

TECHNICAL ADVISORY COMMITTEE

Thursday, February 2, 2012, 9:30 a.m.

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

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 Transportation Agency and Technical Advisory Committee. Comments on items on today's agenda may be given when that agenda item is discussed.

BEGINNING OF CONSENT AGENDA: Approve the staff recommendations for **item 3.1** 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** minutes of the Technical Advisory Committee meeting of January 12, 2012. – Mike Zeller

Pages 4 - 6

END OF CONSENT AGENDA

4. **RECOMMEND** Transportation Agency adopt a “roundabout first” policy advocating inclusion of roundabout alternatives as part of intersection alternative analysis’ conducted for any major planned intersection. – **Muck**

Pages 7 - 10

The number of modern roundabouts in the United States has grown from approximately 38 roundabouts in 2000 to more than 2,000 by 2010. Safety, environmental and operational benefits support utilizing the modern roundabout at intersections unless engineering analysis determines the roundabout alternative inappropriate for the location.

5. **PROVIDE** feedback on the proposed count locations for the 2011 regional traffic counts program. – **Zeller**

Pages 11 - 14

The Regional Traffic Counts Program monitors traffic volumes twice per year on Monterey County roadways. This contract with Quality Traffic Data, selected by a competitive bid, is lower cost than previous agreements. The collected data is used in planning, such as the fee program, provides information for the regional model, and helps to secure state funding.

6. **RECEIVE** presentation on Street Maintenance Fee concept.
– **Bachman**

Pages 15 - 16

The historical user fee to fund streets and roads has been the state fuel tax. The purchasing power of the tax has eroded to the point that only a fraction of ongoing maintenance and operations costs are fundable from that source. Another user fee concept is the Street Maintenance Fee which is collected from property owners or tenants based on trip generation.

7. **ANNOUNCEMENTS** and/or **COMMENTS** from Technical Advisory Committee members.

No Enclosure

8. **ADJOURNMENT**

Next Committee meeting will be on
Thursday, March 1, 2012 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: Todd Muck; 55-B Plaza Circle, Salinas, CA 93901, E-mail: todd@tamcmonterey.org.

Technical Advisory Committee Agenda of Thursday, February 2, 2012

The Committee Agenda will be prepared by Agency staff and will close at noon Friday, February 17, 2012, 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, REPORTS, MEDIA CLIPPINGS

Online at www.tamcmonterey.org

None this month.

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY
TECHNICAL ADVISORY COMMITTEE**

Meeting Held At The
Transportation Agency for Monterey County Conference Room
55-B Plaza Circle, Salinas
Draft Minutes of January 12, 2012

	FEB 11	MAR 11	APR 11	MAY 11	JUN 11	AUG 11	SEP 11	OCT 11	NOV 11	JAN 12
Marc Wiener – Carmel-by-the-Sea	-	-	-	C	-			-	C	-
M. Ventimiglia – Del Rey Oaks	-	-	-	A	-			-	A	-
Rene Mendez - Gonzales (C. Lopez)	-	-	-	N	-			-	N	-
Dale Lipp – Vice Chair, Greenfield (M. Ranker)	P	P	E	C	P	P	P	P	C	P
O. Hurtado – King City (M. Powers)	-	P	P	E	-		P	-	E	-
N. Khayata, Chair, Marina (M. Bozorginia)	P	P	P	L	P	P	P	P	L	P
R. Deal, – Monterey, (A. Renny)	P	P	-	L	P		P	P	L	-
Mike Zimmer – Pacific Grove (Lynn Burgess)	P	-	P(A)	E	-	P(A)		-	E	-
J. Serrano – Salinas (R. Russell)	P	P	P	D	P			P	D	P
S. Matarazzo – Sand City (R. Simonitch)	-	-	-		-			-		-
L. Llantero – Seaside	P(A)	P(A)	-		-	P		P(A)		P(A)
D. Wilcox–Soledad (S. McHarris)	-	-	-		-		P	-		-
P. Lopez, MCPW (R. Sauerwein , R. Martinez)	P	-	P		P	P	P	P		P
N. Nichols- Monterey County Redevelopment (K. Garza)	P	P	-		P	P		-		-
R. Deshazo - AMBAG (B. Patel)	P	P(A)	-		-			-		-
B. Rider– Caltrans (M. McCumsey, J. Olejnik)	P(A)	P(A)	P(A)		VC	P(A)	P	P		P
M. Tolbert - CSUMB (A. Spear)							P	P		P
A. Romero– MBUAPCD	P(A)	P(A)	-		P	P		-		P
J. Feeney – FORA (J. Arnold)	-	-	-		P			-		-
H. Harvath – MST (M. Hernandez, M. Gallant)	-	P(A)	-		-	P(A)		-		P(A)
Debbie Hale	-	-	-		P		P	-		-
Don Bachman	-	-	-		-		P	P		-
Mike Zeller	P	P	-		P	P		-		P
Kaki Cheung		P	P		P		P	-		-
Andy Cook	P	P	-		P		P	P		-
Todd Muck	P	P	P		P	P	P	P		P
Hank Myers	P	P	P		-	P	P	P		P
Christina Watson	-	-	-		-			P		P

