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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](mailto:info@tamcmonterey.org)

## **TECHNICAL ADVISORY COMMITTEE**

**Thursday, March 4, 2021**

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

### **REMOTE CONFERENCING ONLY**

*There will be NO physical location of the meeting.*

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

**Join meeting online at:**

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

**OR**

**By teleconference at: +1 669 900 6833**

**Meeting ID: 950 428 194 | Password: 185498**

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

### **1. ROLL CALL**

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

## 2. PUBLIC COMMENTS

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

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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 February 4, 2021.

- Zeller

3.2 **RECEIVE** summary of the results of the projects in Monterey County which applied to the state's Active Transportation Program.

- Jacobsen

*On February 8th, the California Transportation Commission released their staff recommendations for funding of the Cycle 5 Active Transportation Program projects. Of the thirteen projects that applied for funds in Monterey County, only one was recommended for funding: the Broadway Avenue Complete Street Corridor project in Seaside.*

**END OF CONSENT AGENDA**

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4. **RECEIVE** a presentation on the proposed Enhanced Oversight program for Caltrans Local Assistance projects.

- Jaime Espinoza (Caltrans)

*Caltrans Headquarters Local Assistance will provide a presentation on their proposal for risk-based project stewardship and oversight through the Enhanced Project Oversight program, and will cover topics including project development, the oversight process, project sponsor and Caltrans roles, and program goals.*

5. **RECEIVE** presentation on the City and County Pavement Improvement Center.

- Dr. Ashraf Rahim (Cal Poly)

*The City and County Pavement Improvement Center, a special initiative of the University of California Pavement Research Center, works with local governments to increase pavement technical capability through timely, relevant, and practical support, training, outreach and research.*

6. **RECEIVE** presentation on how to read a geotechnical report and select a pavement section.

- Philip Edwards (Butano Geotech)

*Proper pavement design can help to reduce costs for rehabilitation project and allow for decreased off-haul and wear and tear on the neighboring streets from construction traffic. There are different options for pavement rehabilitation dependent on the type of distress the roadway is experiencing. These options will be present in a geotechnical report, which is an important tool for evaluating rehabilitation methods.*

7. **RECEIVE** presentation on the 2021 Title VI /Limited English Proficiency Plan Development.

- Miranda Taylor (AMBAG)

*Title VI is a Federal statute that mandates that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. The federally-required 2021 Title VI Plan is a comprehensive document that guides the Association of Monterey Bay Area Governments in the provision of information and services to the public.*

8. **ANNOUNCEMENTS**

9. **ADJOURN**

**Next Committee meeting will be on  
Thursday, April 1, 2021 at 9:30 a.m.**

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

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

Important Meeting Information

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

Remote Meeting Public Comment: Due to current circumstances, there may be limited opportunity to provide verbal comments during the meeting. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to [maria@tamcmonterey.org](mailto: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](http://www.tamcmonterey.org)

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

TEL: 831-775-0903

EMAIL: [info@tamcmonterey.org](mailto: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:** March 4, 2021  
**Subject:** **Draft Technical Advisory Committee Minutes - February 4, 2020**

