



## TECHNICAL ADVISORY COMMITTEE

Thursday, June 7, 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 May 3, 2018.

- Zeller

### END OF CONSENT AGENDA

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4. **RECEIVE** presentation from AMBAG on the federal requirements for setting performance management targets, and provide comments by July 19, 2018.

- Paul Hierling, AMBAG

*The Association of Monterey Bay Area Governments (AMBAG), as the metropolitan planning organization, is required by the 2012 and 2015 federal transportation acts to adopt transportation performance management targets for the tri-county region.*

5. **RECEIVE** update on the 2018 Regional Development Impact Fee Nexus Study Update.

- Zeller

*The Transportation Agency is required to update the Regional Development Impact Fee every five years. This process includes reviewing the land use and development assumptions in the regional travel demand model, forecasting future travel demands, updating the project list as necessary to meet those demands, revising project costs, and developing the nexus-based fee schedule.*

6. **RECEIVE** presentation on the draft TAMC Title VI and Language Assistance Plan for 2018-2021, and **COMPLETE** the Title VI committee representation survey.

- Murillo

*Title VI of the Civil Rights Act of 1964 prohibits recipients of federal financial assistance from discriminating on the basis of race, color, or national origin in their programs or activities. As a recipient of federal funds, the Transportation Agency's Title VI Program and Language Assistance Plan establish a policy of nondiscrimination.*

7. **ANNOUNCEMENTS**

8. **ADJOURN**

9. All TAC members, guests and the public are invited to attend this OPTIONAL half hour technical presentation and field demonstration after adjournment and 15 minute break.

<http://technisoil.com/trowelpave-asphalt.html>

- Neil Amundson, TechniSoil Global

*This technical presentation and demonstration is intended to offer new and emerging technologies in pavement maintenance as a learning experience. The presentation is for information purposes only. The processes, products and technology included in the presentation are not recommended or endorsed by TAMC. TAMC assumes no liability for its use.*

**Next Committee meeting will be on  
Thursday, August 2, 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: Rich Deal; 55-B Plaza Circle, Salinas, CA 93901, **email:** [rich@tamcmonterey.org](mailto:rich@tamcmonterey.org)

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

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:** June 7, 2018  
**Subject:** **Draft Technical Advisory Committee Minutes - May 3, 2018**

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**RECOMMENDED ACTION:**

**APPROVE** the draft Technical Advisory Committee Minutes for May 3, 2018.

**ATTACHMENTS:**

- Draft TAC Minutes - May 3, 2018

## TECHNICAL ADVISORY COMMITTEE MINUTES

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

### FINAL Minutes of Thursday, May 3, 2018

COMMITTEE MEMBERS	JUN 17	AUG 17	SEP 17	OCT 17	NOV 17	JAN 18	FEB 18	MAR 18	APR 18	MAY 18
R. Harary, Carmel-by-the-Sea (S. Friedrichsen)	C	P	P	P	C	P		P(A)	P	P
D. Pick, Del Rey Oaks	A	P	P		A	P			P	
P. Dobbins Gonzales <b>Chair</b> (R. Mendez, J. Lipe)	N	P		P	N	P	P	P		P
M. Steinmann, Greenfield	C				C		P			
O. Hurtado, King City (S. Adams)	E	P	P	P	E	P	P	P		P
B. McMinn, Marina, <b>Vice Chair</b> (E. Delos Santos)	L	P	P	P	L	P	P	P	P	P
A. Renny, Monterey (F. Roveri)	L	P	P	P	L	P(A)	P	P(A)	P	P(A)
D. Gho, Pacific Grove (M. Brodeur)	E	P	P	P	E	P	P	P	P(A)	P
J. Serrano, Salinas (V. Gutierrez)	D	P	P	P	D		P	P	P(A)	P
T. Bodem, Sand City		P	P				P			P
R. Riedl, Seaside (L. Llantero)		P	P(A)			P	P	P	P(A)	P
D. Wilcox, Soledad (M. McHatten)						P				P(A)
E. Saavedra, MCPW		P	P	P			P	P		P
Vacant , Monterey County Economic Development										
H. Adamson, AMBAG (S. Vienna)			P(A)	P(A)		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)			P(A)		P(A)	P(A)
A. Romero, MBUAPCD										
J. Brinkmann, FORA (P. Said)										P
L. Rheinheimer, MST (M. Overmeyer)		P(A)	P	P		P	P	P	P	P

STAFF	JUN 17	AUG 17	SEP 17	OCT 17	NOV 17	JAN 18	FEB 18	MAR 18	APR 18	MAY 18
D. Hale, Exec. Director									P	
T. Muck, Dep. Exec. Director		P	P	P		P			P	P
H. Myers, Sr. Transp. Planning Engineer		P		P		P	P	P	P	
M. Zeller, Principal Transp. Planner		P	P	P		P	P	P	P	P
C. Watson, Principal Transp. Planner						P				
V. Murillo, Transportation Planner			P					P	P	P
Theresa Wright, Public Outreach Coordinator		P	P	P					P	P
G. Leonard, Transportation Planner		P				P				
Rich Deal, Principal Engineer							P	P	P	P
Ariana Green, Assoc. Transportation Planner									P	P
Stefania Castillo, Transportation Planner										P

## 1. ROLL CALL

Chair Patrick Dobbins, City of Gonzales, called the meeting to order at 9:33 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 McMinn / Roveri / unanimous

**3.1 APPROVE** the minutes of the Technical Advisory Committee meeting of April 5, 2018.

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## END OF CONSENT AGENDA

## 4. UPDATED METRICS FOR MEASURING TRANSPORTATION IMPACTS

The Committee received a presentation from Todd Muck, Deputy Executive Director, on the new requirement to use Vehicle Miles Traveled, rather than Levels of Service, as the primary metric for measuring transportation impacts under the California Environmental Quality Act.

Mr. Muck presented that Senate Bill (SB) 743 eliminated vehicular delay and Level of Service (LOS) as the metrics for measuring the transportation impacts of new development

under the California Environmental Quality Act. The legislation tasked the Governor's Office of Planning and Research with developing a metric that promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.

The Office of Planning and Research identified Vehicle Miles Traveled (VMT) per capita, VMT per employee, and net VMT as new metrics for transportation analyses. In November 2017 updated CEQA Guidelines were released. The Natural Resources Agency is expected to adopt these metrics as CEQA regulatory changes in 2018 and that statewide implementation will occur on January 1, 2020.

The current version of OPR's technical advisory on evaluating transportation impact in CEQA is available on the Office of Population Research's website: [http://www.opr.ca.gov/docs/20180416-743\\_Technical\\_Advisory\\_4.16.18.pdf](http://www.opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf)

At the close of the presentation, Mr. Muck noted that our County may want to adopt a regional level of significance that's consistent with the Sustainable Communities Strategy, which could help to streamline the process.

Rick Riedl, City of Seaside, noted that he would still like to use level of service for the City's projects. Mr. Muck noted that a city can still use LOS, but VMT will be used for CEQA.

Brent Slama, City of Soledad, asked if this will change impact fees for mitigation? Staff responded that there is not enough information at this point, but we will research.

Lisa Rheinheimer, Monterey-Salinas Transit, stated that transit is not very well forecasted in the AMBAG model, and that moving forward we'll need to incorporate it better in order to include transit projects as mitigations.

## **5. DRAFT ACTIVE TRANSPORTATION PLAN**

The Committee received a presentation from Virginia Murillo, Transportation Planner, on the Go 831 Rideshare program.

Ms. Murillo presented that the goal of the Monterey County Active Transportation Plan is to meet State's Plan guidelines, identify high priority bicycle and pedestrian projects, and identify opportunity sites for innovative bicycle facility design, and designating areas for enhanced regional and local connectivity.

Since the public outreach phase of this project, TAMC staff met with city and county staff to review the comments received during the public outreach phase and to discuss city priorities. TAMC staff then developed draft ranked project lists for each of the Monterey County jurisdictions based on criteria that mirrors State Active Transportation Program grant scoring criteria. The project criteria also reflects input received from the Bicycle and Pedestrian Committee and the Technical Advisory Committee. The scoring measurement



methodology and data sources as well as a refined scale for how points are distributed among these categories: Safety, Connectivity, Comfort, Active Transportation Trips, Equity, Complete Streets Opportunity projects, and, Quality Facilities.

An interactive map and the draft ranked project list for each of the cities and the County of Monterey are posted on the Active Transportation Plan website:

<http://www.tamcmonterey.org/programs/bike-pedestrian/bike-ped-plan/>

The projects identified as regional priorities are those that scored in the top 25% of all projects countywide. Based on the input and evaluations, Alta Planning + Design will develop conceptual designs for those projects.

The intent of the conceptual designs is to advance these high-priority projects into project development and make them more competitive for ATP grant funding. Following release of the draft Active Transportation Plan, staff will conduct additional outreach to promote the draft Plan and coordinate with stakeholders on the conceptual design development. Public comment will be accepted until May 31, 2018.

## **6. Active Transportation Program Cycle 4**

Ariana Green, Associate Transportation Planner, presented that the Final Draft ATP Cycle 4 Guidelines will be brought to the May 16 California Transportation Commission meeting for adoption and the ATP Cycle 4 Call for Projects will occur the same day. The Cycle 4 Guidelines include some notable changes to previous funding cycles including the use of five (5) different applications which will be submitted digitally, a new scoring matrix, adding Caltrans as an eligible applicant, and updated reporting requirements to be consistent with the upcoming SB 1 Accountability Guidelines).

The five applications available for ATP Cycle 4 funding are based on the grant funds requested or project type:

- Large Infrastructure (\$7 Million + total project cost)
- Medium Infrastructure (\$1.5-\$7 Million total project cost)
- Small Infrastructure (up to \$1.5 Million total project cost)
- Non-Infrastructure Projects
- Plans

TAMC staff has been coordinating with local cities and the County to identify projects that will be competitive for the upcoming ATP funding cycle and developing concept designs for high-priority active transportation projects. Applicants are asked to also coordinate with TAMC staff on Safe Routes to School projects to take advantage of potential Measure X funding.

Gustavo Alfaro, Caltrans District 5, noted that if you have a proposed project that touches State right-of-way, reach out to Caltrans early in the project to discuss.

## **7. ANNOUNCEMENTS**

Lisa Rheinheimer, MST, announced that jurisdictions should let MST know when your road projects start and to include information in your encroachment permits to notify MST so they can make accommodations and route changes if necessary.

Patrick Dobbins, City of Gonzales, announced that the American Public Works Association will have a BBQ at Corralitos, and that the City held a ribbon cutting for the Alta Street project.

Gustavo Alfaro, Caltrans District 5, announced several grant opportunities:

- 2018 Environmental Enhancement (EEM) grant deadline is June 20;
- Advanced Transportation Technologies grant deadline is June 18;
- Climate Ready Program grant deadline is July 2; and
- 2018 BUILD (formerly TIGER) grant deadline is July 19.

