURF Busway - Overall Project Map