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### **RECOMMENDED ACTION:**

**APPROVE** the draft Technical Advisory Committee Minutes for February 4, 2021.

### **ATTACHMENTS:**

- ▣ DRAFT TAC Minutes for February 4, 2021

## TECHNICAL ADVISORY COMMITTEE MINUTES

Meeting held via Zoom

Draft Minutes of Thursday, February 4, 2021

COMMITTEE MEMBERS	FEB 20	MAR 20	APR 20	MAY 20	JUN 20	AUG 20	SEP 20	OCT 20	NOV 20	JAN 21	FEB 21
R. Harary, Carmel-by-the-Sea (S. Friedrichsen)	P	P	C	P	P	P	P	P	P	P	P
D. Pick, Del Rey Oaks			A								
P. Dobbins Gonzales (M. Sundt)		P	N	P	P	P	P	P		P	p
D. Pike, Greenfield (T. Nisich)	P/P(A)	P	C	P/P(A)	P/P(A)	P/P(A)	P(A)	P(A)	P/P(A)	P/P(A)	P(A)
O. Hurtado, King City, <b>Chair</b> (S. Adams)	P	P	E	P	P	P	P	P	P	P	P
B. McMinn, Marina (E. Delos Santos)	P	P	L	P	P	P	P	P	P	P	P
A. Renny, Monterey (F. Roveri, M. Garcia)	P		L	P(A)	P	P/P(A)	P/P(A)	P	P(A)	P(A)	P
D. Gho, Pacific Grove (M. Brodeur)	P	P	E	P	P	P	P	P	P	P	p
A. Easterling, Salinas (J. Serrano)	P	P(A)	D	P	P	p	P	P	P	P	P
L. Gomez, Sand City (A. Blair)	P	P		P	P	P	P	P	P	P	P
S. Ottmar, Seaside (L. Llantero)	P	P		P	P(A)	P	P		P	P	P(A)
L. Gomez, Soledad (O. Antillon)	P	P		P	P	P	P	P	P	P	P
C. Alinio, MCPW, <b>Vice Chair</b> (E. Saavedra)	P(A)	P(A)		P(A)			P(A)			P/P(A)	p
M. Taylor, AMBAG (P. Hierling)	P(A)	P(A)				P	P(A)	P	P	P/P(A)	P
O. Monroy-Ochoa, Caltrans (K. McClendon)	P	P		P/P(A)	P	P	P	P	P	P	P
M. McCluney, CSUMB							P	P	P	P	
A. Romero, MBUAPCD											
S. Campi, MST (M. Overmeyer)	P(A)	P(A)		P(A)	P(A)	P(A)	P(A)	P(A)	P(A)	P(A)	P

STAFF	FEB 20	MAR 20	APR 20	MAY 20	JUN 20	AUG 20	SEP 20	OCT 20	NOV 20	JAN 21	FEB 21
D. Hale, Exec. Director		P	C	P		P	P			P	P
T. Muck, Dep. Exec. Director		P	A	P	P	P	P	P	P	P	P
M. Zeller, Principal Transp. Planner	P	P	N	P		P	P	P	P		
C. Watson, Principal Transp. Planner		P	C		P						
M. Jacobsen, Transportation Planner	P	P	E		P	P	P	P	P	P	p
T. Wright, Public Outreach Coordinator			L		P						P
R. Deal, Principal Engineer	P	P	L	P	P				P		
A. Green, Senior Transportation Planner			E								
S. Castillo, Transportation Planner			D				P				P
L. Williamson, Senior Engineer	P			P					P		P
M. Montiel, administrative Assistant						P	P	P	P	P	p
Tracy Burke Vasquez, Go831 Coordinator						P					

**OTHERS PRESENT:**

Scott Sauer, Caltrans

Juvenal Alvarez, Caltrans

**1. ROLL CALL**

Chair Octavio Hurtado, King City, called the meeting to order at 9:30 am. Introductions were made and a quorum was established.

**1.1 ADDITIONS OR CORRECTIONS TO AGENDA**

None.

**2. PUBLIC COMMENTS**

None.

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**3. BEGINNING OF CONSENT AGENDA**

**M / S / C: Harary / McMinn / unanimous**

**Ayes:** Harary, Dobbins, Nisich, Hurtado, McMinn, Renny, Gho, Easterling, Gomez, Llantero, Alinio, Monroy-Ochoa, Taylor, Campi

**No:** None

**Abstain:** None

**3.1 APPROVE** the Technical Advisory Committee meeting minutes of January 7, 2021.

**END OF CONSENT AGENDA**

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**4. INTERREGIONAL TRANSPORTATION STRATEGIC PLAN**

The Committee received a presentation from Scott Sauer, Caltrans, on the 2021 Interregional Transportation Strategic Plan.

They presented that the Interregional Transportation Strategic Plan is the implementing document for the interregional portion of the California Transportation Plan. The purpose of the plan is to provide guidance and prioritization through interregional corridor analysis for projects focused on improving travel access for people and goods on the State's Interregional Transportation System in a safe, equitable, sustainable, multi-modal manner.

Debbie Hale, Executive Director, stated that the Transportation Agency is working with Caltrans on the development of the US 101 Business Plan, and have conducted public outreach on the plan. The number one comment we've received is about safety in the corridor. Mr. Sauer responded that safety has also been a key comment received in Caltrans' public outreach on the Interregional Transportation Strategic Plan. He also mentioned that if agencies have information on freight movements and corridors, please send that to the team.

