BICYCLE AND PEDESTRIAN
FACILITIES ADVISORY COMMITTEE (BPC)

Wednesday, November 5, 2014, 6:00 p.m.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
(TAMC)
CONFERENCE ROOM
55-B PLAZA CIRCLE, SALINAS, CA 93901

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 Transportation Agency office 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. Committee bylaws specify that a quorum shall consist of a majority (7) of the number of voting memberships actually filled at that time (13); the existence of any vacancies shall not be counted for purposes of establishing a quorum. If you are unable to attend, please contact the Transportation Agency. Your courtesy to the other Committee members to assure a quorum is appreciated.

2. PUBLIC COMMENTS/ANNOUNCEMENTS: Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Each member of the public is allotted with three minutes to address any concerns. Comments on items on today’s agenda may be given when that agenda item is discussed.

BEGINNING OF CONSENT AGENDA: Approve the staff recommendations for items 3.1 to 3.3 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 Committee meeting October 1 2014. – Montiel
3.2 RECEIVE the call for nominations for the thirteenth annual Transportation Agency Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County. – Wright

Transportation Agency would like to encourage and appreciate efforts made by Monterey County residents, businesses and employees to improve transportation in Monterey County by awarding Transportation Excellence Awards. Staff encourages Board members to submit nominations, which are due by December 5, 2014. The awards ceremony will take place during the regular January 2015 Transportation Agency Board meeting.

END OF CONSENT AGENDA

4. RECEIVE information on new bicycle laws signed in 2014. – Watson

Two bills related to bicycle advocacy in the 2014 session were signed into law: Assembly Bill (AB) 1193 (Ting): Bikeways; and Senate Bill (SB) 1183 (DeSaulnier): Vehicle registration fees: surcharge for bicycle infrastructure.

5. RECEIVE and COMMENT on draft 2015 legislative program. – Watson

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.

6. RECEIVE report on Active Transportation Projects. – Green

In August 2014 the California Transportation Commission awarded $15.8 Million in Active Transportation Program to fund projects in the Salinas Valley, Monterey and Moss Landing. The Transportation Agency will oversee construction of projects in the Salinas Valley.

7. RECEIVE Ciclovía Salinas 2015 Debrief. – Green

Ciclovía Salinas is a youth-driven open streets event in its second year. In 2015 the event was held on November 1 and attracted hundreds to bike, walk, dance and skateboard along Alisal Street. Transportation Agency staff and Bicycle and Pedestrian Committee educated the community about bicycle safety and the Three Feet for Safety Act.
8. Committee Calendar and Appointments for 2015 – Green

1. **APPOINT** a Committee Chair and Vice Chair, who would serve a one-year term beginning January 2015.

2. **ADOPT** the Bicycle and Pedestrian Facilities Advisory Committee meeting calendar.

   The Committee is responsible for appointing a Chair and Vice Chair to serve a one-year term in office. An election is held in November of each year pursuant to the Committee Bylaws. The proposed schedule of meetings for 2015 follows the existing pattern of meetings, occurring on the first Wednesday of the month, from 6 to 8 p.m., except for July and December when all Agency Committee meetings are cancelled.

9. **ANNOUNCEMENTS** and/or **COMMENTS** from Bicycle and Pedestrian Facilities Advisory Committee members on bicycle and pedestrian related items that are not on the agenda.

10. **ADJOURN**

**ANNOUNCEMENTS**
Next Committee meeting:
**Wednesday, January 7, 2015**
Transportation Agency for Monterey County Conference Room
55-B Plaza Circle, Salinas, California 93901

Light refreshments will be provided

If you have any items for the next agenda, please submit them to:
Ariana Green, Bicycle and Pedestrian Coordinator
By Thursday, December 18, 2014
ariana@tamcmonterey.org

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.
The Committee Agenda will be prepared by Agency staff and will close at noon December 18, 2014 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.

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

Correspondence
None this month

Reports, Meetings, Announcements and Publications
None this month

Media Clippings
None this month
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

**Bicycle and Pedestrian Facilities Advisory Committee**

**Draft Minutes of October 1, 2014**

Held at the Transportation Agency for Monterey County

55-B Plaza Circle, Salinas, CA

<table>
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<th>Voting Members</th>
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1. Chair Eric Petersen called the meeting to order at 6:00 p.m. A quorum was established and self-introductions were made.