OTHERS PRESENT:

Kristen Hoschouer	TAMC	Keith Higgins	Hatch Mott
Anais Schenk	AMBAG	Mike Cooper	URS
Dave Delfino	TAMC	Jim Cullem	Harris & Assoc
Dan Takas	Hatch Mott	Raul Martinez	County of Monterey
Mark McCumsey	Caltrans D5	Amy Clymo	MBUAPCD

1. ROLL CALL

Chair Khayata, City of Marina, called the meeting to order at 9:35a.m. Introductions were given, and a quorum was confirmed.

2. PUBLIC COMMENTS

None.

3. BEGINNING OF CONSENT AGENDA

M/S/C Lipp/Romero/unanimous

3.1 Approved minutes of the Technical Advisory Committee meeting of October 6, 2011.

3.2 Received a list of on-call consultants for marketing and graphic design assistance.

3.3 Received schedule of 2012 Technical Advisory Committee meetings.

3.4 Received information about the National Institute courses scheduled for Monterey County.

END OF CONSENT AGENDA

4. 2012 COMMITTEE CHAIR AND VICE-CHAIR

M/S/C Serrano/Lopez/unanimous

The Committee appointed Dale Lipp of the Technical Advisory Committee to serve as the 2012 Chair and Patricia Lopez as Vice-Chair and recognized outgoing Chair Nourdin Khayta for his service during 2011.

Todd Muck, Principal Transportation Planner, reported that the Technical Advisory Committee chairmanship changes each calendar year. The Committee needs to elect the 2012 Chair and Vice-Chair to serve the remainder of the Technical Advisory Committee’s 2012 meetings.

5. MONTEREY BRANCH LINE LAND USE

The Committee received a presentation on Monterey Branch Line station land use.

Kristen Hoschouer, Associate Transportation Planner, reported on the ways that cities and communities can develop policies and practices to encourage transit-oriented development and walkability around stations.

6. **REVIEW AND COMMENT ON THE DRAFT 2012 LEGISLATIVE PROGRAM**

The Committee reviewed and commented on the draft 2012 Legislative Program.

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

7. **MODEL IMPROVEMENT PLAN BACKGROUND INFORMATION**

Anais Schenk from the Association of Monterey Bay Area Governments updated the Committee on the Regional Travel Demand Model Improvement Plan.

Michael Zeller, Associate Transportation Planner, reported in March 2011, the Association of Monterey Bay Area Governments conducted a peer review of the Regional Travel Demand Model. This peer review effort was supported by Federal Highway Administration under the Travel Model Improvement Program and was completed to ensure a state-of-the-practice-modeling tool to support land use and transportation planning needs.