Rick Riedl, City of Seaside, announced that the City will have a ribbon cutting for their West Broadway project on June 7<sup>th</sup>.

## **8. ADJOURN**

The meeting was adjourned at 10:30 am.



## *Memorandum*

**To:** Technical Advisory Committee  
**From:** Rich Deal, Principal Engineer  
**Meeting Date:** June 7, 2018  
**Subject:** **Federal Requirements for Performance Management**

### **RECOMMENDED ACTION:**

**RECEIVE** presentation from AMBAG on the federal requirements for setting performance management targets, and provide comments by July 19, 2018.

### **SUMMARY:**

The Association of Monterey Bay Area Governments (AMBAG), as the metropolitan planning organization, is required by the 2012 and 2015 federal transportation acts to adopt transportation performance management targets for the tri-county region.

### **DISCUSSION:**

The last two federal transportation acts - "Moving Ahead for Progress in the 21st Century (MAP-21)" Act of 2012 and "Fixing America's Surface Transportation (FAST)" Act of 2015 - established a transportation performance management framework and national transportation measures. In May 2016, the Federal Transit Administration and the Federal Highway Administration issued final rules that direct States to implement transportation performance targets in conjunction with Metropolitan Planning Organizations.

AMBAG is seeking partner input on the proposed performance targets for its presentation to its Board of Directors on August 8, 2018 Board of Directors. On November 14, 2018, a final recommendation will be presented to the AMBAG Board and submitted to Caltrans. An AMBAG memorandum to TAMC Technical Advisory Committee is attached for a full explanation of this presentation.

### **ATTACHMENTS:**

- Proposed Performance Management Targets - AMBAG Memo
- PM2 - Pavement and Bridge Targets

▫ PM3 - Performance Targets



**MEMORANDUM**

**TO:** Technical Advisory Committee  
**FROM:** Paul Hierling, Senior Planner  
**MEETING DATE:** June 7, 2018  
**SUBJECT:** Fixing America's Surface Transportation Act – Federal Performance Management Requirements and Target Setting Update

**RECOMMENDATION:**

Receive an informational update regarding federal requirements for transportation performance management and target setting.

**BACKGROUND/DISCUSSION:**

The federal Moving Ahead for Progress in the 21st Century (MAP-21) Act of 2012 and Fixing America's Surface Transportation (FAST) Act of 2015 established a transportation performance management framework and national transportation measures. In May 2016, the FTA and FHWA issued Final Rules (23 CFR 450, 771, and 49 CFR 613) which direct States to implement transportation performance targets in coordination with Metropolitan Planning Organizations (MPOs).

The FHWA and FTA have promulgated three final rules to provide direction to States on implementation of transportation measures and targets in coordination with MPOs:

- Safety Performance Management Final Rule 1 (PM 1) directs states to identify performance targets to reduce motorized and non-motorized fatalities and serious injuries in the transportation system.
- Pavement and Bridge Condition Performance Measures Final Rule 2 (PM 2) directs states to set performance targets to maintain or improve pavement and bridge condition throughout the National Highway System.
- National Highway System, Freight Movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program Final Rule 3 (PM 3) directs states to set performance targets to maintain or improve transportation system reliability and control air quality emissions.

AMBAG staff has been coordinating with Caltrans and other MPOs on target setting since 2017 and continue to provide feedback in the target setting process. Over the past three months AMBAG staff has participated in seven statewide meetings and technical advisory groups related to the implementation of the performance management framework, providing input on target setting, data quality control and performance goals.

On February 14, 2018, the AMBAG Board agreed to support statewide PM 1 safety targets after consulting with Regional Transportation Planning Agencies (RTPAs). On May 20, 2018, Caltrans released statewide performance measure targets for PM 2 and PM 3 for review. PM 2 and PM 3 are the focus of this report. MPOs must review these statewide targets with partner agencies and either support Caltrans targets or set our own regional targets by November 20, 2018. Caltrans PM 2 and PM 3 targets are discussed more below.

### ***Performance Management Rule 2 (PM 2) Target Setting: Pavement and Bridge Condition Performance Measures***

PM 2 requires establishment of statewide targets for pavement and bridge condition on the Interstate and National Highway Systems. This pavement and bridge condition data is currently collected by Caltrans.

Caltrans suggested PM 2 targets for the AMBAG region are as follows (See Attachment 1):

#### *Bridge Condition*

- No change of 2-year (2018-19) bridge condition on the National Highway System
- No change of 4-year (2018-21) bridge condition on the National Highway System

#### *Pavement Condition*

- No change of 2-year (2018-19) pavement condition on the National Highway System
- 13 miles of additional pavement in “good” condition on the National Highway System, 4-year period (2018-21)

These targets are expected to be achievable based on projects which will be completed between 2018 and 2021 and are currently programmed in the regional Metropolitan Transportation Improvement Program (MTIP), included in the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and county-based Regional Transportation Plans (RTPs). Targets for additional miles of pavement in “good” condition are expected to be met based on planned construction of new lanes miles associated with roadway widening and auxiliary lane projects throughout the region. Significant pavement and bridge deck improvements are expected due to state of good repair (SOGR) projects associated with Self Help local sales tax measures. These projects may result in pavement and bridge condition improvements above and beyond targets.

Caltrans and locally maintained non-interstate highway pavement condition targets call for improvements over the 4-year period. As the AMBAG region contains less than one percent of statewide interstate and non-interstate highway miles, Caltrans and larger MPOs will be the primary contributors to progress on this improvement (See Attachment 2, Percent Impact to Statewide Lane Miles). If these targets are not achieved, there are no repercussions to the region.

***Performance Management Rule 3 (PM 3) Target Setting: National Highway System, Freight Movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program***

PM 3 requires states to coordinate with MPOs and adopt performance measure targets for travel reliability, congestion, non single occupant vehicle travel and emissions reductions. AMBAG will be required to report on only one of seven metrics for PM 3. (See Table 1).

**Table 1: PM 3 Measures and Targets**

<b>Measure</b>	<b>Statewide Target</b>
Percent of Reliable Person Miles Traveled on the Non-Interstate NHS	AMBAG to report on progress. Region to partially contribute to 1% target improvement.
Percent of Reliable Person Miles Traveled on the Interstate	N/A
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index)	N/A
Total Emissions Reductions by Applicable Pollutants under CMAQ Program	N/A
Annual Hours of Peak-Hour Excessive Delay Per Capita	N/A
Percent of Non-Single Occupancy Vehicle (SOV) Travel	N/A
Percent Change in Tailpipe CO2 Emissions on the NHS Compared to the CY 2017 Level (GHG Performance Measure)	TBD – This measure may be removed from reporting requirements

Projects in the AMBAG region are expected to partially contribute to a statewide improvement of one percent in Percentage of Reliable Person Miles Traveled on the Non-Interstate NHS over 4-year period of 2018-2021 (See Attachment 2). Larger MPOs will be the primary contributors to statewide progress on this metric. If this target is not achieved, there are no repercussions to the region. However, the state is looking to the regional agencies to use performance management measures to evaluate and prioritize projects for future funding.

***California Senate Bill 1 (SB 1) Contributions to Achieving Performance Targets***

Projects associated with California Senate Bill 1 (SB 1) are critical to the achievement of statewide transportation performance targets. If California Senate Bill 1 (SB 1) is repealed in the November 2018 elections and transportation funding is reduced, statewide targets may become unachievable. Caltrans has indicated that in this eventuality they will work with MPOs and the FHWA to revise and potentially reduce targets. FHWA has agreed to this contingency.

## ***Performance Management Rule Updates to Metropolitan Transportation Improvement Program (MTIP) Process***

AMBAG maintains the regional four-year Metropolitan Transportation Improvement Program (MTIP) where transportation projects are programmed for federal State and/or local funding. FHWA performance measure rules require that the MTIP make progress toward achieving performance targets once transportation performance measures are implemented (23 CFR 450.326). In future MTIP project amendments, additional information about projects will be requested from RTPAs to assist in tracking regional progress towards PM 1, PM 2 and PM 3 targets.

### ***Next Steps***

AMBAG will continue to discuss PM 2 and PM 3 target setting with regional partner agencies throughout June 2018. Partner feedback and an informational update will be brought to the AMBAG Board of Directors in August 2018. On November 14 2018, a final recommendation will be presented to the AMBAG Board and submitted to Caltrans.

### **FINANCIAL IMPACT:**

The recommended action has no direct financial impact. AMBAG has budgeted and funded for data collection and reporting associated with performance measure targets. There are currently no funding repercussions to an MPO or RTPA if targets are not met.

### **COORDINATION:**

This report prepared in cooperation with Caltrans, FHWA, other MPOs in the state and Regional Transportation Planning Agencies.

### **ATTACHMENTS:**

1. California National Highway System Pavement and Bridge Condition Targets for PM 2
2. California System Performance Targets for PM 3