Brian McMinn, City of Marina, asked if Highway 1 is included as a key route? Mr. Sauer responded that if there's a route or corridor that you think we've missed, please send it to us. He also stated that Highway 1 may have been considered but not determined to be a priority as compared to other routes.

**5. REGIONAL TRAFFIC COUNTS PROGRAM**

The Committee received a presentation from Stefania Castillo, Transportation Planner, on the Transportation Agency's regional traffic counts program.

Ms. Castillo presented that on February 26, 2020 the Transportation Agency's Board of Directors approved a three-year contract with Innovative Data Acquisitions to conduct traffic counts at 179 locations throughout Monterey County for calendar years 2020, 2021 and 2022. The \$91,056 contract amount includes pedestrian and bicycles counts required for Agency projects that receive funds from the state Active Transportation Program. The contract also allows for local jurisdictions to request additional counts at reimbursement by the jurisdiction making the request.

Brian McMinn, City of Marina, stated that a lot of the decreases in daily trips looked to be in Salinas. He asked if staff knows if the work on US 101 could have had an impact? Ms. Castillo responded that yes, that could have impacted, but the counts were also during the shelter in place, and that likely played a larger role in the trip reductions.

Robert Harary, City of Carmel, asked how the list of locations were selected? Ms. Castillo responded that staff sends the list out to the Public Works Directors for review in advance of the count cycle to make sure we are not counting in areas a jurisdiction is already taking

local counts. She also stated that the locations are primarily selected to provide data for the regional travel demand model.

**6. MEASURE X FY 2019/20 ANNUAL AUDIT UPDATE**

The Committee received a presentation from Michael Zeller, Principal Transportation Planner, on the results of the Measure X annual audit and compliance reporting for 2019/20.

Mr. Zeller presented that the purpose of the Measure X annual audit is to confirm that the funding recipients -- TAMC, the County of Monterey and the twelve incorporated cities -- have complied with the voter-approved requirements specified in Ordinance 2016-01 for the Transportation Safety and Investment Plan. One of the responsibilities of the Measure X Transportation Oversight Committee is to review the independent audits of the jurisdictions and prepare and present an annual report regarding the administration of the program. A subcommittee of the Oversight Committee reviewed the reports and staff provided information on the receipt and review of annual audit compliance data.

**7. ANNOUNCEMENTS**

Todd Muck, Deputy Director, announced that Stefania Castillo will be leaving the Transportation Agency in the middle of the month. Her presentation today was an example of all the great work she does. Multiple committee members expressed their gratitude and appreciation for Ms. Castillo's work while at the Transportation Agency.

**8. ADJOURN**

The meeting was adjourned at 10:12 am.



## **Memorandum**

**To:** Technical Advisory Committee  
**From:** Madilyn Jacobsen, Transportation Planner  
**Meeting Date:** March 4, 2021  
**Subject:** **Cycle 5 - Active Transportation Program Recommendations**

### **RECOMMENDED ACTION:**

**RECEIVE** summary of the results of the projects in Monterey County which applied to the state's Active Transportation Program.

### **SUMMARY:**

On February 8th, the California Transportation Commission released their staff recommendations for funding of the Cycle 5 Active Transportation Program projects. Of the thirteen projects that applied for funds in Monterey County, only one was recommended for funding: the Broadway Avenue Complete Street Corridor project in Seaside.

### **FINANCIAL IMPACT:**

The state's Active Transportation Program is a competitive funding source that supports active transportation projects. During the current grant cycle (Cycle 5), the California Transportation Commission received 454 applications to the program requesting a total of \$2.3 billion in funding. The Commission had a competitive pot of \$445 million to award during this grant cycle, of which \$44 million was available for the small urban and rural applicant pool. The City of Seaside's Broadway Ave Complete Street Corridor project was recommended for \$12.041 million in funding from the small urban and rural funding pool.

### **DISCUSSION:**

The Active Transportation Program was created by Senate Bill 99 and Assembly Bill 101 to encourage increased use of active modes of transportation, such as walking and biking. The program was originally funded with about \$123 million per year from both state and federal sources. In 2017, the Legislature passed and the Governor signed Senate Bill 1, also known as the Road Repair and Accountability Act, which directed an additional \$100 million annually to the funding program.