8. **ANNOUNCEMENTS AND/OR COMMENTS**

Todd Muck – recognized out-going Chair Khayta for his service on the committee.

Brandy Rider announced that Caltrans will be holding a Community Planning Grant workshop on February 10, 2012.

9. **ADJOURNMENT**

Chair Lipp adjourned the meeting at 10:30 a.m.



Memorandum

To: Technical Advisory Committee

From: Todd Muck, Principal Transportation Planner

Meeting Date: February 2, 2012

Subject: Roundabout Analysis Policy

RECOMMENDED ACTION:

RECOMMEND Transportation Agency adopt a “roundabout first” policy advocating inclusion of roundabout alternatives as part of intersection alternative analysis’ conducted for any major planned intersection.

SUMMARY:

The number of modern roundabouts in the United States has grown from approximately 38 roundabouts in 2000 to more that 2,000 by 2010. Safety, environmental and operational benefits support utilizing the modern roundabout at intersections unless engineering analysis determines the roundabout alternative inappropriate for the location.

FINANCIAL IMPACT:

There is no financial impact at this time.

DISCUSSION:

Roundabouts have been demonstrated to be safer than other forms of at-grade intersections. Research indicates that roundabouts reduce crashes by 37 percent overall and injury crashes by 75 percent compared with intersections that have signals. Insurance Institute for Highway Safety researchers looking at 10 intersections where roundabouts could have been constructed but weren’t concluded that vehicle delays at the 10 intersections would have been reduced by 62-74 percent, saving 325,000 hours of motorists’ time annually. Fuel consumption would have gone down by 235,000 gallons per year with commensurate reductions in vehicle emissions.

Policies requiring modern roundabouts to be considered when evaluating intersection design alternatives have been adopted around the country. Jurisdictions such as Bend, Oregon; Fort Collins, Colorado; Carmel, Indiana; and the State of New York have adopted roundabout first policies and have over a decade experience designing, constructing and maintaining roundabout intersections. Transportation Research Board and Federal Highway Administration recently released “NCHRP Report 672 – Roundabouts: An Informal Guide, Second Edition.” This guide provides a comprehensive resource for planning or designing a roundabout intersection.

Recommending the Transportation Agency for Monterey County adopt a “Roundabout First” resolution would provide direction to Transportation Agency staff to advocate for policies and actions to promote inclusion of roundabout alternatives as part of typical intersection alternative analysis.

Potential activities Transportation Agency staff could undertake to implement this policy include:

- Drafting sample resolutions and identify supporting documentation to assist local jurisdictions to include roundabouts when considering intersection design alternatives,
- Incorporating the policy into future Regional Transportation Plans goals and objectives,
- Incorporating the policy into the Transportation Agency’s environmental review process,
- Encourage incorporating roundabouts into local Street and Road Standards, and
- Focus programming of Transportation Agency controlled discretionary funds

The Technical Advisory Committee would be tasked to advise and review Transportation Agency activities and materials developed to implement a “roundabout first” policy.

Approved by: _____ Date signed: _____
Debra L. Hale, Executive Director

Regular Agenda

Attachments: Fort Collins Roundabout Analysis Resolution

Web Attachments: 1) “Continued Reliance on Traffic Signals: The Cost of Missed Opportunities to Improve Traffic Flow and Safety at Urban Intersections” Insurance Institute for Highway Safety
2) Sample intersection analysis from Fort Collins, Colorado
3) NCHRP Report 672 – Roundabouts: An Informal Guide, Second Edition

RESOLUTION 2001-120
OF THE COUNCIL OF THE CITY OF FORT COLLINS
ESTABLISHING CRITERIA FOR
ARTERIAL INTERSECTION ANALYSIS

WHEREAS, some cities and states across the country have begun to construct roundabouts at roadway intersections in place of traffic signals and auxiliary lanes; and

WHEREAS, the modern roundabout can be a safer and more efficient intersection than an intersection controlled by traffic signals; and

WHEREAS, roundabout construction may have cost savings in both the short term capital costs and long term operation and maintenance costs.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby determines for any major planned roadway improvement (other than maintenance projects and improvements funded through the Pavement Management Program) which involves an arterial/arterial or an arterial/collector intersection, an Intersection Alternative Analysis will be conducted to assist the Transportation staff in determining the most appropriate improvements for the intersection in question.