# Attachment 1

## California 2016 Pavement Conditions (NHS) Target Calculator Tool

Jurisdiction	2016 Lane Miles (LM)	2016 Pavement Condition (%)		2 Year Pavement Condition Targets				4 Year Pavement Condition Targets				% Impact to Statewide Lane Miles	
		Good(G)	Poor(P)	2019 Lane Miles	Good (LM)	% Target (G)	Poor (LM)	% Target (P)	2021 Lane Miles	Good (LM)	% Target (G)		Poor (LM)
State Interstate NHS	14,159	47.9%	3.1%	14,159	6,381	45.1%	490	3.5%	14,159	6,303	44.5%	544	3.8%
Non-Interstate NHS	22,490	43.5%	2.5%	22,490	10,584	47.1%	678	3.0%	22,490	11,100	49.4%	787	3.5%
Other Non-Interstate NHS	54	16.7%	1.9%	54	9	16.7%	1	1.9%	54	9	16.7%	1	1.9%
<b>Local**</b>	<b>19,373</b>	<b>4.6%</b>	<b>12.5%</b>	<b>19,447</b>	<b>1,250</b>	<b>6.4%</b>	<b>2,385</b>	<b>12.3%</b>	<b>19,614</b>	<b>1,483</b>	<b>7.6%</b>	<b>2,265</b>	<b>11.5%</b>
Butte (BCAG)	69	7.3%	12.6%	69	14	20.3%	9	12.6%	69	14	20.3%	9	12.6%
<b>Fresno (FCOG)</b>	<b>479</b>	<b>13.4%</b>	<b>4.2%</b>	<b>479</b>	<b>67</b>	<b>13.9%</b>	<b>20</b>	<b>4.1%</b>	<b>479</b>	<b>107</b>	<b>22.4%</b>	<b>19</b>	<b>3.9%</b>
Glenn CTC	6	9.7%	0.0%	6	1	9.7%	-	0.0%	6	1	9.7%	-	0.0%
Humboldt CAG	35	100.0%	0.0%	35	35	100.0%	-	0.0%	35	35	100.0%	-	0.0%
<b>Kern (KCOG)</b>	<b>586</b>	<b>19.3%</b>	<b>4.1%</b>	<b>586</b>	<b>176</b>	<b>30.0%</b>	<b>29</b>	<b>5.0%</b>	<b>586</b>	<b>182</b>	<b>31.0%</b>	<b>23</b>	<b>4.0%</b>
<b>Kings (KCAG)</b>	<b>35</b>	<b>16.2%</b>	<b>0.0%</b>	<b>35</b>	<b>6</b>	<b>16.2%</b>	<b>-</b>	<b>0.0%</b>	<b>35</b>	<b>6</b>	<b>16.2%</b>	<b>-</b>	<b>0.0%</b>
Lassen CTC	8	100.0%	0.0%	8	8	100.0%	-	0.0%	8	7	92.8%	-	0.0%
<b>Madera (MCTC)</b>	<b>3</b>	<b>0.0%</b>	<b>0.0%</b>	<b>3</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>0.0%</b>	<b>3</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>0.0%</b>
<b>Merced (MCAG)</b>	<b>87</b>	<b>2.1%</b>	<b>15.2%</b>	<b>87</b>	<b>2</b>	<b>2.1%</b>	<b>13</b>	<b>15.2%</b>	<b>87</b>	<b>2</b>	<b>2.1%</b>	<b>13</b>	<b>15.2%</b>
<b>Metropolitan (MTC)</b>	<b>2,995</b>	<b>1.7%</b>	<b>11.1%</b>	<b>2,995</b>	<b>200</b>	<b>6.7%</b>	<b>333</b>	<b>11.1%</b>	<b>2,995</b>	<b>225</b>	<b>7.5%</b>	<b>333</b>	<b>11.1%</b>
<b>Monterey (AMBAG)</b>	<b>218</b>	<b>7.6%</b>	<b>8.1%</b>	<b>218</b>	<b>17</b>	<b>7.6%</b>	<b>18</b>	<b>8.1%</b>	<b>231</b>	<b>30</b>	<b>13.0%</b>	<b>18</b>	<b>7.6%</b>
<b>Sacramento (SACOG)</b>	<b>1,149</b>	<b>3.2%</b>	<b>14.4%</b>	<b>1,149</b>	<b>37</b>	<b>3.2%</b>	<b>166</b>	<b>14.4%</b>	<b>1,149</b>	<b>50</b>	<b>4.4%</b>	<b>164</b>	<b>14.3%</b>
<b>San Diego (SANDAG)</b>	<b>991</b>	<b>2.1%</b>	<b>8.8%</b>	<b>991</b>	<b>21</b>	<b>2.1%</b>	<b>87</b>	<b>8.8%</b>	<b>1,015</b>	<b>45</b>	<b>4.4%</b>	<b>89</b>	<b>8.8%</b>
<b>San Joaquin (SJCAG)</b>	<b>545</b>	<b>7.1%</b>	<b>6.8%</b>	<b>548</b>	<b>40</b>	<b>7.2%</b>	<b>36</b>	<b>6.6%</b>	<b>548</b>	<b>50</b>	<b>9.0%</b>	<b>26</b>	<b>4.8%</b>
<b>San Luis Obispo (SLOCOG)</b>	<b>43</b>	<b>10.4%</b>	<b>11.5%</b>	<b>39</b>	<b>16</b>	<b>41.9%</b>	<b>2</b>	<b>6.1%</b>	<b>39</b>	<b>15</b>	<b>39.6%</b>	<b>3</b>	<b>7.4%</b>
<b>San Luis Obispo (SBCAG)</b>	<b>131</b>	<b>3.8%</b>	<b>7.9%</b>	<b>131</b>	<b>11</b>	<b>8.4%</b>	<b>11</b>	<b>8.4%</b>	<b>131</b>	<b>11</b>	<b>8.4%</b>	<b>15</b>	<b>11.4%</b>
<b>Southern California (SCAG)</b>	<b>11,658</b>	<b>3.7%</b>	<b>14.4%</b>	<b>11,718</b>	<b>468</b>	<b>4.0%</b>	<b>1,620</b>	<b>13.8%</b>	<b>11,840</b>	<b>553</b>	<b>4.7%</b>	<b>1,509</b>	<b>12.7%</b>
Shasta (SRTA)	9	13.3%	15.5%	9	8	91.1%	1	8.9%	9	9	100.0%	-	0.0%
<b>Stanislaus (StanCOG)</b>	<b>219</b>	<b>13.2%</b>	<b>13.2%</b>	<b>219</b>	<b>93</b>	<b>42.5%</b>	<b>38</b>	<b>17.4%</b>	<b>219</b>	<b>96</b>	<b>43.8%</b>	<b>39</b>	<b>17.8%</b>
<b>Tahoe (TMOPO)</b>	<b>5</b>	<b>97.1%</b>	<b>0.0%</b>	<b>5</b>	<b>5</b>	<b>97.1%</b>	<b>-</b>	<b>0.0%</b>	<b>5</b>	<b>5</b>	<b>97.1%</b>	<b>-</b>	<b>0.0%</b>
<b>Tulare (TCAG)</b>	<b>102</b>	<b>14.2%</b>	<b>2.0%</b>	<b>117</b>	<b>27</b>	<b>23.1%</b>	<b>2</b>	<b>1.7%</b>	<b>125</b>	<b>41</b>	<b>32.8%</b>	<b>5</b>	<b>4.0%</b>
<b>Grand Total NHS</b>	<b>56,075</b>	<b>30.4%</b>	<b>6.1%</b>	<b>56,150</b>	<b>18,224</b>	<b>32.5%</b>	<b>3,554</b>	<b>6.3%</b>	<b>56,317</b>	<b>18,895</b>	<b>33.6%</b>	<b>3,597</b>	<b>6.4%</b>
2018 TAMP Total NHS	56,075	30.4%	6.1%	56,075	18,224	32.5%	3,554	6.3%	56,317	18,895	33.6%	3,597	6.4%
<b>Grand Total Non-Interstate NHS</b>	<b>41,917</b>	<b>25.5%</b>	<b>7.1%</b>	<b>41,991</b>	<b>11,843</b>	<b>28.2%</b>	<b>3,064</b>	<b>7.3%</b>	<b>42,158</b>	<b>12,592</b>	<b>29.9%</b>	<b>3,053</b>	<b>7.2%</b>
2018 TAMP Total Non-I NHS	41,917	25.5%	7.1%	41,991	11,843	28.2%	3,064	7.3%	42,158	12,592	29.9%	3,053	7.2%
<b>Grand Total Interstate NHS</b>	<b>14,159</b>	<b>47.9%</b>	<b>3.1%</b>	<b>14,159</b>	<b>6,381</b>	<b>45.1%</b>	<b>490</b>	<b>3.5%</b>	<b>14,159</b>	<b>6,303</b>	<b>44.5%</b>	<b>544</b>	<b>3.8%</b>

\*\*Red indicates MPOs responses to Caltrans

Note: 1) Highlighted yellow indicates the NHS Interstate and Non-Interstate NHS 2 and 4-Year Pavement Targets

2) Distributed missing Lane Miles from HPMS based on proportion of inventory owned. Excludes bridge lane miles and State Highway System lane miles

# Attachment 1

## California 2017 NBI Bridge Conditions (NHS) as of 8-15-2017 Target Calculator Tool

Jurisdiction**	Number of Bridges	Deck Area (SF)	2017 Bridge Health (%)		2 Year Bridge Condition Targets				4 Year Bridge Condition Targets				% Impact to Statewide Deck Area	
			Good(G)	Poor(P)	Good (SF)	% Target (G)	Poor (SF)	% Target (P)	2021 Deck Area	Good (SF)	% Target (G)	Poor (SF)		% Target (P)
<b>State</b>	9,196	210,774,774	69.4%	3.7%	210,774,774	151,918,378	72.1%	7,416,201	3.5%	210,774,774	154,642,877	73.4%	7,235,488	3.4%
<b>Local</b>	1,629	23,511,109			23,503,769	9,895,180	42.1%	3,362,179	14.3%	23,506,522	10,420,181	44.3%	3,102,017	13.2%
Butte (BCAG)	7	40,085	23.3%	0.0%	40,085	9,322	23.3%	-	0.0%	40,085	9,322	23.3%	-	0.0%
Fresno (FCOG)	33	389,427	31.2%	0.8%	389,427	132,031	33.9%	3,321	0.9%	389,427	130,846	33.6%	3,272	0.8%
Humboldt CAG	2	5,113	0.0%	0.0%	5,113	-	0.0%	-	0.0%	5,113	-	0.0%	-	0.0%
Kern (KCOG)	70	859,612	63.2%	4.9%	859,612	575,940	67.0%	42,981	5.0%	859,612	558,748	65.0%	42,981	5.0%
Merced (MCAG)	10	52,958	33.3%	1.7%	52,958	17,653	33.3%	893	1.7%	52,958	17,653	33.3%	893	1.7%
Metropolitan (MTC)	288	4,641,759	45.6%	20.9%	4,641,759	2,117,924	45.6%	971,639	20.9%	4,641,759	2,117,924	45.6%	971,639	20.9%
Monterey (AMBAG)	11	121,969	11.1%	0.0%	121,969	13,577	11.1%	-	0.0%	121,969	13,577	11.1%	-	0.0%
Sacramento (SACOG)	97	1,272,986	51.9%	3.5%	1,272,986	661,840	52.0%	44,767	3.5%	1,272,986	661,840	52.0%	44,767	3.5%
San Diego (SANDAG)	68	1,265,363	33.7%	20.6%	1,265,363	426,427	33.7%	260,766	20.6%	1,265,363	451,735	35.7%	248,011	19.6%
San Joaquin (SJCOC)	33	539,939	77.8%	9.8%	539,939	420,169	77.8%	53,044	9.8%	539,939	420,169	77.8%	53,044	9.8%
San Luis Obispo (SLOCOG)	5	33,497	0.0%	0.0%	32,888	13,468	41.0%	-	0.0%	32,888	16,738	50.9%	-	0.0%
Santa Barbara (SBCAG)	27	167,659	48.1%	18.2%	159,552	77,555	48.6%	26,812	16.8%	159,552	104,258	65.3%	109	0.1%
Southern California (SCAG)	963	13,766,178	36.1%	14.8%	13,767,555	5,216,634	37.9%	1,930,324	14.0%	13,770,308	5,706,841	41.4%	1,709,669	12.4%
Shasta (SRTA)	3	133,860	94.1%	0.0%	133,860	133,860	100.0%	-	0.0%	133,860	133,860	100.0%	-	0.0%
Stanislaus (StanCOG)	9	188,185	24.6%	14.7%	188,185	46,264	24.6%	27,631	14.7%	188,185	44,154	23.5%	27,631	14.7%
Tulare (TCAG)	3	32,518	100.0%	0.0%	32,518	32,518	100.0%	-	0.0%	32,518	32,518	100.0%	-	0.0%
<b>Grand Total NHS Bridges**</b>	<b>10,825</b>	<b>234,285,883</b>	<b>66.5%</b>	<b>4.8%</b>	<b>234,278,543</b>	<b>161,813,558</b>	<b>69.1%</b>	<b>10,778,380</b>	<b>4.6%</b>	<b>234,281,296</b>	<b>165,063,058</b>	<b>70.5%</b>	<b>10,337,505</b>	<b>4.4%</b>

\*\* Red indicates MPO responses to Caltrans

Note: Highlighted yellow are the 2 and 4-Year NHS Bridge Targets

**DEPARTMENT OF TRANSPORTATION****PLANNING AND MODAL PROGRAMS**

1120 N Street, MS-49  
 SACRAMENTO, CA 95814  
 PHONE (916) 654-5368  
 FAX (916) 653-5776  
 TTY 711  
 www.dot.ca.gov



*Making Conservation  
 a California Way of Life.*

May 20, 2018

Dear California Transportation Partners:

I would like to thank you for helping to establish the California statewide two- and four-year targets that the California Department of Transportation (Caltrans) will use to report the performance of the Interstate and non-Interstate National Highway System, as required by Federal Regulation (23 U.S.C. 150).