Project recommendations are broken out into a statewide component (40% of funds), large Metropolitan Planning Organization component (40% of funds) and small urban and rural component (10% of funds). Monterey County falls within the small urban and rural component due to the county's population size (under 200,000 people), and projects can also compete within the statewide funding category. Due to the highly competitive nature of this cycle of funding, only projects receiving a score of 90 points or higher received a staff recommendation in favor of funding.

Below is a summary of grant applications submitted from agencies within Monterey County and their scores:

### **Grant Score**

<b>Jurisdiction</b>	<b>Project Title</b>	<b>(out of 100)</b>
Greenfield	12th Street Pedestrian and Bike Route Improvements	42
King City	San Antonio Drive Bikeway & School Gap Closure	82
Monterey County	Community and School Connections through Active Transportation	70
Monterey County	San Ardo Community & School Connections through Active Transportation	69
Monterey County	San Lucas Community & School Connections through Active Transportation	31
Monterey County	Chualar Pedestrian Improvement Project	60
Monterey County	Carmel Valley Road Class II Bike Lanes Project	58
Monterey County	Esquiline Road Pedestrian and Bicycle Safety Improvement Project	24
Monterey	Del Monte / Washington Intersection, Bike and Pedestrian Improvements	78
Salinas	Alisal Safe Routes to School Project	89
Seaside	Broadway Ave Complete Street Corridor	91
TAMC	Fort Ord Regional Trail and Greenway: CSUMB North Segment	75
TAMC	Fort Ord Regional Trail and Greenway: California Avenue Segment	71

The programming of funds for the recommended projects is expected to take place during the California Transportation Commission's March 24-25 meeting. A summary of the projects recommended for funding for small urban and rural projects is included as an **attachment** to this report. Applicants are encouraged to request a debrief from the California Transportation Commission staff on their project scores.

For more information and details about the state's Active Transportation Program, please follow this link to the California Transportation Commission's website: <https://catc.ca.gov/programs/active-transportation-program>

#### ATTACHMENTS:

- ▣ Small Urban and Rural Component - Staff Recommendations

**California Transportation Commission  
2021 Active Transportation Program - Small Urban and Rural Component  
Staff Recommendations  
(\$1000s)**

Application ID	County	Project Title	Total Project Cost	Recommended Funding	21-22	22-23	23-24	24-25	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
2-Redding, City of-1*	Shasta	Victor Ave & Cypress Ave Active Transportation (VCAT) Project	\$ 10,409	\$ 7,822	\$ 1,352	\$ 740	\$ 5,730	\$ -	\$ 1,352	\$ 338	\$ 402	\$ 5,643	\$ 87	Infrastructure + NI - Large	x	x	92
1-Clearlake, City of-1*	Lake	Dam Road Extension & South Center Drive Bike/Pedestrian Improvements	\$ 997	\$ 997	\$ 997	\$ -	\$ -	\$ -	\$ -	\$ 82	\$ -	\$ 915	\$ -	Infrastructure - Small	x	x	91
5-Seaside, City of-1 <sup>§</sup>	Monterey	Broadway Ave Complete Street Corridor	\$ 14,001	\$ 12,041	\$ 1,576	\$ -	\$ 10,465	\$ -	\$ -	\$ 1,576	\$ -	\$ 9,450	\$ 1,015	Infrastructure + NI - Large	x	x	91
2-Karuk Tribe-1	Siskiyou	Happy Camp Complete Streets Project	\$ 12,221	\$ 9,971	\$ 600	\$ 1,901	\$ -	\$ 7,470	\$ 600	\$ 800	\$ 1,101	\$ 7,470	\$ -	Infrastructure - Large	x	x	91
2-Siskiyou County Transportation Commission-1*	Siskiyou	Siskiyou- Regional Active Transportation Plan	\$ 212	\$ 202	\$ 202	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 202	Plan	x		91
10-Tuolumne County-1	Tuolumne	Jamestown Community Connectivity Project	\$ 2,300	\$ 2,071	\$ 198	\$ 147	\$ 140	\$ 1,586	\$ 198	\$ 147	\$ 140	\$ 1,586	\$ -	Infrastructure - Medium	x	x	91
6-Corcoran, City of-1*	Kings	Corcoran Safe Routes to School	\$ 1,998	\$ 1,998	\$ 235	\$ -	\$ 1,763	\$ -	\$ 15	\$ 220	\$ -	\$ 1,763	\$ -	Infrastructure - Small	x	x	90
5-Santa Barbara, City of-3	Santa Barbara	Upper De La Vina Street Gap Closure and Safe Crossings	\$ 1,998	\$ 1,998	\$ 290	\$ -	\$ 37	\$ 1,671	\$ 290	\$ 29	\$ 8	\$ 1,671	\$ -	Infrastructure - Small	x		90
2-Shasta County-3 <sup>§†</sup>	Shasta	Cottonwood Active Transportation Trunk Line Express (CATTLE) Network	\$ 17,844	\$ 7,056	\$ 1,197	\$ 2,556	\$ 76	\$ 3,227	\$ 1,197	\$ 1,796	\$ 760	\$ 3,227	\$ 76	Infrastructure + NI - Large	x	x	90
			<b>\$ 61,980</b>	<b>\$ 44,156</b>													