2. **PUBLIC COMMENTS**
   Committee member Jeff Wriedt announced that he spoke with Caltrans District 5 Adam Fukushima and noted that a bicycle map is now in process.

3. **BEGINNING OF CONSENT AGENDA**
   M/S/C Hedegard /Wriedt /unanimous
   Absain: David Craft and Oga Carranza
   3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of September 3, 2014.

END OF CONSENT AGENDA
4. **CASTROVILLE RAILROAD CROSSING UPDATE**

The Committee received an update on the Castroville Railroad Crossing project.

Oga Carranza, Monterey County Public Works reported that the Castroville Railroad Crossing project will provide safe passage for bicyclists and pedestrians from Axtell Street to Castroville Boulevard and is ranked as number three on the overall regional priority list in the TAMC Bicycle and Pedestrian Master Plan. The Castroville Railroad Crossing will consist of a Class 1 bicycle and pedestrian path that will connect Axtell Street and Castroville Boulevard. She noted that the main feature of the project is a bicycle/pedestrian bridge that will be constructed over the existing railroad tracks to provide a completely grade-separated crossing. This path is expected to be used by school children that are commuting to North Monterey County High School, Castroville residents for commute and utilitarian trips and recreational bicyclists. The project will close a critical gap in the Castroville community and the regional bicycle and pedestrian network. In conclusion Ms. Carranza noted that the estimated total cost, including engineering, environmental review, right-of-way and construction is $8,747,078. The project is funded with Transportation Development Act 2% funds, Transportation Enhancement funds, federal grade crossing dollars, Safe Routes to School and Active Transportation Program funds. Construction on the project is expected to begin in 2015.

She also reported on the progress of the Monterey Bay Sanctuary Scenic Trail Moss Landing segment. The environmental review is 95% completed, design of the path is at 60% complete and the bridge design is 80% complete. Right-of-way acquisition is pending environmental clearance and construction will begin as early as fiscal year 2016, contingent on securing full funding. Currently, $4.3 Million has been secured for the project, but an additional $4.4 Million is needed to fully fund the project.

Committee members had the following comments on the Castroville Railroad Crossing and MBSSTN Moss Landing projects:
- Plan to continue the MBSSTN further north?
- Consider to coordinate with the Moss landing Community
- Consider continuing the Moss Landing segment on a bike path instead of class II bike lanes to the south.

5. **MARINA-SALINAS MULTIMODAL CORRIDOR PLAN**

The Committee received an update on the Marina-Salinas Multimodal Corridor Plan.

Ariana Green, Transportation Agency reported that the multimodal corridor conceptual plan will preserve a corridor for bicyclists, pedestrians and high quality transit connecting Marina and Salinas. She noted that the preferred alignment was developed with input from partner agencies and members of the community. This project plans for a transit, bicycle, pedestrian and auto corridor connecting the Marina area of former Fort Ord to downtown Salinas. She noted that the first part of the planning process focused on determining a preferred corridor route based on an analysis of opportunities and constraints and input from stakeholders and the greater community. Transportation Agency staff is reaching out to partner agencies, stakeholders and members of the community to solicit input on the conceptual design of the corridor.
Some of the concepts being discussed are: a two-way cycle track from the East Garrison development to Salinas via Davis Rd, a road diet with buffered bicycle lanes along W. Alisal, transit prioritization at signalized intersections, bus-only lane along Imjin Parkway in Marina, connections to trails and trail planning efforts, and transit, bicycle and pedestrian facilities along 8th Street to provide better access to the Monterey Bay Sanctuary Scenic Trail and Monterey Branch Line corridor. In conclusion Ms. Green noted that two public workshops will be held, the first workshop will be in the Student Center at Hartnell College main campus on Wednesday October 15 from 6pm – 8pm. The second community workshop will be at the Shoreline Center in Marina on Thursday October 16 from 6pm – 8pm. Workshop participants will have an opportunity to learn about the Multimodal Corridor Plan, review and give input on conceptual design alternatives and share their transportation needs. Staff will also work with partner agencies on a memorandum of agreement memorializing the adopted multimodal corridor alignment and preferred conceptual design as well as needed planning and policy document amendments.

