



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

TECHNICAL ADVISORY COMMITTEE

Thursday, June 4, 2020

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

REMOTE CONFERENCING ONLY

There will be NO physical location of the meeting.

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

Join Zoom Meeting online at: <https://zoom.us/j/950428194>

OR

Via Zoom app: Meeting ID: 950 428 194

OR

By teleconference at: +1 669 900 6833, Code: 950 428 194

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

1. ROLL CALL

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

2. PUBLIC COMMENTS

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Under this item, each member

of the public is allowed three minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Tuesday before the meeting, and such comments will be distributed to the Committee before the meeting.

3. BEGINNING OF CONSENT AGENDA

Approve the staff recommendations for items listed below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

3.1 APPROVE the draft Technical Advisory Committee Minutes for May 7, 2020.

- Zeller

END OF CONSENT AGENDA

4. PROVIDE FEEDBACK on potential options to temporarily modify the Measure X Maintenance of Effort requirement in response to COVID-19.

- Zeller

A maintenance of effort requirement exists to assure that the cities and county do not use Measure X funding to backfill prior levels of transportation expenditures. In light of the current economic downturn related to the COVID-19 pandemic, Agency staff is reviewing potential options to temporarily modify the maintenance of effort requirement to provide relief to jurisdictions.

5. RECEIVE presentation and **PROVIDE** comments on the draft Central Coast Highway 1 Elkhorn Slough Resiliency Study.

- Will Condon (AMBAG)

Will Condon, Planner, Association of Monterey Bay Area Governments, will present the draft Central Coast Highway 1 Elkhorn Slough Resiliency Study for comment.

6. ANNOUNCEMENTS

7. ADJOURN

**Next Committee meeting will be on
Thursday, August 6, 2020 at 9:30 a.m.**

REMINDER: If you have any items for the next Committee Agenda, please submit them to:
Rich Deal, **email:** 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.

Important Meeting Information

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

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

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

Transportation Agency for Monterey County
www.tamcmonterey.org

Office is closed and all employees are working remotely until further notice

TEL: 831-775-0903

EMAIL: info@tamcmonterey.org

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

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

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



Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: June 4, 2020
Subject: **Draft Technical Advisory Committee Minutes - May 7, 2020**

RECOMMENDED ACTION:

APPROVE the draft Technical Advisory Committee Minutes for May 7, 2020.

ATTACHMENTS:

- ▣ DRAFT TAC Minutes for May 7, 2020

TECHNICAL ADVISORY COMMITTEE MINUTES

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

DRAFT Minutes of Thursday, May 7, 2020

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

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

OTHERS PRESENT:

Marissa Garcia, City of Monterey
Vanessa Faul, Caltrans D5

Will Conden, AMBAG

1. ROLL CALL

Chair Andrew Easterling, City of Salinas, called the meeting to order at 9:30 am. Introductions were made and a quorum was established.

1.1 ADDITIONS OR CORRECTIONS TO AGENDA

None.

2. PUBLIC COMMENTS

None

3. BEGINNING OF CONSENT AGENDA

M / S / C: Hurtado / Harary / unanimous

Ayes: Harary, Dobbins, Pike, Hurtado, McMinn, Gho, Gomez, Ottmar, Martinez

No: none

Abstain: none

3.1 APPROVE the minutes of the Technical Advisory Committee meeting of March 5, 2020.

END OF CONSENT AGENDA

4. MEASURE X FISCAL YEAR 2018/19 ANNUAL AUDIT UPDATE

Michael Zeller, Principal Transportation Planner, provided an update on the results of the Measure X annual audit and compliance reporting for fiscal year 2018/19.

Mr. Zeller presented that the second year of Measure X reporting, for fiscal year 2018/19, was due on December 31, 2019. For this year's independent audits, there has been a marked improvement in compliance by the jurisdictions from the previous reporting period. All of the jurisdictions, with the exception of Greenfield, submitted their complete reports by the December 31, 2019 deadline.

For Pacific Grove, due to unanticipated project delays and the change in the Maintenance of Effort calculation methodology, the City did not make enough project expenditures to meet their Maintenance of Effort requirement. For the City of Salinas, their annual report indicated that Measure X funds were spent on a project that the City had been informed by the Transportation Agency was ineligible. In both instances, the cities have repaid the funds to their Measure X accounts from non-Measure X sources as remediation. The Transportation Agency Board approved at the February 2020 meeting that this course of action brought the cities back into compliance with the Measure X implementing ordinance and funding agreement.

Due to the current economic issues impacting local jurisdictions from COVID-19, Mr. Zeller requested feedback from the jurisdictions on their transportation expenditures for the current fiscal year and how that may be affecting compliance with the maintenance of effort requirement.