Section 2. That each Intersection Alternative Analysis shall include the following evaluations of standard intersection improvements and roundabout improvements:

- Accident Analysis – a short-term accident analysis shall be conducted for each of the alternatives analyzed. Costs associated with accidents will be based on data provided through the National Institute for Insurance Safety.
- Average delay – the morning, noon, and afternoon peak hours shall be compared and analyzed through capacity analyses to determine the average vehicle delay for each leg of the intersection. The capacity analysis shall include 20-year traffic projections.
- Environmental Factors – an air quality comparison between a roundabout and signalized intersection shall be included in the report.
- Cost – capital costs as well as long-term maintenance and operation costs shall be included in the study.
- Alternative Mode Mobility – the study shall include an evaluation of pedestrian and bicycle mobility.

- Spatial Requirements – the study shall evaluate the amount of land area needed for each type of intersection and the costs associated with the acquisition of the same.

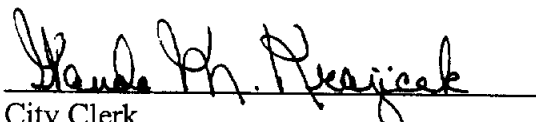
Section 3. That if, after applying the foregoing criteria to a particular intersection, Transportation staff believes that a roundabout would be the most suitable alternative for the improvement of such intersection, the City Manager shall submit such proposal to the City Council for its review and for a final determination of the kind of improvements to be constructed at such intersection.

Passed and adopted at a regular meeting of the Council of the City of Fort Collins held this 4th day of September, A.D. 2001.



Mayor

ATTEST:



City Clerk



Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Associate Transportation Planner
Meeting Date: February 2, 2012
Subject: Regional Traffic Counts Program

RECOMMENDED ACTION:

PROVIDE feedback on the proposed count locations for the 2011 regional traffic counts program.

SUMMARY:

The Regional Traffic Counts Program monitors traffic volumes twice per year on Monterey County roadways. This contract with Quality Traffic Data, selected by a competitive bid, is lower cost than previous agreements. The collected data is used in planning, such as the fee program, provides information for the regional model, and helps to secure state funding.

FINANCIAL IMPACT:

The Transportation Agency budget includes \$50,000 for each fiscal year in 2010/11, 2011/12, and 2012/13 to conduct the Regional Traffic Counts program, funded from Regional Surface Transportation Program interest. Due to competitive responses received from the bidding process, the counts will be collected for \$23,800 per fiscal year.

DISCUSSION:

The Transportation Agency previously maintained a traffic monitoring program, measuring traffic volumes on major County corridors and screenlines, as part of the Coordinated Regional Traffic Counts Program with the Santa Cruz County Regional Transportation Commission. The collected traffic counts data provides fresh data for the Association of Monterey Bay Area Government's regional travel demand model. Several planning tasks, such as regular updates to the Regional Transportation Plan, the Monterey Branch Line, and the Regional Development Impact Fee program, rely heavily upon this model. Traffic counts are also needed to respond to ongoing requests from the public as well as for Caltrans' Highway Performance Management System, which helps to identify areas of need and funding.

In June 2009, the Board approved staff's selection of Quality Traffic Data, after a competitive bid, to collect traffic counts at roughly 170 locations countywide. The firm performed the project on time and within budget. Staff extended the contract with Quality Traffic Data for a two-year term, until June 30, 2012, to continue the traffic counts program.