The information provided by the California Metropolitan Planning Organizations (MPOs) was used to collaboratively establish targets for six of the performance measures, and individual discussions were held with each MPO with an urbanized area over one million to establish single, unified targets for two of the performance measures, as noted in the attached document.

With the availability of Senate Bill 1 and local measure funds, Caltrans holistically anticipates improved conditions over a four-year performance period. Given the project planning, design and construction timeframes involved, in a number of cases, this improved performance falls outside of the two- and four-year window being reported. The full benefits of this additional funding investment is expected to be realized beyond a four-year time horizon in many cases.

As stated in Federal Regulation (23 C.F.R. 490), you now have up to 180 days from the date of this letter to document with Caltrans whether you either support the statewide targets, or establish your own for your respective metropolitan planning areas.

Please review the two- and four-year targets, and submit your targets in the forthcoming template to Caltrans by Friday, November 16, 2018, via email to [pm3@dot.ca.gov](mailto:pm3@dot.ca.gov). For questions, contact Nick Deal at (916) 654-4853, or via email at [Nicholas.Deal@dot.ca.gov](mailto:Nicholas.Deal@dot.ca.gov).

Sincerely,

COCO BRISEÑO  
 Deputy Director  
 Planning and Modal Programs

Attachment



**Attachment 2**

<b>Performance Measure</b>	<b>2017 Baseline Data</b>	<b>2-year Target</b>	<b>4-year Target</b>
Percent of Reliable Person-Miles Traveled on the Interstate <sup>1</sup>	64.6%	65.1% (+0.5%)	65.6% (+1%)
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS <sup>1</sup>	73.0%	N/A	74.0% (+1%)
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index) <sup>1</sup>	1.69	1.68 (-0.01)	1.67 (-0.02)
<b>Total Emissions Reductions by Applicable Pollutants under the CMAQ Program<sup>2</sup></b>			
VOC (kg/day)	951.83	961.35 (+1%)	970.87 (+2%)
CO (kg/day)	6,863.26	6,931.90 (+1%)	7,000.54 (+2%)
NOx (kg/day)	1,753.36	1,770.89 (+1%)	1,788.43 (+2%)
PM10 (kg/day)	2,431.21	2,455.52 (+1%)	2,479.83 (+2%)
PM2.5 (kg/day)	904.25	913.29 (+1%)	922.34 (+2%)
<b>*Annual Hours of Peak-Hour Excessive Delay Per Capita<sup>1</sup></b>	<b>State and MPO must coordinate on a single, unified 4-year target.</b>		
Sacramento UA	14.9 Hours	N/A	14.7 (-1.0%)
San Francisco-Oakland UA	31.3 Hours	N/A	30.0 (-4.0%)
San Jose UA	27.5 Hours	N/A	26.4 (-4.0%)
Los Angeles-Long Beach-Anaheim UA	51.7 Hours	N/A	51.2 (-1.0%)
Riverside-San Bernardino UA	16.3 Hours	N/A	16.1 (-1.0%)
San Diego UA	18.4 Hours	N/A	18.0 (-2.0%)
<b>*Percent of Non-Single Occupancy Vehicle (SOV) Travel<sup>3</sup></b>	<b>State and MPO must coordinate on a single, unified 2-year and 4-year target.</b>		
Sacramento UA	22.8%	23.3% (+0.5%)	23.8% (+1%)
San Francisco-Oakland UA	44.3%	45.3% (+1%)	46.3% (+2%)
San Jose UA	24.5%	25.5% (+1%)	26.5% (+2%)
Los Angeles-Long Beach-Anaheim UA	25.6%	26.1% (+0.5%)	26.6% (+1%)
Riverside-San Bernardino UA	22.7%	23.2% (+0.5%)	23.7% (+1%)
San Diego UA	23.8%	24.8% (+1%)	25.2 (+1.4%)
Percent Change in Tailpipe CO <sub>2</sub> Emissions on the NHS Compared to the Calendar Year 2017 Level (Greenhouse Gas performance measure) <sup>4</sup>	TBD	TBD	TBD

\*Pending final MPO approval.

<sup>1</sup> Source: NPMRDS Analytics Tool (<https://npmrds.ritis.org/analytics/>)

<sup>2</sup> Source: CMAQ Public Access System ([https://fhwaapps.fhwa.dot.gov/cmaq\\_pub/](https://fhwaapps.fhwa.dot.gov/cmaq_pub/))

<sup>3</sup> Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

<sup>4</sup> State must establish target no later than September 28, 2018

*“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”*



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Technical Advisory Committee  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** June 7, 2018  
**Subject:** **2018 Regional Fee Nexus Study Update**

**RECOMMENDED ACTION:**

**RECEIVE** update on the 2018 Regional Development Impact Fee Nexus Study Update.

**SUMMARY:**

The Transportation Agency is required to update the Regional Development Impact Fee every five years. This process includes reviewing the land use and development assumptions in the regional travel demand model, forecasting future travel demands, updating the project list as necessary to meet those demands, revising project costs, and developing the nexus-based fee schedule.

**FINANCIAL IMPACT:**

In the past analysis, the Regional Development Impact Fee program was projected to generate \$90 million up to year 2030, with one-percent reimbursing the agency's fee program administrative expenses. The agency's approved budget includes \$110,000 in fiscal year 2017/18 for the 2018 Nexus Study Update.

**DISCUSSION:**

The Regional Development Impact Fee program was adopted by the Transportation Agency Board of Directors and each of the jurisdictions, and went into effect in August 2008. As part of the Joint Powers Agreement that established the program and state law, the Agency is required to conduct a major update to the fee program once every five years.

In August 2017, the TAMC Board approved the selection of Wood Rodgers to conduct the technical work necessary to update the regional fees to reflect any changes that may have occurred in the past five years, such as: updates to population, employment and housing projections utilized in the regional travel forecast model, the expected pace of development, changes in land use plans including general plan updates, project need and cost, and population growth projections.

This update process will also include an evaluation of incorporating the Fort Ord Reuse Authority zone into the regional fee program. The regional fee program segments the County into four distinct zones - North County, Peninsula / South Coast, Greater Salinas, and South County. Currently, development projects located within the FORA boundary only pay the FORA Community Facilities District fee and are exempt from payment of the Regional Fee. With the planned sunset of FORA in 2020, the Transportation Agency has been coordinating with FORA staff and the FORA Transition Task Force on the potential transfer of impact fee responsibilities to the regional fee program. The evaluation of incorporating the FORA zone into the Regional Fee program can be accomplished with the existing model runs needed to update the fee program (thus resulting in no additional work) and will provide additional data and information to inform the transition process.

After performing a validation of the AMBAG Regional Travel Demand Model, Wood Rodgers identified the existing and future deficiencies to the regional transportation network. Existing and projected future conditions deficiencies on regional roadway facilities throughout Monterey County were identified to assist TAMC staff with the selection of transportation improvement projects to be included in the current 2018 Regional Fee Nexus Study Update. Deficiencies were identified using current traffic count data, the latest available version of the Association of Monterey Bay Area Governments regional travel demand model, and standard Highway Capacity Manual methodologies. The modeling output showing the existing and future roadway deficiencies are included as **Attachment 1**.

In order to determine where roadway improvements will be needed by the 2035 horizon-year, a model scenario was run that assumed full buildout of all population and employment growth over the next approximately 20 years, but no roadway improvements over existing conditions. The AMBAG Regional Travel Demand Model was run using the horizon-year 2035 land use database and base-year 2010 roadway network (with updates to better reflect existing conditions). This run has been labeled the "Constrained Year 2035" model run since no planned system improvements over existing circulation/capacity conditions are assumed. In order to address the deficiencies to the regional network that were identified with this model run, staff has prepared a draft listing of proposed improvement projects for the 2018 Regional Fee Nexus Study Update that is included as **Attachment 2** for Committee review.

Staff reviewed this draft list of projects with the Technical Advisory Committee at the February 2018 meeting, and made updates based on feedback from Committee members. With confirmation of a draft list of projects, the next steps in the update process were for Wood Rodgers to conduct additional model runs assuming the construction of the proposed improvement projects to evaluate network system performance, and to prepare planning-level project cost updates. A comparison of the horizon-year 2035 roadway network with and without the improvement projects is included as **Attachment 3**.