Committee members had the following comments on the Marina-Salinas Multimodal Corridor Plan:

- Consider class II bike lane on S. Davis Rd in addition to the protected bicycle path
- Consider a fence between mixed use and agriculture land
- Consider sturdy bicycle barriers on Reservation Rd and S. Davis Rd
- Consider applying for funding for protected bicycle lanes and bicycle path
- Signage needed to and from Ford Ord Dunes

6. MONTEREY COUNTY BIKE MONTH
The Committee provided direction to staff on proposal for Monterey County Bike Month 2015; and elected a Bike Week subcommittee.

Ariana Green, Transportation Planner reported that Bike Month is a national campaign held annually in May to promote bicycling. The Agency has dedicated Transportation Development Act funds for an annual campaign over a three year funding cycle, and requests direction from the committee on planning for future campaigns. She noted that the League of American Bicyclists has designated the month of May as National Bike Month. The Transportation Agency dedicates funding and staff every year to increase public awareness of bicycling, plan for bicycle facilities and generate enthusiasm for bicycling in Monterey County. Staff is proposing to allocate funds to support a more robust public outreach campaign during Bike Month over the next three years. In the past, these campaigns were planned and funded by the Agency, with support from the committee. Staffing for that effort, which required a half person year to execute annually, is no longer available in the Agency budget. Staff is instead proposing to support Bike Month in the future as a funding partner or sponsor with responsibility for event planning assigned to volunteers and grant applicants. She noted staff is requesting that the committee provide direction on a proposal for Bike Month beginning in 2015. Based on input from the September 3, 2014 Bicycle & Pedestrian Committee meeting, staff recommends the focus of Bike Month outreach efforts be dedicated to supporting schools interested in starting a bike to school event or program. Staff and Bike Month subcommittee members would reach out to schools across Monterey County and distribute Bike Month packets to a school “champion” who would be responsible for event planning and execution. In conclusion Ms. Green noted that in addition to outreach to schools, the Transportation Agency and Bicycle and Pedestrian Committee would award mini grants to the greater community through a competitive process to fund Bike Month activities such as bicycle rodeos, races, “bike to school challenge”, bike film festival. Criteria for the grant program and list of activities to be funded would be developed by Bike Month Subcommittee and staff and approved by the Bicycle & Pedestrian Committee.
Committee member Phil Yenovkian motioned to focus of Bike Month outreach efforts be dedicated to supporting schools and employers interested in starting a bike to school event or program. Agency staff and Bike Month subcommittee members would reach out to schools and employers across Monterey County and distribute Bike Month packets to a school “champion” who would be responsible for event planning and execution. Packets would include detailed instructions as to how to organize and put on a bike to school or bike to work event or program, incentives (stickers, prizes, healthy snacks), and reporting forms.

Committee members had the following comments on the Monterey County Bike Month 2015:
- Consider developing safe routes to school plans to identify needed infrastructure improvements
- Consider contacting Bike shops for donations
- Consider contacting the Salinas Police Department for donations or helping fund some bike to school events such as bicycle rodeos

The following Committee members volunteered to be on the Bike Week Subcommittee:
- Susan Ragsdale-Cronin
- Eric Petersen
- Judge Alan Hedegard
- Tim Meehan (via email member)
- Bernard Green (via email member)

7. ANNOUNCEMENTS AND/OR COMMENTS

Committee member Petersen noted that he would like a presentation on the construction on Blanco Rd. He noted that he contacted Monterey County Public Works Director Bob Murdoch and Engineer Ryan Chapman he also noted that the Transportation Agency should invite Mr. Chapman to the next Bicycle & Pedestrian committee meeting.

Committee member Phil Yenovkian noted that the chip-seal work that is being done by the County is not bike-friendly and does not smooth-down in the bike lanes.

Ariana Green, Transportation Planner announced that CSUMB invited us to participate on an event. She also announced that Ciclovia will be on November 1st “Day of the Dead” she noted that she will be ordering bumper stickers and jerseys with “Give me 3ft” on them. In conclusion Ms. Green noted that she would email those interested to volunteer.