Robert Harary, City of Carmel, said that the city has defunded projects for this year and the next. Tony Nisich, City of Greenfield, said that in order to know what the impacts may be, jurisdictions will need to know what the revenues will be. Octavio Hurtado, City of King, said that they are moving forward with project design but holding off on construction until next year.

Debbie Hale, Executive Director, said that the Governor's May Revise budget should have information for city's on what levels of revenue to expect, and that any change to the maintenance of effort requirement would only be temporary. Mr. Zeller said that he would follow-up with the jurisdictions as we move forward with crafting a potential maintenance of effort change.

5. US 101 BUSINESS PLAN

Kelly McClendon, Caltrans District 5, presented an update on the US 101 Business Plan.

Mr. McClendon presented that Caltrans is proposing to conduct a planning analysis of the US 101 within the Central Coast, including Monterey County. The purpose of the US 101

Business Plan is to provide the data, strategy, and community support needed to secure needed financial investment in the US 101 corridor.

Debbie Hale, Executive Director, asked Mr. McClendon about how the US 101 could be segmented through Monterey County. Octavio Hurtado, City of King, said that he agreed that travel patterns on the US 101 through the Salinas Valley differ and the corridor should be segmented. Ms. Hale proposed that the corridor could be segmented as Airport Boulevard to Chualar, Chualar to King City, and King City south. Mr. McClendon said that he will take the feedback and update the map with some potential segment options.

6. COMPETITIVE GRANTS REVIEW COMMITTEE

Michael Zeller, Principal Transportation Planner, requested that the Committee nominate up to four member of the Technical Advisory Committee to serve on the TAMC Competitive Grants Application Review Committee.

The Committee nominated Enrique Saavedra, Orchid Ochoa-Monroy, Patrick Dobbins, and Andrew Easterling.

7. ANNOUNCEMENTS

None

8. ADJOURN

The meeting was adjourned at 10:49 am.



Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: June 4, 2020
Subject: Measure X Maintenance of Effort - Temporary Modification

RECOMMENDED ACTION:

PROVIDE FEEDBACK on potential options to temporarily modify the Measure X Maintenance of Effort requirement in response to COVID-19.

SUMMARY:

A maintenance of effort requirement exists to assure that the cities and county do not use Measure X funding to backfill prior levels of transportation expenditures. In light of the current economic downturn related to the COVID-19 pandemic, Agency staff is reviewing potential options to temporarily modify the maintenance of effort requirement to provide relief to jurisdictions.

FINANCIAL IMPACT:

Approved by 69% of the voters in 2016, Measure X was projected to generate an estimated \$20 million annually, for a total of \$600 million over thirty years. Revenues have been collected since April, 2017 and the receipts for fiscal year 2018/19 totaled \$30.46 million. The current forecast estimates that revenues will decline to \$23.95 million for fiscal year 2019/20. The funding source is a retail transactions and use tax of 3/8 cents. The revenue from the sales tax measure can only be used to fund transportation safety and mobility projects in Monterey County.

DISCUSSION:

The Transportation Agency has fiduciary responsibility for the administration of the voter-approved Transportation Safety and Investment Plan (Measure X) funds. Each jurisdiction entered into a tax sharing agreement with the Transportation Agency in order to receive their share of Measure X Local Streets & Roads revenues. In exchange, these agreements require the jurisdictions to submit audit reports annually to the Transportation Agency detailing the steps taken to comply with the implementing ordinance, which includes a requirement for "maintenance of effort."

The purpose of the Maintenance of Effort requirement is to assure that no funds previously used for transportation are shifted to other uses and then back-filled with Measure X monies - the so-called "bait and switch." The Measure X implementing ordinance was recently amended to revise the maintenance of effort calculation from a rolling three-year average to the higher of a jurisdiction's Senate Bill 1 Maintenance of Effort amount or the amount of general fund expenditures on transportation in the 2016/17 fiscal year, adjusted annually for inflation.

The process that was used to amend the Measure X implementing ordinance was as follows:

1. Review and recommendation from the Citizens Oversight Committee;
2. Provide a 45-day comment period;

3. Hold a noticed public hearing;
4. Receive approval from the Transportation Agency Board by a 2/3 vote and by a simple majority weighted vote based on population;
5. Provide for a 30-day waiting period before the ordinance amendment went into effect; and
6. Receive approval from each jurisdiction on an amendment to the tax sharing agreement reflecting the change to the maintenance of effort calculation.

On March 19, 2020, Governor Gavin Newsom issued Executive Order N-33-20 directing all individuals in the State of California to stay at home or at their place of residence, in order to protect the health and well-being of all Californians due to the State of Emergency resulting from COVID-19 pandemic. The order will stay in effect until further notice. The resulting economic downturn related to the pandemic have left many jurisdictions across the State with decreased revenues while also diverting existing revenues to address emergency relief projects.