The additional model runs, known as the "select link analysis", verifies the number of trips that are using the new improved roadways, and where those trips begin and end. With this information, we are able to assign the number of new trips using a regional fee program project with the benefit zones. As such, each zone contributes its proportionate share of the project cost based on the trips generated by

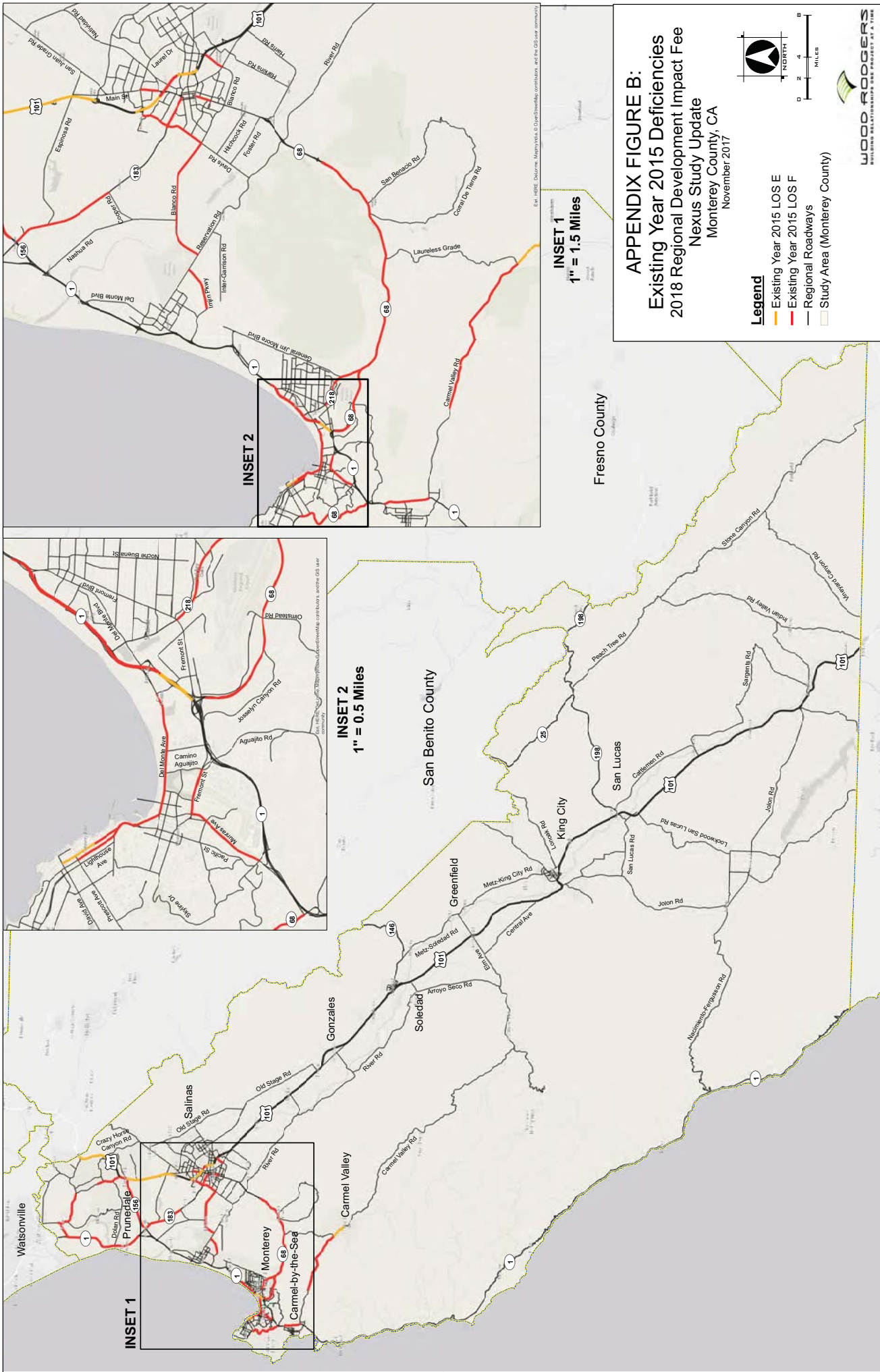


that zone. This information is then used to develop the updated draft regional development impact fee schedule, which is included as **Attachment 4**.

The final steps for the project will be to confirm the draft regional fee schedule by benefit zone, which will culminate in a final 2018 Regional Fee Nexus Study Update report. Agency staff will then circulate for review and approval by the jurisdictions.

#### ATTACHMENTS:

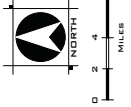
- ▢ 2018 RDIF Nexus Study Update - Base Modeling Results
- ▢ 2018 RDIF Nexus Study Update - Draft Project List
- ▢ 2018 RDIF Nexus Study Update - Comparison of 2035 Build vs No Build
- ▢ 2018 RDIF Nexus Study Update - Comparison of 2013 to 2018 Fee Schedule



**APPENDIX FIGURE B:**  
**Existing Year 2015 Deficiencies**  
**2018 Regional Development Impact Fee**  
**Nexus Study Update**  
**Monterey County, CA**  
 November 2017

**Legend**

- Existing Year 2015 LOS E
- Existing Year 2015 LOS F
- Regional Roadways
- Study Area (Monterey County)



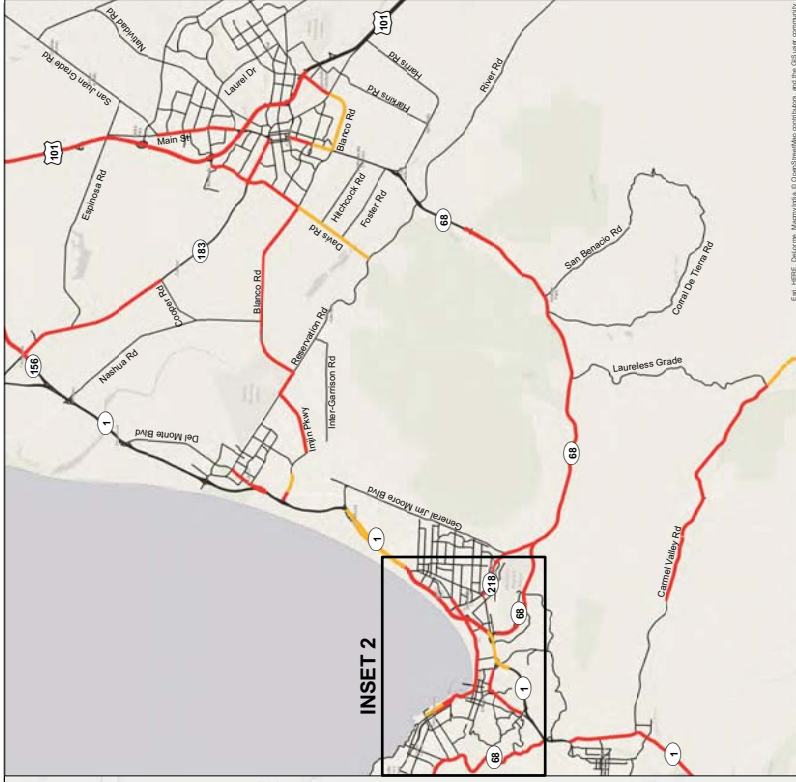
**INSET 1**

**INSET 2**

**INSET 1**  
1" = 1.5 Miles

**INSET 2**  
1" = 0.5 Miles





**INSET 1**  
1" = 1.5 Miles



**INSET 2**  
1" = 0.5 Miles



**APPENDIX FIGURE C:**  
**Constrained Year 2035 Deficiencies**  
**2018 Regional Development Impact Fee**  
**Nexus Study Update**  
**Monterey County, CA**  
 November 2017

**Legend**

- Constrained Year 2035 LOS E
- Constrained Year 2035 LOS F
- Regional Roadways
- Study Area (Monterey County)

**WOOD RODGERS**  
 MULTIMEDIA PLANNING AND PROJECT MGMT.



**2018 REGIONAL DEVELOPMENT IMPACT FEE UPDATE**  
**DRAFT IMPROVEMENT PROJECTS LIST**

Projects	Description
SR-1 Corridor & Busway	Capacity and operational improvements to State Route 1 corridor from Fremont Ave to at least Canyon Del Rey and make interchange and related local road improvements in the vicinity of the intersections of Canyon Del Rey and Fremont Avenues; includes rapid bus corridor.
SR-156 Widening	Capacity and operational improvements to State Route 156 from Castroville Boulevard to the State Route 156 / US 101 interchange.
Marina-Salinas Corridor	Multimodal capacity improvements to Reservation Rd from Davis Rd to existing 4 lane section adjacent to East Garrison; multimodal capacity improvements to Imjin Pkwy from Reservation Rd to Imjin Rd; multimodal capacity improvements to Blanco Road from Davis Rd to Reservation Rd.
Davis Road North	Widen to 4 lanes from SR 183 bridge to Blanco Rd.
Davis Road South	Widen to 4 lanes from Blanco to Reservation; Build 4 lane bridge over Salinas River.
Del Monte Corridor (Monterey) Improvements	Capacity improvements from El Estero to Sloat Ave. Intersection upgrades to Sloat Ave and Aguajito Ave with left turn and signal operations improvements.
US-101 - South County Phase 1 (Frontage Rds - Salinas to Chualar)	Construct 2-lane frontage roads on west-side of US-101 from Harris Rd/Abbott St interchange to Chualar. Remove existing segment of Abbott St from US-101 to Harris Rd. Additional 2-lane frontage rd on east side of US-101 from Chualar to Harris Rd.
US-101 South County Phase 2 (Harris Road)	Construct an interchange at Harris Rd / US 101.
SR-68 Commuter Improvements	Capacity and operational improvements to State Route 68 from existing 4 lane section adjacent to Toro park west to Olmsted.
US 101 Widening from Airport Blvd to Boronda Rd	Capacity improvements to US 101 from south of Airport Boulevard to Boronda Road, within the existing right-of-way, at locations where feasible.
G12 San Miguel Canyon Improvements	Operational and capacity improvements along San Miguel Canyon Road from Castroville Boulevard to Hall Road, and along Hall Road / Elkhorn Road from San Miguel Canyon Road to the Monterey County border
Salinas Road Improvements	Capacity improvements to Salinas Road from Werner Road to Elkhorn Road; install intersection control device and construct intersection improvements at Salinas Road/Werner Road intersection; install intersection control device on Elkhorn road at Salinas Road. Re-align Salinas Road and Werner Road to intersect Elkhorn Road at a single location with an intersection control device.

**Included in Model Runs, but Not Recommended:**

SR-1 / Monterey Road Interchange	Construct new interchange at Monterey Road.
Del Monte Boulevard (Marina) Extension	Connection between Del Monte and Intersection at Imjin/2nd Ave

**Deleted Projects:**

SR-68 (Holman Hwy) Widening	Capacity improvements to Holman Highway 68 from CHOMP to SR 1 lanes and make operational improvements at the Hwy 68 – SR 1 interchange.
G11 San Juan Road Improvements	Widen to four travel lanes with Class II bike lanes from Pajaro to US-101. Construct traffic signals and intersection improvements at the Aromas Road, Carpenteria Road, Murphy Road and Tarpey Road intersections. Construct intersection improvements at San Miguel Canyon Road.