The following committee members volunteered to help coordinate and participate at the Ciclovia event:
- Tim Meehan
- David Craft
- Susan Ragsdale-Cronin
- Judge Alan Hedegard,

8. ADJOURNMENT

Chair Petersen adjourned the meeting at 7:41 pm
Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Theresa Wright, Community Outreach Coordinator
Meeting Date: November 5, 2014
Subject: Transportation Excellence Awards Call for Nominations

RECOMMENDED ACTION:

RECEIVE the call for nominations for the thirteenth annual Transportation Agency Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

SUMMARY:

Transportation Agency would like to encourage and appreciate efforts made by Monterey County residents, businesses and employees to improve transportation in Monterey County by awarding Transportation Excellence Awards. Staff encourages Board members to submit nominations, which are due by December 5, 2014. The awards ceremony will take place during the regular January 2015 Transportation Agency Board meeting.

DISCUSSION:

Transportation Agency for Monterey County would like to show its appreciation to the local community for its outstanding efforts to improve transportation in Monterey County. The program has award categories for individuals, businesses/groups, programs or projects. Examples of potential awards include but are not limited to:

- Transportation employees who excel at their jobs and go the extra mile to promote the most efficient use of the transportation system.
- Innovative activities that promote more efficient use of the local transportation network.
- Citizens or organizations that have made significant efforts to inform and educate the public about transportation issues.
Successful efforts to improve transit services and encourage the use of alternatives to driving alone.

Board members are encouraged to distribute nomination forms and nominate projects, groups or individuals to be recognized for their contributions to transportation in Monterey County. Staff will be vigorously promoting this appreciation program by a mass mailing, ads in the Herald and Californian and follow-up Board reports.

The nomination form is attachment 1 and is also available on the Transportation Agency website. The form can be mailed to Transportation Agency offices or faxed to the attention of Grant Leonard. The deadline for nominations is December 5, 2014.

The Transportation Agency Executive Committee will select the awards recipients at its January meeting.

Approved by: Debra L. Hale, Executive Director

Date signed 10/37/14

Consent Agenda

Attachment: Nomination form

Counsel Approval: N/A
Admin/Finance Approval: N/A
Awards Program Nomination Form (Please fill out form completely)

1. Name of Nominee
Give name and address of individual (provide title), firm, group, or organization.
Nominee:

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<th>Category: (circle one)</th>
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If Nominee is a firm, group or organization, provide contact name:
Title:                  Phone:   Email:

2. Description:
Describe the individual, business, group, program or project that is being nominated. Include any specific information that may apply, such as the number of people who worked on the project, number of hours spent on the project, number of people served or affected, cost to those served, and annual cost of operation. Indicate whether the nominee is a volunteer or paid. Enclose any photographs or other materials that will contribute additional information to the nomination. Use extra pages as needed.

3. Date or duration of program:
When did this program take place? When was it completed? If ongoing, when did it start?

4. Significance/Result:
State how this person, group or project has contributed to improving transportation in Monterey County in current calendar year. Describe the impact on those served and value created by this activity, as well as any savings provided to users, taxpayers or providers by the nominee. Use extra pages as needed.

5. Person Submitting Nomination:
Name: Phone:
Title: Email:
Organization: Address:
City: Zip:

Please return by noon, December 5, 2014 via fax: 831-775-0897; email: Theresa@tamcmonterey.org; or mail to: Transportation Agency for Monterey County, Attn: Theresa Wright 55-B Plaza Circle, Salinas CA, 93901
For additional information, please call 831-775-4411. This form is also available on TMC’s website at: http://tamcmonterey.org/programs/excelaward/index.html
Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: November 5, 2014
Subject: New Bike Laws

RECOMMENDED ACTION

RECEIVE information on new bicycle laws signed in 2014.

SUMMARY

Two bills related to bicycle advocacy in the 2014 session were signed into law: Assembly Bill (AB) 1193 (Ting): Bikeways; and Senate Bill (SB) 1183 (DeSaulnier): Vehicle registration fees: surcharge for bicycle infrastructure.

FINANCIAL IMPACT

The recommended action has no direct financial impact.