\*Prior to programming, Caltrans will contact applicant for project clarifications.

<sup>§</sup>Project requires a baseline agreement. Please see the SB 1 Accountability and Transparency Guidelines for more information.

<sup>†</sup>This project requested \$14,273,000. However, only \$7,056,000 in programming capacity remains. Commission staff will work with the applicant to determine if the project can be delivered with available ATP funding.

Abbreviations, Acronyms, and Initialisms
<b>CON:</b> Construction Phase
<b>DAC:</b> Disadvantaged Community
<b>NI:</b> Non-Infrastructure
<b>PA&amp;ED:</b> Environmental Phase
<b>PS&amp;E:</b> Plans, Specifications & Estimates Phase
<b>ROW:</b> Right-of-Way Phase
<b>SRTS:</b> Safe Routes to School



## **Memorandum**

**To:** Technical Advisory Committee  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** March 4, 2021  
**Subject:** Caltrans Local Assistance Enhanced Oversight

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### **RECOMMENDED ACTION:**

**RECEIVE** a presentation on the proposed Enhanced Oversight program for Caltrans Local Assistance projects.

### **SUMMARY:**

Caltrans Headquarters Local Assistance will provide a presentation on their proposal for risk-based project stewardship and oversight through the Enhanced Project Oversight program, and will cover topics including project development, the oversight process, project sponsor and Caltrans roles, and program goals.

### **FINANCIAL IMPACT:**

There is no direct financial impact to the Agency. Caltrans project oversight can assist local jurisdictions to ensure funding deadlines are met and projects are delivered.

### **DISCUSSION:**

Jaime Espinoza, Division Performance Manager, Caltrans Headquarters Division of Local Assistance will provide a presentation to the Committee on the proposed Enhanced Project Oversight program. The slides for the presentation are included as an attachment to this staff report for review.

### **ATTACHMENTS:**

- ▢ Caltrans Enhanced Oversight Presentation

CALTRANS

DIVISION OF  
LOCAL  
ASSISTANCE

# Enhanced Oversight Overview

March, 2021

- Project Oversight – Component of the larger Division effort on Risk Based Stewardship and Oversight effort
- Three general types of projects
  - Federal Program – Federal Funds
  - State Program – State & Federal Funds
  - State Program – State Only Funds
- Identified all touchpoints (Programming through Closeout)
  - Established Standard Oversight
  - Identified areas for Enhanced Oversight

# ENHANCED OVERSIGHT





# ENHANCED OVERSIGHT

## Standard Oversight

Applies to all projects

No change to current project implementation

Check Deliverability and  
PSR Equivalency

Advise & Coordinate  
Reporting, Progress,  
Completions & Final

Timely Use of Funds  
Monitoring

Invoice Review

Prepare & Process  
Master Agreements &  
PSAs

CTC Coordination on  
Scope Changes,  
Allocation, Time  
Extension

Receive, Compliance and  
Review ATP Application

Post Construction  
Reviews

# ENHANCED OVERSIGHT

## Enhanced Oversight projects – (SOF projects)

Projects meeting specific criteria will undergo Enhanced Oversight  
Includes all of the Standard Oversight practices, and