APPENDIX TABLE E  
Year 2035 No Build vs. Build Level of Service Summary - Improvement Project Segments

CIP #	Capital Improvement Project	Roadway Segment	Year 2035 No Build Conditions					Year 2035 Build Conditions						
			Roadway Classification	FC#	Roadway Capacity	ADT	W/C Ratio	LOS	Roadway Classification	FC#	Roadway Capacity	ADT	W/C Ratio	LOS
1	SR-1 Corridor & Busway	SR-1 Light Fighter Dr to Fremont Blvd	6-Lane Freeway	14002	106,345	0.997	E	6-Lane Freeway	14002	106,700	107,126	1.004	F	
		SR-1 Fremont Blvd to Canyon del Rey Blvd	4-Lane Freeway	14001	79,651	1.153	F	4-Lane Freeway	14001	89,100	80,585	1.166	F	
		SR-1 Canyon del Rey Blvd to Del Monte Ave	4-Lane Freeway	14001	79,055	1.144	F	4-Lane Freeway	14001	69,100	79,606	1.152	F	
2	SR-166 Widening	SR-166 SR-1 to SR-183	4-Lane Freeway	14001	69,100	37,734	0.546	B	4-Lane Freeway	14001	69,100	39,623	0.573	C
		SR-166 SR-183 to Castroville Blvd	4-Lane Uninterrupted Flow Highway	11003	64,200	35,701	0.618	C	4-Lane Uninterrupted Flow Highway	11003	64,200	41,852	0.652	C
		SR-166 Castroville Blvd to US-101	2-Lane Class I Two-Way State Arterial	12101	16,300	35,964	2.206	F	4-Lane Freeway	14001	69,100	35,977	0.521	B
3	Marina-Salinas Corridor	Blanco Rd: Reservation Rd to Cooper Rd	2-Lane Major Roadway	13001	14,600	30,374	2.080	F	4-Lane Major Roadway	13003	30,900	28,884	0.935	D
		Blanco Rd: Cooper Rd to S Davis Rd	2-Lane Major Roadway	13001	14,600	29,916	2.049	F	4-Lane Major Roadway	13003	30,900	28,414	0.920	D
		Reservation Rd: Imjin Pkwy to Blanco Rd	4-Lane Major Roadway	13003	30,900	32,587	1.055	F	4-Lane Major Roadway	13003	30,900	39,635	1.283	F
4	Davis Road North	Reservation Rd: Blanco Rd to S Davis Rd	2-Lane Major Roadway	13001	14,600	9,060	0.621	D	4-Lane Major Roadway	13003	30,900	17,620	0.570	D
		Imjin Pkwy: California Ave to Imjin Rd	4-Lane Major Roadway	13003	30,900	24,187	0.783	D	4-Lane Major Roadway	13003	30,900	27,642	0.895	D
		Imjin Pkwy: Imjin Rd to Abrams Dr	2-Lane Major Roadway	13001	14,600	22,273	1.526	F	4-Lane Major Roadway	13003	30,900	28,690	0.928	D
5	Davis Road South	Imjin Pkwy: Abrams Dr to Reservation Rd	2-Lane Major Roadway	13001	14,600	22,644	1.551	F	4-Lane Major Roadway	13003	30,900	29,023	0.939	D
		North Davis Rd: SR-183 to W Blanco Rd	2-Lane Major Roadway	13001	14,600	30,208	2.069	F	4-Lane Major Roadway	13003	30,900	37,948	1.228	F
		South Davis Rd: W Blanco Rd to Reservation Rd	2-Lane Major Roadway	13001	14,600	14,214	0.974	E	4-Lane Major Roadway	13003	30,900	22,004	0.712	D
6	Del Monte Corridor Improvements	Del Monte Ave: Camino Aguajito to Cass Verde Way	4-Lane Major Roadway	13003	30,900	44,260	1.432	F	5-Lane Major Roadway	13004	38,650	45,081	1.166	F
		US 101: Airport Blvd to Abbott St	4-Lane Freeway	14001	69,100	50,573	0.732	C	4-Lane Freeway	14001	69,100	50,030	0.724	C
		US 101: Abbott St to Spence Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	61,006	0.950	E	4-Lane Freeway	14001	69,100	60,482	0.875	D
7	US-101 South County Phase 1 (Frontage Roads - Salinas to Chualar)	US 101: Spence Rd to Chualar Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	61,745	0.982	E	4-Lane Freeway	14001	69,100	61,418	0.889	D
		SB Frontage Rd - US 101	-	-	-	-	-	2-Lane Major Roadway	13001	14,600	443	0.030	C	
		Harris Rd	-	-	-	-	-	2-Lane Major Roadway	13001	14,600	253	0.017	C	
8	US-101 South County Phase 2 ( Harris Road Interchange)	NB US 101 Off-Ramp	-	-	-	-	-	4-Lane Major Roadway	13003	30,900	11,767	0.381	C	
		NB US 101 On-Ramp	-	-	-	-	-	1-Lane Freeway Ramp	15001	21,000	10,629	0.506	C	
		SB US 101 Off-Ramp	-	-	-	-	-	1-Lane Freeway Ramp	15001	21,000	1,058	0.050	C	
9	SR-68 Commuter Improvements	SR 68: Corral de Tierra to Portola Dr	2-Lane Class I Two-Way State Arterial	12101	16,300	27,982	1.717	F	4-Lane Class I Two-Way State Arterial	12103	34,201	30,563	0.894	C
		US 101: E Boronda Rd to W Laurel Dr	4-Lane Freeway	14001	69,100	69,540	1.006	F	6-Lane Freeway	14002	106,700	77,931	0.730	C
		US 101: W Laurel Dr to N Main St	4-Lane Freeway	14001	69,100	71,615	1.036	F	6-Lane Freeway	14002	106,700	78,150	0.732	C
10	US 101 Widening from Airport Boulevard to Boronda Road	US 101: N Main St to E Market St	4-Lane Freeway	14001	69,100	84,261	1.219	F	6-Lane Freeway	14002	106,700	85,203	0.799	D
		US 101: E Market St to John St	4-Lane Freeway	14001	69,100	76,416	1.106	F	6-Lane Freeway	14002	106,700	79,865	0.749	C
		US 101: John St to S Sanborn Rd	4-Lane Freeway	14001	69,100	70,912	1.026	F	6-Lane Freeway	14002	106,700	71,599	0.671	C
11	County Route 612 San Miguel Canyon Improvements	US 101: S Sanborn Rd to Airport Blvd	4-Lane Freeway	14001	69,100	60,873	0.881	D	6-Lane Freeway	14002	106,700	60,232	0.564	C
		Elkhorn Rd to San Miguel Canyon Rd	2-Lane Major Roadway	13001	14,600	24,907	1.706	F	4-Lane Major Roadway	13003	30,900	28,488	0.922	D
		Hill Rd to Strawberry Rd	2-Lane Major Roadway	13001	14,600	14,985	1.026	F	4-Lane Major Roadway	13003	30,900	18,085	0.586	D
12	Salinas Road Improvements	Strawberry Rd to Castroville Blvd	2-Lane Major Roadway	13001	14,600	19,209	1.316	F	4-Lane Major Roadway	13003	30,900	22,319	0.722	D
		SR-1 to Elkhorn Rd	2-Lane Major Roadway	13001	14,600	18,910	1.295	F	4-Lane Major Roadway	13003	30,900	21,488	0.695	D
		Monterey Rd	-	-	-	-	-	2-Lane Major Roadway	13001	14,600	2,797	0.192	C	
13	SR-1 / Monterey Road Interchange	NB SR-1 Off-Ramp	-	-	-	-	-	1-Lane Freeway Ramp	15001	21,000	888	0.042	C	
		NB SR-1 On-Ramp	-	-	-	-	-	1-Lane Freeway Ramp	15001	21,000	533	0.025	C	
		SB SR-1 On-Ramp	-	-	-	-	-	1-Lane Freeway Ramp	15001	21,000	522	0.025	C	
14	Del Monte Boulevard Extension	SB SR-1 On-Ramp	-	-	-	-	-	1-Lane Freeway Ramp	15001	21,000	853	0.041	C	
		Reindollar Ave to Imjin Pkwy	-	-	-	-	-	2-Lane Major Roadway	13001	14,600	2,309	0.158	C	
			-	-	-	-	-							

**Regional Development Impact Fee  
Comparison of 2013 to 2018 Nexus Study - DRAFT**

Transit Component	Total Project Cost		Nexus Share		Zone 1 - North County	
	2013	2018	2013	2018	2013	2018
	\$ 10,000,000	\$ 10,000,000	100%	\$ 10,000,000	\$ 264,042	\$ 528,885
<b>RECOMMENDED PROJECTS</b>						
1 SR-1 Corridor & Busway	\$ 57,788,698	\$ 26,481,000	4.8%	\$ 2,763,674	\$ 213,393	\$ -
2 SR-156 Widening	\$ 141,745,863	\$ 388,834,000	5.5%	\$ 7,821,264	\$ 3,065,810	\$ 7,592,479
3 Marina-Salinas Corridor	\$ 92,679,987	\$ 74,556,000	22.5%	\$ 20,809,811	\$ 182,557	\$ 187,958
4 Davis Road North	N/A	\$ 7,736,000	-	\$ -	N/A	\$ 29,733
5 Davis Road South	N/A	\$ 15,736,000	-	\$ -	N/A	\$ 107,584
6 Del Monte Corridor (Monterey) Improvements	\$ 44,032,000	\$ 49,616,000	5.6%	\$ 2,446,104	\$ 61,477	\$ 34,598
7 US-101 South County Phase 1 (Frontage Roads - Salinas to Chualar)	\$ 82,262,123	\$ 108,096,000	29.5%	\$ 24,227,042	\$ 720,941	\$ -
8 US-101 South County Phase 2 (Harris Road Interchange)	\$ 59,046,019	\$ 59,850,000	12.4%	\$ 7,341,537	\$ 142,488	\$ -
9 SR-68 Commuter Improvements	\$ 26,168,467	\$ 79,955,000	16.5%	\$ 4,314,864	\$ 25,589	\$ -
10 US 101 Widening from Airport Boulevard to Boronda Road	\$ 53,248,000	\$ 57,863,000	15.6%	\$ 8,292,120	\$ 578,086	\$ -
11 County Route G12 San Miguel Canyon Improvements	\$ 56,320,000	\$ 74,221,000	11.8%	\$ 6,622,844	\$ 2,403,031	\$ 4,890,406
12 Salinas Road Improvements	\$ 15,564,800	\$ 7,516,000	11.6%	\$ 1,800,040	\$ 1,016,694	\$ 393,147
<b>PROJECTS CONSIDERED, BUT NOT RECOMMENDED</b>						
13 SR-1 / Monterey Road Interchange	N/A	\$ 38,675,000	-	N/A	N/A	\$ -
14 Del Monte Boulevard (Marina) Extension	N/A	\$ 13,180,000	-	N/A	N/A	\$ -
<b>DELETED PROJECTS</b>						
x SR-68 (Holman Hwy) Widening	\$ 27,258,820	\$ -	3.0%	\$ 811,534	\$ 15,968	\$ -
x G11 San Juan Road Improvements	\$ 73,625,600	\$ -	3.8%	\$ 2,817,236	\$ 2,664,668	\$ -
OPTION A - Benefit Zone Total (Projects 1 - 12)	\$ 729,740,377	\$ 950,460,000		\$ 90,068,069	\$ 11,468,292	\$ 13,902,438
OPTION B - Benefit Zone Total (All Projects)	\$ 729,740,377	\$ 1,002,315,000		\$ 90,068,069	\$ 11,468,292	\$ 13,902,438
OPTION C - Benefit Zone Total (FORA Included With Zone 3)	\$ 729,740,377	\$ 1,002,315,000		\$ 90,068,069	\$ 11,468,292	\$ 13,902,438
Total Growth in Trips by Benefit Zone:						
					24,990	24,310
<b>OPTION A - Fees / Trip (Projects 1 - 12)</b>					<b>459</b>	<b>572</b>
<b>OPTION B - Fees / Trip (All Projects)</b>					<b>459</b>	<b>572</b>
<b>OPTION C - Fees / Trip (FORA Included With Zone 3)</b>					<b>459</b>	<b>572</b>