DISCUSSION

On September 20, 2014, Governor Brown signed a bill by Assembly Member Phil Ting, AB 1193: “Bikeways”. Under previous law, “bikeway” was defined to mean all facilities that provide primarily for bicycle travel, categorized bikeways into three classes of facilities. AB 1193 categorizes cycle tracks or separated bikeways as Class IV bikeways. This bill requires Caltrans to develop minimum safety design criteria for cycle tracks, and authorizes local governments to deviate from Caltrans’ design criteria for bikeways under specified conditions.

Web Attachment 1 is the AB 1193 bill language as chaptered, and Web Attachment 2 is the Assembly Floor analysis.

On September 20, 2014, the Governor also signed a bill by Senator Mark DeSaulnier, SB 1183: “Vehicle registration fees: surcharge for bicycle infrastructure”. SB 1183 authorizes local governments to impose and collect vehicle registration surcharges of up to $5 per vehicle for the purpose of funding local bicycle infrastructure improvements and maintenance. This surcharge requires a 2/3 vote of the electorate. The authorization has a sunset date of January 1, 2025.
Web Attachment 3 is the SB 1183 bill language as chartered, and Web Attachment 4 is the Senate Floor analysis.

Additional info on these and all state bills can be found online at: http://www.leginfo.ca.gov.

Approved by: ___________________________ Date signed: 10/20/14
Debra L. Hale, Executive Director

Regular Agenda

Web Attachments:
1. AB 1193 (Ting), chartered
2. AB 1193 (Ting), Assembly Floor analysis
3. SB 1183 (DeSaulnier), chartered
4. SB 1183 (DeSaulnier), Senate Floor analysis
Assembly Bill No. 1193

CHAPTER 495

An act to amend Sections 890.4, 890.6, and 891 of, to add Section 885.1 to, and to repeal Section 891.1 of, the Streets and Highways Code, relating to bikeways.

[Approved by Governor September 20, 2014. Filed with Secretary of State September 20, 2014.]

LEGISLATIVE COUNSEL'S DIGEST

AB 1193, Ting. Bikeways.

(1) Existing law defines “bikeway” for certain purposes to mean all facilities that provide primarily for bicycle travel. Existing law categorizes bikeways into 3 classes of facilities.

This bill would additionally categorize cycle tracks or separated bikeways, as specified, as Class IV bikeways.

(2) Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish and update minimum safety design criteria for the planning and construction of bikeways, and requires the department to establish uniform specifications and symbols regarding bicycle travel and bicycle traffic related matters. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all of those minimum safety design criteria and uniform specifications and symbols.

This bill would revise these provisions to require the department, in cooperation with local agencies and in consultation with the existing advisory committee of the department dedicated to improve access for persons with disabilities, to establish minimum safety design criteria for each type of bikeway with consideration for the safety of vulnerable populations, as specified, and would require the department to publish the new criteria by January 1, 2016. The bill would authorize a local agency to utilize other minimum safety criteria that meet specified conditions if adopted by resolution at a public meeting, as specified.

(3) Existing law requires the Department of Transportation to establish, by June 30, 2013, procedures for cities, counties, and local agencies to be granted exceptions from the requirement to use design criteria and uniform specifications for purposes of research, experimentation, testing, evaluation, or verification. Existing law requires the department, by November 1, 2014, to report to the transportation policy committees of both houses of the Legislature the steps that the department has taken to implement those requirements, including, but not limited to, information regarding requests received and granted by the department from July 1, 2013, to June 30, 2014,
involves, for those exceptions, and the reasons the department rejected any requests for those exceptions. This bill would repeal those requirements.

The people of the State of California do enact as follows:

SECTION 1. The Legislature finds and declares all of the following:
(a) It is the goal of the state to increase the number of trips Californians take by bicycling, walking, and other forms of active transportation in order to help meet the state’s greenhouse gas emissions reduction goals, improve Californians’ health by helping more people be active, and stimulate the economy.
(b) Protected bikeways are part of a vital transportation infrastructure used by many to commute to and from work and other destinations. Unlike trails or pathways used for recreation, protected bikeways provide alternatives to vehicles that otherwise would transport citizens across the state’s roads and highways.
(c) Property and businesses adjacent to protected bikeways experience increases in real estate values and sales compared to unimproved streets.
(d) Bicycling accounts for 2,000,000 trips every day in California, showing the important role that bicycles play in transportation.
(e) Safe street-level bikeways are proven to reduce bike riding on the sidewalk, wrong-way riding, and other illegal or unsafe bicycling practices.
(f) It is the objective of the state to encourage the planning, design, and construction of protected bikeways, so as to foster bicycling as a means of transportation, in a manner that improves safety for all users, including motorists, transit users, pedestrians, and persons with disabilities, with special attention to the needs of visually impaired persons.