Counts are collected two times per year; once during the off-peak traffic season (March / April) and again during the peak traffic season (August). The collected traffic counts data is made available to the public and member jurisdictions in various formats:

- **Raw Data:** Counts at every location are collected in 24-hour periods over two days (either Tuesday / Wednesday or Wednesday / Thursday). The raw data is available in 15-minute intervals over the 24-hour periods for each day, with basic summary information and latitude / longitude for the location.
- **Aggregated Summary:** A summary sheet is also available that lists out the AM Peak, PM Peak, and Average Daily Traffic data for all locations over multiple years.
- **Annual Brochure:** The agency also produces a brochure for the counts program to be used as public information, which provides a brief background on the program and a listing of the top 10 highest counted locations for the year.
- **Interactive Map Website:** Finally, the collected traffic counts data is available on the Transportation Agency's website (<http://tamcmonterey.org/trafficcounts/>) in an interactive Google Maps interface that allows users to select the year and count season of data to review and retrieve the information in a graphical format.

Staff also works with the Association of Monterey Bay Area Governments and the County of Monterey, who also manages a counts program, to coordinate the programs to eliminate duplicate count locations and provide further cost savings. Staff is seeking input from the jurisdictions to revise the list of count locations for the 2012 count cycles.

Staff requests that the Committee provide feedback on the count locations for the 2012 regional traffic counts program.

Approved by: _____ Date signed: _____
Debra L. Hale, Executive Director

Regular Agenda

Counsel Review: N/A

Attachment: Traffic Counts Aggregated Data Example

Transportation Agency
Regional Traffic Counts Program
Peak Season (August), 2007-2010