**Regional Development Impact Fee  
Comparison of 2013 to 2018 Nexus Study - DRAFT**

Transit Component	Total Project Cost		Nexus Share		Zone 2 - Greater Salinas	
	2013	2018	2013	2018	2013	2018
	\$ 10,000,000	\$ 10,000,000	100%	\$ 10,000,000	\$ 4,801,544	\$ 4,426,986
<b>RECOMMENDED PROJECTS</b>						
1 SR-1 Corridor & Busway	\$ 57,788,698	\$ 26,481,000	4.8%	\$ 2,763,674	\$ 401,146	\$ 8,763
2 SR-156 Widening	\$ 141,745,863	\$ 388,834,000	5.5%	\$ 7,821,264	\$ 1,302,316	\$ 1,923,249
3 Marina-Salinas Corridor	\$ 92,679,987	\$ 74,556,000	22.5%	\$ 20,809,811	\$ 11,433,055	\$ 6,495,153
4 Davis Road North	N/A	\$ 7,736,000	-	\$ -	N/A	\$ 622,914
5 Davis Road South	N/A	\$ 15,736,000	-	\$ -	N/A	\$ 3,733,176
6 Del Monte Corridor (Monterey) Improvements	\$ 44,032,000	\$ 49,616,000	5.6%	\$ 2,446,104	\$ 145,600	\$ 190,288
7 US-101 South County Phase 1 (Frontage Roads - Salinas to Chualar)	\$ 82,262,123	\$ 108,096,000	29.5%	\$ 24,227,042	\$ 6,307,192	\$ 6,829,956
8 US-101 South County Phase 2 (Harris Road Interchange)	\$ 59,046,019	\$ 59,850,000	12.4%	\$ 7,341,537	\$ 4,816,050	\$ 1,775,464
9 SR-68 Commuter Improvements	\$ 26,168,467	\$ 79,955,000	16.5%	\$ 4,314,864	\$ 1,782,103	\$ 534,146
10 US 101 Widening from Airport Boulevard to Boronda Road	\$ 53,248,000	\$ 57,863,000	15.6%	\$ 8,292,120	\$ 4,405,691	\$ 3,368,419
11 County Route G12 San Miguel Canyon Improvements	\$ 56,320,000	\$ 74,221,000	11.8%	\$ 6,622,844	\$ 2,788,461	\$ 200,696
12 Salinas Road Improvements	\$ 15,564,800	\$ 7,516,000	11.6%	\$ 1,800,040	\$ 512,314	\$ -
<b>PROJECTS CONSIDERED, BUT NOT RECOMMENDED</b>						
13 SR-1 / Monterey Road Interchange	N/A	\$ 38,675,000	-	N/A	N/A	\$ -
14 Del Monte Boulevard (Marina) Extension	N/A	\$ 13,180,000	-	N/A	N/A	\$ -
<b>DELETED PROJECTS</b>						
x SR-68 (Holman Hwy) Widening	\$ 27,258,820	\$ -	3.0%	\$ 811,534	\$ 42,263	\$ -
x G11 San Juan Road Improvements	\$ 73,625,600	\$ -	3.8%	\$ 2,817,236	\$ 91,923	\$ -
OPTION A - Benefit Zone Total (Projects 1 - 12)	\$ 729,740,377	\$ 950,460,000		\$ 90,068,069	\$ 39,217,954	\$ 30,410,302
OPTION B - Benefit Zone Total (All Projects)	\$ 729,740,377	\$ 1,002,315,000		\$ 90,068,069	\$ 39,217,954	\$ 30,410,302
OPTION C - Benefit Zone Total (FORA Included With Zone 3)	\$ 729,740,377	\$ 1,002,315,000		\$ 90,068,069	\$ 39,217,954	\$ 30,410,302
Total Growth in Trips by Benefit Zone:						
					124,689	83,289
<b>OPTION A - Fees / Trip (Projects 1 - 12)</b>					\$ 315	\$ 365
<b>OPTION B - Fees / Trip (All Projects)</b>					\$ 315	\$ 365
<b>OPTION C - Fees / Trip (FORA Included With Zone 3)</b>					\$ 315	\$ 365

**Regional Development Impact Fee  
Comparison of 2013 to 2018 Nexus Study - DRAFT**

Transit Component	Total Project Cost		Nexus Share		Zone 3 - Peninsula / Coast	
	2013	2018	2013	2018	2013	2018
	\$ 10,000,000	\$ 10,000,000	100%	\$ 10,000,000	\$ 4,831,717	\$ 4,097,352
<b>RECOMMENDED PROJECTS</b>						
1 SR-1 Corridor & Busway	\$ 57,788,698	\$ 26,481,000	4.8%	\$ 2,763,674	\$ 2,067,335	\$ 1,722,142
2 SR-156 Widening	\$ 141,745,863	\$ 388,834,000	5.5%	\$ 7,821,264	\$ 3,438,374	\$ 26,074,436
3 Marina-Salinas Corridor	\$ 92,679,987	\$ 74,556,000	22.5%	\$ 20,809,811	\$ 7,215,726	\$ 3,821,379
4 Davis Road North	N/A	\$ 7,736,000	-	\$ -	N/A	\$ 269,887
5 Davis Road South	N/A	\$ 15,736,000	-	\$ -	N/A	\$ 861,392
6 Del Monte Corridor (Monterey) Improvements	\$ 44,032,000	\$ 49,616,000	5.6%	\$ 2,446,104	\$ 2,196,422	\$ 7,404,524
7 US-101 South County Phase 1 (Frontage Roads - Salinas to Chualar)	\$ 82,262,123	\$ 108,096,000	29.5%	\$ 24,227,042	\$ 1,929,614	\$ 1,905,746
8 US-101 South County Phase 2 (Harris Road Interchange)	\$ 59,046,019	\$ 59,850,000	12.4%	\$ 7,341,537	\$ 131,440	\$ 2,201,053
9 SR-68 Commuter Improvements	\$ 26,168,467	\$ 79,955,000	16.5%	\$ 4,314,864	\$ 2,026,531	\$ 1,776,319
10 US 101 Widening from Airport Boulevard to Boronda Road	\$ 53,248,000	\$ 57,863,000	15.6%	\$ 8,292,120	\$ 33,596	\$ 35,310
11 County Route G12 San Miguel Canyon Improvements	\$ 56,320,000	\$ 74,221,000	11.8%	\$ 6,622,844	\$ 270,405	\$ 373,954
12 Salinas Road Improvements	\$ 15,564,800	\$ 7,516,000	11.6%	\$ 1,800,040	\$ 30,353	\$ 4,988
<b>PROJECTS CONSIDERED, BUT NOT RECOMMENDED</b>						
13 SR-1 / Monterey Road Interchange	N/A	\$ 38,675,000	-	N/A	N/A	\$ 1,246,949
14 Del Monte Boulevard (Marina) Extension	N/A	\$ 13,180,000	-	N/A	N/A	\$ 3,436,215
<b>DELETED PROJECTS</b>						
x SR-68 (Holman Hwy) Widening	\$ 27,258,820	\$ -	3.0%	\$ 811,534	\$ 743,230	\$ -
x G11 San Juan Road Improvements	\$ 73,625,600	\$ -	3.8%	\$ 2,817,236	\$ 35,859	\$ -
OPTION A - Benefit Zone Total (Projects 1 - 12)	\$ 729,740,377	\$ 950,460,000		\$ 90,068,069	\$ 25,200,108	\$ 51,053,967
OPTION B - Benefit Zone Total (All Projects)	\$ 729,740,377	\$ 1,002,315,000		\$ 90,068,069	\$ 25,200,108	\$ 55,783,962
OPTION C - Benefit Zone Total (FORA Included With Zone 3)	\$ 729,740,377	\$ 1,002,315,000		\$ 90,068,069	\$ 25,200,108	\$ 68,496,445
Total Growth in Trips by Benefit Zone:						
					122,016	92,378
<b>OPTION A - Fees / Trip (Projects 1 - 12)</b>					<b>207</b>	<b>553</b>
<b>OPTION B - Fees / Trip (All Projects)</b>					<b>207</b>	<b>604</b>
<b>OPTION C - Fees / Trip (FORA Included With Zone 3)</b>					<b>207</b>	<b>525</b>



**Regional Development Impact Fee  
Comparison of 2013 to 2018 Nexus Study - DRAFT**

Transit Component	Total Project Cost		Nexus Share		Zone 4 - South County	
	2013	2018	2013	2018	2013	2018
	\$ 10,000,000	\$ 10,000,000	100%	\$ 10,000,000	\$ 102,697	\$ 540,920
<b>RECOMMENDED PROJECTS</b>						
1 SR-1 Corridor & Busway	\$ 57,788,698	\$ 26,481,000	4.8%	\$ 2,763,674	\$ 81,800	\$ 12,901
2 SR-156 Widening	\$ 141,745,863	\$ 388,834,000	5.5%	\$ 7,821,264	\$ 14,764	\$ 2,640,280
3 Marina-Salinas Corridor	\$ 92,679,987	\$ 74,556,000	22.5%	\$ 20,809,811	\$ 1,978,474	\$ 399,081
4 Davis Road North	N/A	\$ 7,736,000	-	\$ -	N/A	\$ -
5 Davis Road South	N/A	\$ 15,736,000	-	\$ -	N/A	\$ 145,597
6 Del Monte Corridor (Monterey) Improvements	\$ 44,032,000	\$ 49,616,000	5.6%	\$ 2,446,104	\$ 42,604	\$ 30,422
7 US-101 South County Phase 1 (Frontage Roads - Salinas to Chualar)	\$ 82,262,123	\$ 108,096,000	29.5%	\$ 24,227,042	\$ 15,269,295	\$ 8,800,106
8 US-101 South County Phase 2 (Harris Road Interchange)	\$ 59,046,019	\$ 59,850,000	12.4%	\$ 7,341,537	\$ 2,251,559	\$ 2,938,654
9 SR-68 Commuter Improvements	\$ 26,168,467	\$ 79,955,000	16.5%	\$ 4,314,864	\$ 480,641	\$ 368,603
10 US 101 Widening from Airport Boulevard to Boronda Road	\$ 53,248,000	\$ 57,863,000	15.6%	\$ 8,292,120	\$ 3,274,747	\$ 1,209,254
11 County Route G12 San Miguel Canyon Improvements	\$ 56,320,000	\$ 74,221,000	11.8%	\$ 6,622,844	\$ 1,160,946	\$ 1,426,042
12 Salinas Road Improvements	\$ 15,564,800	\$ 7,516,000	11.6%	\$ 1,800,040	\$ 240,679	\$ 229,066
<b>PROJECTS CONSIDERED, BUT NOT RECOMMENDED</b>						
13 SR-1 / Monterey Road Interchange	N/A	\$ 38,675,000	-	N/A	N/A	\$ -
14 Del Monte Boulevard (Marina) Extension	N/A	\$ 13,180,000	-	N/A	N/A	\$ -
<b>DELETED PROJECTS</b>						
x SR-68 (Holman Hwy) Widening	\$ 27,258,820	\$ -	3.0%	\$ 811,534	\$ 10,073	\$ -
x G11 San Juan Road Improvements	\$ 73,625,600	\$ -	3.8%	\$ 2,817,236	\$ 24,786	\$ -
OPTION A - Benefit Zone Total (Projects 1 - 12)	\$ 729,740,377	\$ 950,460,000		\$ 90,068,069	\$ 25,182,396	\$ 18,928,335
OPTION B - Benefit Zone Total (All Projects)	\$ 729,740,377	\$ 1,002,315,000		\$ 90,068,069	\$ 25,182,396	\$ 18,928,335
OPTION C - Benefit Zone Total (FORA Included With Zone 3)	\$ 729,740,377	\$ 1,002,315,000		\$ 90,068,069	\$ 25,182,396	\$ 18,928,335
Total Growth in Trips by Benefit Zone:						
					109,520	82,870
<b>OPTION A - Fees / Trip (Projects 1 - 12)</b>					<b>230</b>	<b>228</b>
<b>OPTION B - Fees / Trip (All Projects)</b>					<b>230</b>	<b>228</b>
<b>OPTION C - Fees / Trip (FORA Included With Zone 3)</b>					<b>230</b>	<b>228</b>