SEC. 2. Section 885.1 is added to the Streets and Highways Code, to read:

885.1. This chapter shall be known, and may be cited, as the Protected Bikeways Act of 2014.

SEC. 3. Section 890.4 of the Streets and Highways Code is amended to read:

890.4. As used in this article, “bikeway” means all facilities that provide primarily for, and promote, bicycle travel. For purposes of this article, bikeways shall be categorized as follows:
(a) Bike paths or shared use paths, also referred to as “Class I bikeways,” which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.
(b) Bike lanes, also referred to as “Class II bikeways,” which provide a restricted right-of-way designated for the exclusive or semiexclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.
(c) Bike routes, also referred to as “Class III bikeways,” which provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.

(d) Cycle tracks or separated bikeways, also referred to as “Class IV bikeways,” which promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

SEC. 4. Section 890.6 of the Streets and Highways Code is amended to read:

890.6. (a) The department, in cooperation with county and city governments, shall establish minimum safety design criteria for the planning and construction of each type of bikeway identified in Section 890.4 and roadways where bicycle travel is permitted.

(b) The criteria shall include, but not be limited to, the design speed of the facility, minimum widths and clearances, grade, radius of curvature, pavement surface, actuation of automatic traffic control devices, drainage, and general safety, with consideration for the safety of vulnerable populations, such as children, seniors, persons with impaired vision, and persons of limited mobility. The criteria shall be published by January 1, 2016, and updated biennially, or more often, as needed.

(c) The criteria shall be established in consultation with the existing advisory committee of the department dedicated to improving access for persons with disabilities.

SEC. 5. Section 891 of the Streets and Highways Code is amended to read:

891. (a) All city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted shall utilize the minimum safety design criteria established pursuant to Section 890.6, except as provided in subdivision (b), and shall utilize the uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to Section 890.8.

(b) An agency may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:

1. The alternative criteria have been reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs.

2. The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment.

3. The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

SEC. 6. Section 891.1 of the Streets and Highways Code is repealed.
CONCURRENCE IN SENATE AMENDMENTS
AB 1193 (Ting)
As Amended August 21, 2014
Majority vote


| COMMITTEE VOTE: | 11-5 | (August 27, 2014) | RECOMMENDATION: | concur |
| (Trans.) | | | |

Original Committee Reference: L. GOV.

SUMMARY: Requires the Department of Transportation (Caltrans) to develop minimum safety design criteria for cycle tracks and authorizes local governments to deviate from Caltrans' design criteria for bikeways under specified conditions. Specifically, this bill:

1) Creates a new class of bikeways, called cycle tracks or separated bikeways, and defines them as bikeways that provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and that are protected from vehicular traffic.

2) Requires Caltrans to establish minimum safety design criteria for cycle tracks.

3) Makes changes to the process Caltrans must follow in establishing bikeway design criteria.

4) Authorizes local agencies to utilize minimum safety design criteria other than those established by Caltrans under specified conditions.

The Senate amendments:

1) Authorize local agencies to utilize minimum safety design criteria other than those established by Caltrans if all the following conditions are met:
a) The alternative criteria have been reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway;

b) The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting; and,

c) The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

2) Require Caltrans to establish design criteria for cycle tracks by January 1, 2016.

3) Require Caltrans, in establishing minimum safety design criteria for bikeways, to consider the safety of vulnerable populations, such as children, seniors, persons with impaired vision, and persons with limited mobility and to consult with its existing advisory committee dedicated to improving access for persons with disabilities in establishing design criteria for bikeways.

4) Delete existing law requiring Caltrans to establish procedures for local agencies to get an exception from utilizing Caltrans' design criteria for bikeways for purposes of research, experimentation, testing, evaluation, or verification.

**FISCAL EFFECT** : According to the Senate Appropriations Committee, pursuant to Senate Rule 28.8, negligible state costs.