Agenda Item: **5**

Rank	Street	Limits
1	Hwy 1	Between DelMonte/Freemont and Lightfighter Int.
2	Hwy 1	Between Del Monte Ave. and Canyon Del Rey
3	US 101	Between Boronda and Laurel
4	US 101	Between Laurel and Main St.
5	US 101	Between Russel Rd. and Martines Rd.
6	US 101	Between John St. and Market St. Int.
7	US 101	Between Market St. and Main St. Int.
8	Main St.	Between US 101 and Bernal Dr.
9	Hwy 1	Between Soledad/Munras and Fremont Int.
10	Hwy 1	Between Carpenter and Hwy 68 Int.
11	Lighthouse Ave	Between Pacific Ave. and Foam St.
12	Lighthouse Ave	Between Private Bollo and Reeside Ave
13	Main St.	Between Market St. and Lake St.
14	Lighthouse Ave	Between Del Monte and Tunnel
15	Del Monte Ave.	Between Camino El Estero and Camino Aguajito
16	Hwy 1	Between Jetty Rd. and Struve Rd.
17	Boronda Rd.	Between US 101 and Main St.
18	US 101	Between Soledad Prison and Alta St. Int.
19	Natividad Rd	Between E Laurel Dr and Sorrentini Dr
20	US 101	Between Main St.(Chualar) and Esperanza Rd.
21	Sanborn Rd	Between Work/Tervan and Elvey Dr
22	N Davis Rd	Between Post Dr and Laurel Dr
23	US 101	Between Abbott St. and Airport Blvd. Int.
24	Main St.	At the Pajaro River bridge
25	Fremont St.	Between Camino El Estero and Camino Aguajito
26	Davis Rd.	Between Hwy 183 and Rossi St.
27	Fremont St.	Between Cassanova and Canyon Del Rey
28	SR 218 Canyon Del Rey	Between SR 1 and Roberts Ave
29	Reservation Rd	Between Imjin and Blanco
30	SR 68 Holman Hwy	West of SB SR 1 ramps
31	Market St./Sherwood Dr.	Between Front St. and Market Way
32	Sanborn Rd.	Between US 101 and John St.
33	US 101	Between Central Ave. and Teague Ave.
34	Del Monte Ave.	Between Roberts Ave. and Canyon Del Rey
35	Davis Rd	Between Blanco and Ambrose Dr
36	Munras Ave	Between Soledad Dr and Via Buena Vista
37	Del Monte Ave	Between SR 218 Canyon Del Rey and Palm Ave
38	Laurel Dr	Between Us 101 and N Davis Rd
39	Laurel Dr.	Between US 101 and Adams St.
40	Blanco Rd.	Between Main St. and Pajaro St.
41	Blanco Rd	Between Gabilan Park Pl and Abbott St
42	Blanco Rd.	Between Hitchcock Rd. and Davis Rd.
43	E Boronda Rd	Between N Main St and San Juan Grade Rd
44	Del Monte Ave	Between SR 1 and Reindollar
45	John St	Between Abbott St and Work St
46	Fremont Blvd	Between SR 1 NB onramp and Del Monte Ave
47	Imjin Parkway	Between SR 1 and 2nd Ave
48	Hwy 156	Between Castroville Blvd. and Cathedral Oak
49	Hwy 1	South of Watsonville @ county line
50	Hwy 68	Between Olmstead Rd. and Hwy 218
51	N Boronda	Between Davis Rd and US 101
52	SR 68 Holman Hwy	On and Off ramps for NS SR 1
53	Abbott St.	Between Blanco/Sanborn and Merrill St
54	Sherwood Dr.	Between US 101 and Sherwood Pl.
55	Carmel Valley Rd	SR 1 and Carmel Rancho Blvd
56	N Sanborn Rd	Between Laurel Dr and Acosta St
57	N Main St	Between E Boronda Rd and San Juan Grade Rd
58	Fremont Blvd	Between SR 218 Canyon Del Rey and Portola Dr
59	Blanco Rd.	Between Reservation Rd. and Cooper Rd.
60	Laurel Dr.	Between Ranch View Ln. and Constitution Blvd.
61	Carmel Valley Rd.	Between Rio Vista Rd. and Via Mallorca
62	Hwy 68	Between Morse Dr. and Skyline Forest Dr.
63	Reservation Rd	Between Del Monte Ave and Vista Del Camino
64	E Market St	Between Sun St and Griffin St
65	Imjin Parkway	Between Reservation and Preston Dr
66	Imjin Parkway	Between 4th and California
67	Blanco Rd	Between SR 68 S Main St and Padre Dr
68	Carmel Valley Rd	Between Pacific Meadow Ln and Del Mesa Dr
69	Allsal St.	Between US 101 and Kern St.
70	SR 218 Canyon Del Rey	Between Fremont St and Canyon St
71	US 101	Between Hwy 198 and Wildhorse Cyn. Int.
72	Hwy 68	Between Laureless Grade and Corral De Tierra Rd.
73	Blanco Rd	Between Davis Rd and W Allsal St
74	Market St.	Between US 101 and Kern St.
75	Fremont St	Between Palo Verde and Dela Rosa Ave
76	US 101	Between Hudson Rd. and Arroyo Seco Rd. Int.
77	Allsal St.	Between Front St. and Prader St.
78	E Boronda Rd	Between Natividad Rd and El Dorado Dr
79	E Market St	Between Short Street and Division St
80	Carmel Valley Rd.	Between Valley Greens Dr. and Williams Ranch Rd.
81	Reservation Rd	Between SR 1 and Cardoza Ave

Transportation Agency
Regional Traffic Counts Program
Peak Season (August), 2007-2010