Verification of scope at  
time of construction  
allocation request

Compare quarterly  
reporting against  
application data and time  
extension requests

Provide A&E  
procurement process  
checks, Performance  
Reviews and Report

Participate in regular  
Project Development  
Team meetings

Verify invoice request is  
consistent with project  
progress & completion  
reports

Advise on Baseline  
Agreement, preparation  
and processing

# ENHANCED OVERSIGHT

- Goals
  - Fewer Scope Changes
  - Minimize project delays, leading to fewer time extensions
  - Fewer lapsed phases
  - Fewer Audit findings
  - More timely delivery
- Rollout
  - ATP and SB1 projects – now
  - Creation of new Chapter 25 “State Programs”
    - Replaces the STIP and ATP Chapter
    - Includes STIP, ATP and SB1 (LPP, TCEP and SCCP)
  - Updated smart Allocation/TUF form – to be rolled out soon
  - Federal Funded projects – up next

# Questions?

Jaime Espinoza, Caltrans DLA HQ

[Jaime.Espinoza@dot.ca.gov](mailto:Jaime.Espinoza@dot.ca.gov)

(916) 653-4160 (transfers to mobile)





## **Memorandum**

**To:** Technical Advisory Committee  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** March 4, 2021  
**Subject:** **City and County Pavement Improvement Center**

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### **RECOMMENDED ACTION:**

**RECEIVE** presentation on the City and County Pavement Improvement Center.

### **SUMMARY:**

The City and County Pavement Improvement Center, a special initiative of the University of California Pavement Research Center, works with local governments to increase pavement technical capability through timely, relevant, and practical support, training, outreach and research.

### **FINANCIAL IMPACT:**

Measure X allocates 60% of the funds received to local road maintenance, pothole repairs & safety. The Measure X implementing ordinance requires jurisdictions to maintain a pavement management program to be eligible for funding. Improved pavement management capabilities could assist local jurisdictions with maximizing Measure X and Senate Bill 1 maintenance funds.

### **DISCUSSION:**

Established in 2018, the City and County Pavement Improvement Center (CCPIC) is a University of California Institute of Transportation Studies special initiative lead by the University of California Pavement Research Center in partnership with the California State Association of Counties, the League of California Cities, and several California State University campuses, including Chico, Long Beach, Cal Poly, and San Jose. The Center helps cities and counties in California maximize the value of their investments in local streets and roads by providing the most advanced, cost effective and sustainable pavement practices, science, tools, and resources tailored to the needs of local agencies.

The Center supports California cities and counties through the following five areas of activity:

- Delivering training and technology transfer information,
- Developing guidance, specifications, and tools,
- Establishing and delivering a pavement engineering and management certificate program,
- Creating and operating a resource center, and
- Providing research and development support.

Dr. Ashraf Rahim of Cal Poly State University will provide a presentation to the Committee on the services provided by the Center. To learn more in advance of the meeting, please visit the CCPIC website at: [www.ucprc.ucdavis.edu/ccpic](http://www.ucprc.ucdavis.edu/ccpic).



## **Memorandum**

**To:** Technical Advisory Committee  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** March 4, 2021  
**Subject:** **Geotechnical Reports & Pavement Rehabilitation**

### **RECOMMENDED ACTION:**

**RECEIVE** presentation on how to read a geotechnical report and select a pavement section.

### **SUMMARY:**

Proper pavement design can help to reduce costs for rehabilitation project and allow for decreased off-haul and wear and tear on the neighboring streets from construction traffic. There are different options for pavement rehabilitation dependent on the type of distress the roadway is experiencing. These options will be present in a geotechnical report, which is an important tool for evaluating rehabilitation methods.

### **FINANCIAL IMPACT:**

Measure X allocates 60% of the funds received to local road maintenance, pothole repairs & safety. The Measure X implementing ordinance requires jurisdictions to maintain a pavement management program to be eligible for funding. Improved pavement management capabilities could assist local jurisdictions with maximizing Measure X and Senate Bill 1 maintenance funds.