**COMMENTS** : Under existing law, Caltrans is responsible for establishing minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted. These criteria are contained within the California Highway Design Manual (HDM). Caltrans additionally establishes uniform specifications and symbols for signs, markers, and traffic control devices to designate bikeways, regulate traffic, improve safety and convenience for bicyclists, and alert pedestrians and motorists of the presence of bicyclists where bicycle travel is permitted. Caltrans adopts these specifications, along with standards for all traffic control devices, in the California Manual on Uniform Traffic Control Devices (MUTCD).

All local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted must utilize Caltrans adopted design criteria and specifications as contained in the HDM and MUTCD. Cities and counties can apply for a design exception from Caltrans to install bikeways that do not meet Caltrans' standards, but local governments complain that the process
is cumbersome and time-consuming. In contrast, cities and counties may, but are not required to, utilize the HDM when designing local streets and roads.

In January 2014, the Smart State Transportation Initiative, an independent organization composed of transportation experts, former state transportation chief executives, and academic researchers, released a review of Caltrans management, operations, and organizational culture. The study was commissioned by the Business, Transportation and Housing Agency (the predecessor of the State Transportation Agency). A key recommendation of the report was that the "department should support, or propose if no bill is forthcoming, legislation to end the archaic practice of imposing state rules on local streets for bicycle facilities."

Cycle tracks, also referred to as protected bike lanes, are a type of bike lane that is part of the road but physically separated from vehicle traffic in some way. Common in some parts of Europe, the construction of cycle tracks is on the rise in the United States (U.S.). In 2011, there were an estimated 62 cycle tracks across the country. That number has now risen to at least 102 in 32 U.S. cities, with over 100 more planned in 2013. Several California cities have installed cycle tracks, including Long Beach, Los Angeles, and San Francisco.

This bill allows local governments to deviate from state criteria when designing bikeways, but does not give them complete control. Cities and counties that elect to use design criteria not contained within the HDM would have to ensure that the alternative criteria have been reviewed and approved by a qualified engineer, are adopted by resolution at a public meeting, and adhere to guidelines established by a national association of public agency transportation officials, such as the National Association of City Transportation Officials.

This bill also adds cycle tracks as a fourth class of bikeways and requires Caltrans to establish minimum safety design criteria for them by 2016. Finally, this bill requires Caltrans to consider the safety of children, seniors and other vulnerable populations in establishing bikeway design criteria and consult with its advisory committee on improving access for persons with disabilities.

This bill was substantially amended in the Senate. Several provisions of this bill have not been heard in an Assembly policy committee.

Analysis Prepared by: Anya Lawler / TRANS. / (916) 319-2093

FN: 0005528
Senate Bill No. 1183

CHAPTER 516

An act to add and repeal Section 9251 of the Vehicle Code, relating to vehicles.

[Approved by Governor September 20, 2014. Filed with Secretary of State September 20, 2014.]

LEGISLATIVE COUNSEL'S DIGEST


Existing law provides for the imposition of registration fees on motor vehicles, including additional, specified fees imposed by local agencies for transportation-related purposes.

This bill would authorize a city, county, or regional park district to impose and collect, as a special tax, a motor vehicle registration surcharge of not more than $5 for bicycle infrastructure purposes until January 1, 2025. The bill would require the Department of Motor Vehicles to administer the surcharge and to transmit the net revenues from the surcharge to the local agency. The bill would require the local agency to use these revenues for improvements to paved and natural surface trails and bikeways, including existing and new trails and bikeways and other bicycle facilities, and for associated maintenance purposes. The bill would limit to 5% the amount of net revenues that may be used by the local agency for its administrative expenses in implementing these provisions.

The bill would require a local agency that imposes the $5 surcharge to submit an annual fiscal yearend report to the Legislature that includes, among other things, the total net revenues received and expended during the previous fiscal year and a summary of the infrastructure and projects funded by the surcharge.