Rank	Street	Limits
82	John St.	Between US 101 and Wood St.
83	Abbott St	Between Harkins and Harris Rd
84	Airport Blvd	Between Tervan and Hansen St
85	Front St.	Between Abbott St. and San Luis St.
86	Rio Rd	East of SR 1 Intersection
87	Fremont St	Between Abrego St and Munras
88	Hwy 1	Between San Jose Creek and Ribera Rd.
89	Lightfighter Dr	Between SR 1 and 1st Ave
90	Soledad Dr	Between Pacific St and Munras Ave
91	US 101	South of Bradley Rd. Int.
92	Hwy 218	Between Pheasant Ridge and Gen. Jim Moore
93	Broadway Ave	Between Fremont Blvd and Terrace Ave
94	Abrego St	Between El Dorado and Fremont St
95	Williams Rd	Between Freedom Parkway and Del Monte Ave
96	Hwy 68	Between Hunter Ln. and Blanco Rd.
97	Foam St	Between Lighthouse Curve and Reeside
98	Salinas St	Between SR 183 W Market and Central Ave
99	Boronda Rd.	Between Rider Ave. and Constitution Blvd.
100	Monterey St	Between E Market St and Gabllan St
101	John St.	Between Main St. and Pajaro St.
102	Carmel Rancho Blvd	Between Carmel Valley Rd and Carmel Rancho Ln
103	Natividad Rd	Between Los Coches Ave and Emerald Way
104	Ocean Ave	Between SR 1 and Hatton Rd
105	Camino El Estero	Between Fremont and Webster St
106	La Playa Ave	Between Del Monte and California Ave
107	Carmel Valley Rd.	Scarlett Rd. and Rancho Fiesta Rd.
108	Airport Blvd	Between US 101 and Moffett St.
109	Wood St.	Between US 101 and John St.
110	Pacific Street	Between Sloat Ave and Lighthouse Curve
111	Hwy 183	Between McFadden Rd. and Davis Rd.
112	Rio Rd	West of SR 1 Intersection
113	Camino Agualito	Between Gelnwood Circle and SR 1 SB onramp
114	San Miguel Canyon Rd.	Between Woodland Hills Ln. and Charles Schell Ln.
115	N Main St	Between E Boronda Rd and Russell Rd
116	San Juan Grade	Between Russell Rd. and Newlyn St.
117	Camino Agualito	Between 10th and Fremont
118	Forest Ave	Between SR 68 and Beaumont Ave
119	John St	Between Main St and Salinas St
120	Central Ave	Between David Ave and Dewey Ave
121	Hwy 183	Between Cooper and Espinosa Rd.
122	Lighthouse Ave	Between Foutain And Grand
123	Franklin St	Between Tyler and Washington
124	Lighthouse Ave	Between 17th and 18th
125	Romie Ln.	Between Main St. and Pajaro St.
126	David Ave	Between SR 68 and Ransford Ave
127	E Allsal St	Between Tampa St and Fern St
128	David Ave	Between Lighthouse and Foam
129	Hawthorne St	Between David Ave and Eardley Ave
130	Bardin Rd	Between Williams Rd and Cross Ave
131	General Jim Moore Blvd	Between Lightfighter and Giggling
132	Franklin St	Between Pierce and Pacific St
133	San Juan Grade Rd	Between N Main St and E Boronda Rd
134	San Juan Rd.	Between Corey Rd. and Carpenteria Rd.
135	David Ave	Between SR 68 and Seaview Ave
136	Freedom Pkwy.	Between Constitution Blvd. and Nogal Dr.
137	Espinosa Rd.	Between Hwy 183 and Rodgers Ln.
138	Reindollar Ave	Between Del Monte Ave and Sunset Ave
139	E Laurel Dr	Between N Sanborn and Towt St
140	Espinosa Rd.	Between Rodgers Rd. and US 101
141	Blanco Rd.	Between Cooper Rd. and Armstrong Rd.
142	Broadway Ave	Between General Jim and Mescal St
143	Davis Rd.	Between Hitchcock Rd. and Blanco Rd.
144	Russell Rd.	Between US 101 and Harrison Rd.
145	Natividad Rd.	Between Boronda Rd. and Rogge Rd.
146	Monterey St.	Between John St. and San Luis St.
147	Russell Rd	Between Bahia Ave and Van Buren Ave
148	Griffin St.	Between Rianda St. and Neil St.
149	Reservation Rd.	Between Watkins Gate and Davis Rd.
150	Castroville Blvd.	Between Clelo Azul and Los Ninos Ln.
151	Lighthouse Ave	Between Alder St and Bentley St
152	Pajaro St.	Between John St. and San Luis St.
153	General Jim Moore Blvd	Between Coe Ave and Broadway Ave
154	Allsal Rd.	Between Bardin Rd. and Hartnell Rd.
155	Gen. Jim Moore Rd.	Between Coe Ave. and McClure Rd.
156	Presidio Blvd	Between SR 68 Holman Hwy and Austin Ave
157	Reservation Rd.	Between Blanco Rd. and East Garrison
158	General Jim Moore Blvd	Between South Boundary and Broadway Ave
159	Laureless Grade	Between Southvlew Ln. and Camino Escondido
160	General Jim Moore Blvd	Between Lightfighter and 1st St
161	Pearl St.	Between Camino El Estero and Camino Agualito
162	Las Casitas Dr.	Between Rancho Dr. and Constitution Blvd.