With the State of Emergency, planned local transportation projects may not be moving forward, and jurisdictions may be diverting local funds for emergency relief or public health projects. To address this, Agency staff is reviewing potential temporary modifications to the Measure X Maintenance of Effort requirement. Given the severity of some jurisdictions' budget shortfalls, one option could be to temporarily suspend the maintenance of effort requirement for fiscal year 2019/20. Another option could be to allow for a percentage reduction from a jurisdiction's maintenance of effort amount. The California League of Cities recently requested that the Senate Bill 1 Road Maintenance and Rehabilitation Act Maintenance of Effort be reduced by 25 percent to account for the reduction in spending during the fourth quarter of the fiscal year, as a result of the State of Emergency.

Transportation Agency staff will present this issue at the June Technical Advisory Committee meeting and seek feedback from the Committee members on how the State of Emergency is affecting their spending on local transportation projects.



Memorandum

To: Technical Advisory Committee
From: Madilyn Jacobsen, Transportation Planner
Meeting Date: June 4, 2020
Subject: **Central Coast Highway 1 Elkhorn Slough Resiliency Study**

RECOMMENDED ACTION:

RECEIVE presentation and **PROVIDE** comments on the draft Central Coast Highway 1 Elkhorn Slough Resiliency Study.

SUMMARY:

Will Condon, Planner, Association of Monterey Bay Area Governments, will present the draft Central Coast Highway 1 Elkhorn Slough Resiliency Study for comment.

FINANCIAL IMPACT:

TAMC has no financial obligations under this study aside from staff time to participate in the meetings. The study findings recommend further analysis of elevating and widening Highway 1 and elevating the railway through the study area, which is likely to have large price tags for planning, environmental review, right-of-way and construction.

DISCUSSION:

Transportation corridors through Elkhorn Slough will face significant challenges under conditions of climate change and sea level rise. The draft Central Coast Highway 1 Elkhorn Slough Resiliency Study (see web attachment) provides a comprehensive assessment of the threats and options available to respond to those threats including the transportation, environmental and economic dimensions.

The study presents a detailed understanding of the risks and options for adaptation in this critical stretch of Highway 1 and the railway corridor, as well as an adaptation management strategy to ensure updated scientific information is integrated into the project planning process. The eight-mile stretch of Highway 1 near Elkhorn Slough is already constrained and will be increasingly impacted by coastal storm flooding and sea level rise.

To adapt the transportation infrastructure to rising sea levels, the existing highway and railway could be elevated via two methods: 1) raised fill embankment and 2) piles. An embankment entails placing and compacting a volume of earthen material (fill) in order to raise the grade of a roadway above adjacent ground surface. Embankments typically have steeper side slope. Where space allows, traditional engineered side slopes can be graded to a much gentler slope to allow for additional habitat area creation. Piles (pylons) refer to structures that support bridge or highway overpasses, typically elevating them over water.

The roadway and railway adaptation scenarios were evaluated using best available modeling tools to investigate systemic changes to transportation, hydrology and ecology triggered by certain adaptation actions. The results of the transportation modeling indicate that the four-lane elevated Highway 1 would best suit the needs of the corridor,

allowing for increased capacity on a road that is already overburdened by demand. The benefit-cost analysis finds that a four-lane elevated Highway 1 would be economically justified, since the value of reduction in traffic delays would be greater than the costs associated with transportation and ecological improvements.

Since its construction in the late 1800s, the railway through Elkhorn Slough has operated on tracks elevated on fill embankment. The present railway floods under king tide conditions, with disruptions to service until water levels return to normal. To avoid more frequent disruptions to this transportation function as sea levels rise, the grade of the fill embankment could be raised higher to keep pace with water levels. Alternatively, the railway could be raised on trestle, which is an open cross-braced framework used to support an elevated structure. The results of the study indicate that a new single-track railway facility could be constructed and elevated on a trestle adjacent to the existing railway fill embankment. The existing railway fill embankment could be left in place, to aid in sediment retention for the inboard marsh complexes.

The study emphasizes the importance of planning for Highway 1 and railway adaptation in the early to mid-2030s and implementing a course of action well before sea levels are predicted to follow the exponential part of the curve in mid- to late-21st century. The no action scenario would result in widespread loss of habitat and biodiversity through the slough and worsen an existing transportation function problem, to the detriment of the community, region, and visitors to Monterey Bay.

The draft study was released for review on May 12, 2020. The close of the public review period is June 11, 2020. Will Condon, AMBAG Planner, will present an update on the study and seek feedback from the Committee.

WEB ATTACHMENTS:

[Central Coast Highway 1 Elkhorn Slough Resiliency Study](#)