### **DISCUSSION:**

Philip Edwards is a Senior Engineer with Butano Geotechnical Engineering, with 10 years of experience working in geotechnical engineering including field investigations, laboratory work, geotechnical engineering analysis, and field observation and testing. He specializes in pavement design, retaining wall design, and Division of State Architect (DSA) school projects. His presentation to the Technical Advisory Committee on reading a geotechnical report will cover:

- How a pavement investigation is completed and why;
- Different design methodologies and how to specify for Caltrans, AASHTO, and / or Mechanistic Empirical;
- Types of roadway distress and rehabilitation options for each type of distress;
- How the size of a project effects rehabilitation options;
- Special considerations including slopes, intersections, poor soil, drainage, and "dig outs";
- Aesthetics and the use of different pavement gradations and seal coats; and
- How rehabilitation options show up in your geotechnical report, what to expect from different options, and how to choose a rehabilitation option.



**Memorandum**

**To:** Technical Advisory Committee  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** March 4, 2021  
**Subject:** 2021 Title VI /Limited English Proficiency Plan Development

**RECOMMENDED ACTION:**

**RECEIVE** presentation on the 2021 Title VI /Limited English Proficiency Plan Development.

**SUMMARY:**

Title VI is a Federal statute that mandates that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. The federally-required 2021 Title VI Plan is a comprehensive document that guides the Association of Monterey Bay Area Governments in the provision of information and services to the public.

**FINANCIAL IMPACT:**

Agencies and jurisdictions receiving federal funds are required to adopt a Title VI plan.

**DISCUSSION:**

Title VI of the Civil Rights Act of 1964 is a federal statute that states the following: “No person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” As stated in the statute, Title VI 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.

Limited English Proficient (LEP) persons refer to persons for whom English is not their primary language and who have a limited ability to read, write, speak or understand English. It includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all. According to Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency, LEP persons are entitled to language assistance under Title VI of the Civil Rights Act of 1964, and federal assistance recipients shall take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities.

In 2012, the Federal Transit Administration set new guidelines for Caltrans requiring sub-recipients of Caltrans Planning Grants to submit a Title VI Plan to the Federal Transit Administration every three years. The Association of Monterey Bay Area Governments, as a sub-recipient of such funds and as the federally designated Metropolitan Planning Organization for the Monterey Bay Region, must prepare and adopt a Title VI Plan at least once every three years. As such, the Association is in the process of updating their plan for 2021.

The Association's 2021 Title VI Plan will cover the three-year period from 2021-2024 and must comply with Federal Transit Administration Circular 4702.1B. The 2021 Title VI Plan emphasizes the AMBAG Title VI process and procedures, including the use of public outreach techniques and innovative strategies to specifically include Limited English Proficiency Populations within the region. AMBAG staff will provide committee members with an overview of the 2021 Title VI Plan development process, and the draft plan outline is included as an attachment to this staff report.

Similarly, as a sub-recipient and direct recipient of federal funding, the Transportation Agency has also adopted a Title VI plan, and the Agency's current plan can be found as a web attachment to this staff report. TAMC is starting the process to update its Title VI plan and will bring an agenda item to get the Technical Advisory Committee's input in April.

**ATTACHMENTS:**

- ABMAG 2021 Title VI Plan Development Process

**WEB ATTACHMENTS:**

[Transportation Agency Title VI Plan](#)





**MEMORANDUM**

**TO:** TAMC Technical Advisory Committee

**FROM:** Miranda Taylor, Planner

**SUBJECT:** 2021 Title VI Plan Development Process

**MEETING DATE:** March 4, 2021

**RECOMMENDATION:**

Staff will provide TAC members with an overview of the 2021 Title VI Plan development process. TAC members are asked to provide feedback on the development of the Draft 2021 Title VI Plan.

**BACKGROUND:**

Title VI is a Federal statute that mandates that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. The Federally required 2021 Title VI Plan is a comprehensive document that guides AMBAG in the Title VI process. AMBAG receives Federal funding through Caltrans and therefore is subject to this Federal requirement.