Memorandum

To: Technical Advisory Committee
From: Don Bachman PE, Deputy Executive Director
Meeting Date: February 2, 2012
Subject: Street Maintenance Fee Presentation

RECOMMENDED ACTION:

RECEIVE presentation on Street Maintenance Fee concept.

SUMMARY:

The historical user fee to fund streets and roads has been the state fuel tax. The purchasing power of the tax has eroded to the point that only a fraction of ongoing maintenance and operations costs are fundable from that source. Another user fee concept is the Street Maintenance Fee which is collected from property owners or tenants based on trip generation.

FINANCIAL IMPACT:

The presentation is for discussion only and has no current financial impact.

DISCUSSION:

In California, a primary source for local agencies to fund ongoing maintenance and operations costs of streets and roads is their share of the state vehicle fuel tax, also referred to as a user fee. The fuel tax has not been increased since 1994. Since it is based on a fixed amount per gallon while fuel efficiency of the fleet has steadily improved, and the cost of maintenance has increased, the buying power of the fuel tax is far short of covering needs. Other sources are general fund revenues (problematic in the current economy), and occasionally a special tax (unsuccessful in Monterey County) or one time augmentation (e.g. Federal Stimulus). The result in most cases is a funding shortfall to keep streets in a satisfactory condition.

One potential revenue source is a Street Maintenance Fee. The concept is fairly simple. Many municipalities already maintain water and waste-water utilities. Funding for utility operations and maintenance comes from rate payers, whose charges or fees for ongoing operation are based on their proportion of system usage. The Street Maintenance Fee (also called Street Utility Fee) takes that concept and charges users a monthly fee based on trips.

Assessing the costs of new transportation facilities using trip generation is already an accepted practice for new development, either through a Development Impact Fee or other fair-share calculation. A Street Maintenance Fee program would apply the same principal and charge each

property their proportional share of the maintenance shortfall, or portion thereof, on a monthly basis. For example, using the Institute of Transportation Engineers trip generation tables, a single family home generates about 10 trips per day. A 50,000 square foot grocery store generates about 5,000 trips per day. At \$1.00 per month for the home, a jurisdiction of 10,000 residences would generate \$120,000 annually from that sector. Proportionately, that single grocery store would contribute \$500 per month, or \$6,000 a year. Total revenues would depend on the number of properties and mix of uses. The City of Loveland, Colorado, with a population of 67,000, had a residential fee of \$1.25 per month and received about \$1.47 million in 2009.

Like utility rates, the advantage of a Street Maintenance Fee is that the charges are fees and not taxes. Consequently, the rates can be levied by the governing body without the requirement for an election, and the subsequent 2/3 vote requirement. Also like utilities, once implemented, the revenues could only be used for the intended purpose.

Implementation of such a fee is not simple. The jurisdiction would need to overcome the task of creating an inventory of property uses, create a billing system, and, most importantly, generate public acceptance to new charges.

Approved by: _____ Date signed: _____
Debra L. Hale, Executive Director

Regular Agenda

Counsel Review: N/A