**Regional Development Impact Fee  
Comparison of 2013 to 2018 Nexus Study - DRAFT**

Transit Component	Total Project Cost		Nexus Share		Zone 5 - FORA 2018
	2013	2018	2013	2018	
	\$ 10,000,000	\$ 10,000,000	100%	100%	\$ 405,857
<b>RECOMMENDED PROJECTS</b>					
1 SR-1 Corridor & Busway	\$ 57,788,698	\$ 26,481,000	4.8%	8.5%	\$ 495,101
2 SR-156 Widening	\$ 141,745,863	\$ 388,834,000	5.5%	10.7%	\$ 3,337,206
3 Marina-Salinas Corridor	\$ 92,679,987	\$ 74,556,000	22.5%	23.3%	\$ 6,473,974
4 Davis Road North	N/A	\$ 7,736,000	-	16.8%	\$ 374,412
5 Davis Road South	N/A	\$ 15,736,000	-	54.9%	\$ 3,788,403
6 Del Monte Corridor (Monterey) Improvements	\$ 44,032,000	\$ 49,616,000	5.6%	17.0%	\$ 780,836
7 US-101 South County Phase 1 (Frontage Roads - Salinas to Chualar)	\$ 82,262,123	\$ 108,096,000	29.5%	16.6%	\$ 401,945
8 US-101 South County Phase 2 (Harris Road Interchange)	\$ 59,046,019	\$ 59,850,000	12.4%	12.5%	\$ 548,305
9 SR-68 Commuter Improvements	\$ 26,168,467	\$ 79,955,000	16.5%	3.9%	\$ 421,600
10 US 101 Widening from Airport Boulevard to Boronda Road	\$ 53,248,000	\$ 57,863,000	15.6%	8.2%	\$ 160,314
11 County Route G12 San Miguel Canyon Improvements	\$ 56,320,000	\$ 74,221,000	11.8%	9.4%	\$ 80,749
12 Salinas Road Improvements	\$ 15,564,800	\$ 7,516,000	11.6%	8.4%	\$ 1,079
<b>PROJECTS CONSIDERED, BUT NOT RECOMMENDED</b>					
13 SR-1 / Monterey Road Interchange	N/A	\$ 38,675,000	-	6.0%	\$ 1,074,380
14 Del Monte Boulevard (Marina) Extension	N/A	\$ 13,180,000	-	52.1%	\$ 3,433,361
<b>DELETED PROJECTS</b>					
x SR-68 (Holman Hwy) Widening	\$ 27,258,820	\$ -	3.0%	0.0%	\$ -
x G11 San Juan Road Improvements	\$ 73,625,600	\$ -	3.8%	0.0%	\$ -
OPTION A - Benefit Zone Total (Projects 1 - 12)	\$ 729,740,377	\$ 950,460,000			\$ 17,442,478
OPTION B - Benefit Zone Total (All Projects)	\$ 729,740,377	\$ 1,002,315,000			\$ 21,995,296
OPTION C - Benefit Zone Total (FORA Included With Zone 3)	\$ 729,740,377	\$ 1,002,315,000			\$ -
Total Growth in Trips by Benefit Zone:					38,113
<b>OPTION A - Fees / Trip (Projects 1 - 12)</b>					\$ 458
<b>OPTION B - Fees / Trip (All Projects)</b>					\$ 577
<b>OPTION C - Fees / Trip (FORA Included With Zone 3)</b>					\$ -





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

**Memorandum**

**To:** Technical Advisory Committee  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** June 7, 2018  
**Subject:** Title VI & Language Assistance Plan

**RECOMMENDED ACTION:**

**RECEIVE** presentation on the draft TAMC Title VI and Language Assistance Plan for 2018-2021, and **COMPLETE** the Title VI committee representation survey.

**SUMMARY:**

Title VI of the Civil Rights Act of 1964 prohibits recipients of federal financial assistance from discriminating on the basis of race, color, or national origin in their programs or activities. As a recipient of federal funds, the Transportation Agency’s Title VI Program and Language Assistance Plan establish a policy of nondiscrimination.

**FINANCIAL IMPACT:**

The Transportation Agency must adopt a Title VI Program and Language Assistance Plan in order to maintain current federal funding, and to be eligible to receive future federal funding. Staff time required to implement the Title VI Program and Language Assistance Plan was budgeted under Transportation Development Act administration (Work Element 1020).

**DISCUSSION:**

Title VI of the Civil Rights Act of 1964 is a federal statute that prohibits recipients of Federal financial assistance from discriminating on the basis of race, color, or national origin in their programs or activities, and it obligates federal funding agencies to enforce statutory compliance. Pursuant to Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency (LEP), LEP persons are entitled to language assistance under Title VI of the Civil Rights Act of 1964. Federal assistance recipients shall take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities.

The Federal Transit Administration’s (FTA) new guidelines for Caltrans, as a recipient of FTA

funding assistance, require sub-recipients of Caltrans Planning Grants to submit a Title VI Plan to FTA every three years. As a Caltrans grant sub-recipient and as the Regional Transportation Planning Agency for Monterey County, the Transportation Agency is required to comply with FTA requirements associated with the use of these funds.

The Transportation Agency's Title VI Program and Language Assistance Plan were developed to provide guidance in administration and management of Title VI related activities. As part of the Language Assistance Plan these languages were identified as those for which significant populations exist that require the Transportation Agency to provide language assistance: Spanish, Tagalog, Vietnamese, and Korean. The Transportation Agency's Title VI Program and Language Assistance Plan include the following:

- The definition and significance of Title VI and Limited English Proficiency
- The Transportation Agency's commitment to meeting the statutory and reporting requirements of Title VI
- A public participation plan, demographic profile and a summary of outreach efforts for Monterey County
- The Language Assistance Plan, including an analysis of the potential number of Limited English Proficiency persons served by the Transportation Agency's programs and projects, the frequency with which staff contact Limited English Proficiency persons, the significance of programs to Limited English Proficiency persons, and the services available to Limited English Proficiency persons
- Language Assistance Plan Implementation strategies
- Title VI complaint process and forms

This Title VI Program & Language Assistance Plan is an update that includes the latest US Census estimates. As a requirement of the Title VI Program, Committee members are required to complete the **attached** race/ethnicity survey, which is a reporting requirement.

#### ATTACHMENTS:

- Title VI Survey

#### **WEB ATTACHMENTS:**

[Title VI Program and Language Assistance Plan](#)



### **Title VI Representation Survey**

Title VI of the Civil Rights Act of 1964 is a federal statute that prohibits recipients of federal financial assistance from discriminating on the basis of race, color, or national origin in their programs or activities. As a recipient, the Transportation Agency for Monterey County is required to prepare a Title VI Program and Language Assistance Plan. The plan must include a table depicting minority representation on Transportation Agency advisory committees and councils. The results of this survey will be included in our Title VI Program.

**1. What committee do you represent?**

- Bicycle & Pedestrian Facilities Advisory Committee
- Monterey-Salinas Transit Mobility Advisory Committee
- Technical Advisory Committee

**2. What jurisdiction or agency do you represent?**

- |                                                    |                                                |
|----------------------------------------------------|------------------------------------------------|
| <input type="checkbox"/> Supervisorial District 1  | <input type="checkbox"/> City of Marina        |
| <input type="checkbox"/> Supervisorial District 2  | <input type="checkbox"/> City of Monterey      |
| <input type="checkbox"/> Supervisorial District 3  | <input type="checkbox"/> City of Pacific Grove |
| <input type="checkbox"/> Supervisorial District 4  | <input type="checkbox"/> City of Salinas       |
| <input type="checkbox"/> Supervisorial District 5  | <input type="checkbox"/> City of Sand City     |
| <input type="checkbox"/> City of Carmel-by-the-Sea | <input type="checkbox"/> City of Seaside       |
| <input type="checkbox"/> City of Del Rey Oaks      | <input type="checkbox"/> City of Soledad       |
| <input type="checkbox"/> City of Gonzales          | <input type="checkbox"/> Other:                |
| <input type="checkbox"/> City of King City         | _____                                          |

**3. What race do you identify as?**

- African-American
- Asian-American
- White
- Latino
- Native American
- Other

**4. Are you an alternate?**  Yes  No



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Technical Advisory Committee  
**From:** Rich Deal, Principal Engineer  
**Meeting Date:** June 7, 2018  
**Subject:** **Technical Presentation - Pothole and Sidewalk Uplift Treatments**

**RECOMMENDED ACTION:**

All TAC members, guests and the public are invited to attend this OPTIONAL half hour technical presentation and field demonstration after adjournment and 15 minute break.

<http://technisoil.com/trowelpave-asphalt.html>

**SUMMARY:**

This technical presentation and demonstration is intended to offer new and emerging technologies in pavement maintenance as a learning experience. The presentation is for information purposes only. The processes, products and technology included in the presentation are not recommended or endorsed by TAMC. TAMC assumes no liability for its use.

**FINANCIAL IMPACT:**

None. Information and demonstration only.