In 2012, the Federal Transit Administration set new guidelines for Caltrans requiring sub-recipients of Caltrans Planning Grants to submit a Title VI Plan to FTA every three years. AMBAG, as a sub-recipient of such funds and as the federally designated Metropolitan Planning Organization (MPO) for the Monterey Bay Region, must prepare and adopt a Title VI Plan at least once every three years. The 2021 Title VI Plan will cover the three-year period from 2021-2024 and must comply with FTA Circular 4702.1B. The 2021 Title VI Plan emphasizes the AMBAG Title VI process and procedures, including the use of public outreach techniques and innovative strategies to specifically include Limited English Proficiency (LEP) Populations within the region.

**DISCUSSION:**

The requirements for the 2021 Title VI Plan under FTA Circular 4702.1B incorporate environmental justice principles into plans, projects, and activities that receive funding from FTA. The following guiding environmental justice principles must be considered through “all public outreach and participation efforts conducted by the FTA, its grantees and sub-grantees”:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision making process, and to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low income populations.

A Title VI Plan is the required guide for all Title VI related activities conducted by AMBAG. As such, this plan will contain the procedures, strategies and techniques that will be used by AMBAG for increasing public involvement in all programs and projects that use Federal funds and creating a more inclusive public participation process for LEP Populations.

Below are key dates for developing the 2021 Title VI Plan:

- **February – March 2021:** Present an overview of the 2021 Title VI Plan development process
- **April – May 2021:** Develop the Draft 2021 Title VI/LEP Plan
- **June 2021:** Present the Draft 2021 Title VI Plan to Technical Advisory Committees and to the AMBAG Board of Directors
- **June 10- July 9, 2021:** 30-Day Public Comment Period
- **July 2021:** Prepare the Final 2021 Title VI Plan
- **August 11, 2021:** AMBAG Board of Directors will be asked to adopt the Final 2021 Title VI Plan

#### **ATTACHMENTS:**

1. 2021 Title VI Plan Draft Outline
2. Appendix E: 2021 LEP Draft Outline

## AMBAG 2021 Title VI Plan Draft Outline

### I. Introduction

- A. Background
- B. Governing Legislation
- C. Regional Roles and Responsibilities

### II. Demographic Profile-Mobility Needs Identified

- A. Utilize U.S. Census Data to identify the total number and percentage of the population of every city and county by race within the AMBAG region

### III. AMBAG Title VI Policy Statement

### IV. Title VI Responsibilities

- A. MPO Responsibilities
- B. DOT Title VI Plan Checklist

### V. Title VI Plan Timeline and Planning Process

### VI. Public Participation Plan

### Appendices

Appendix A: Title VI Assurances

Appendix B: AMBAG Title VI Notice to the Public

Appendix C: AMBAG Title VI Complaint Procedures

Appendix D: AMBAG Title VI Complaint Form

**Appendix E: AMBAG 2021 LEP Plan (Please refer to Attachment 2 for Detailed LEP Draft Outline)**

Appendix F: Title VI Program Approval

### Figures

Figure 1-1: AMBAG Region Map

Figure 2-1: Demographic Mobility Needs Graph

Figure 2-2: Demographic Mobility Needs Graph: Hispanic/Latino Only

Figure 5-1: Title VI Plan Timeline

## Appendix E: AMBAG 2021 LEP Draft Outline

### I. LEP Plan Overview

### II. Determination of Need

#### A. US DOT Four Factor Analysis of LEP Plan

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or recipient.
2. The frequency with which LEP persons come into contact with the program.
3. The nature and importance of the program, activity, or service provided by the program to people's lives.
4. The resources available to the recipient for LEP outreach, as well as the costs associated with that outreach.

### III. LEP Outreach Strategies

- #### A. Public notices and notifications (flyers, notifications and Title VI complaint procedures in accessible areas offered in multiple languages)

### IV. Data Collection Methods

- #### A. The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or recipient.

1. We will utilize ACS data for people who speak English "less than very well" (considered LEP persons) – LEP Households, 5 Year Estimates

- #### B. The resources available to the recipient for LEP outreach, as well as the costs associated with that outreach.

1. Providing translation services in public meetings
2. Language Assistance Measures
3. Cost of future services to implement Title VI Plan

### V. Findings and Recommendations

#### Figures

Figure 2-1: LEP Households Map: AMBAG Region

Figure 2-2: LEP Households Map: Santa Cruz County

Figure 2-3: LEP Households Map: San Benito County

Figure 2-4: LEP Households Map: Monterey County