The people of the State of California do enact as follows:

SECTION 1. Section 9251 is added to the Vehicle Code, to read:

9251. (a) In addition to any other fees specified in this code, a city, county, or regional park district may impose, as a special tax subject to two-thirds voter approval in the jurisdiction in which it is imposed, pursuant to subdivision (d) of Section 2 of Article XIII C of the California Constitution, a local motor vehicle registration surcharge, in whole dollars not to exceed five dollars ($5), on each vehicle registered within the jurisdiction of the agency imposing the surcharge, except vehicles that are expressly exempted from payment of registration fees. The amount of the
surcharge shall be specified in an ordinance adopted by the local agency. The surcharge shall terminate on January 1, 2025. The surcharge shall be administered by the department, with revenues, after deduction of collection costs, to be distributed to the local agency, for expenditure pursuant to subdivision (b).

(b) The net revenues from the surcharge shall be used by the local agency for improvements to paved and natural surface trails and bikeways, including the rehabilitation, restoration, and expansion of existing trails and bikeways, the development of new trails and bikeways, the improvement and development of other bicycle facilities, including, but not limited to, bicycle parking facilities, and the maintenance and upkeep of local and regional trail and bikeway systems, networks, and other bicycle facilities. Not more than 5 percent of the net revenues may be used by the local agency for its administrative expenses in implementing this section.

(c) Any local agency that imposes a surcharge pursuant to subdivision (a) shall provide an annual fiscal yearend report to the Legislature that shall include the following information:

(1) The total net revenues received from the surcharge and expended during the previous fiscal year.

(2) A summary of the infrastructure and projects funded pursuant to subdivision (b).

(d) For purposes of this section, “regional park district” shall have the same meaning as “district” as defined in Section 5500 of the Public Resources Code.

(e) This section shall remain in effect only until January 1, 2025, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2025, deletes or extends that date.
Bill No:  SB 1183
Author:   DeSaulnier (D)
Amended:  6/25/14
Vote:     21

SENATE TRANSPORTATION & HOUSING COMMITTEE :  6-4, 4/29/14
AYES: DeSaulnier, Beall, Hueso, Lara, Liu, Pavley
NOES: Gaines, Cannella, Galgiani, Wyland
NO VOTE RECORDED: Roth

SENATE APPROPRIATIONS COMMITTEE :  5-2, 5/23/14
AYES: De León, Hill, Lara, Padilla, Steinberg
NOES: Walters, Gaines

SENATE FLOOR : 26-9, 5/28/14
AYES: Beall, Block, Corbett, Correa, De León, DeSaulnier, Evans, Galgiani, Hancock, Hernandez, Hill, Hueso, Huff, Jackson, Lara, Leno, Lieu, Liu, Mitchell, Monning, Padilla, Pavley, Steinberg, Torres, Vidak, Wolk
NOES: Anderson, Cannella, Fuller, Gaines, Knight, Morrell, Nielsen, Walters, Wyland
NO VOTE RECORDED: Berryhill, Calderon, Roth, Wright, Yee

ASSEMBLY FLOOR : 46-29, 08/20/14 - See last page for vote

SUBJECT :   Vehicle registration fees: surcharge for local bicycle infrastructure

SOURCE :    East Bay Regional Park District

CONTINUED

DIGEST : This bill authorizes, until January 1, 2025, local governments to impose vehicle registration surcharges for the purpose of funding local bicycle infrastructure improvements and maintenance, and requires any local agency that imposes the surcharge to report to the Legislature, as specified.
Assembly Amendments require any local agency that imposes the surcharge to report to the Legislature, as specified; and sunset the program on January 1, 2025.

ANALYSIS: Existing law establishes a basic vehicle registration fee (VRF) of $46, plus a $23 surcharge for additional personnel for the California Highway Patrol for the new or renewal registration of most vehicles. Existing law also authorizes local agencies to impose separate VRF surcharges in their respective jurisdictions for a variety of special programs, including up to $2 for programs to address vehicle thefts, up to $19 to mitigate vehicular air emissions, and $1 to abate abandon vehicles.

This bill:

1. Authorizes, subject to 2/3-voter approval, cities, counties, and regional parks districts to impose a surcharge of up to $5 on motor vehicles registered within their respective jurisdictions.

2. Requires the amount of the surcharge would be specified in an ordinance adopted by the local agency, and the Department of Motor Vehicles (DMV) to administer the collection of fees and distribution of net revenues to the local agency, after deduction collection costs.

3. Requires net revenues to be used for improvements to paved and natural surface trails and bikeways, including:

   Rehabilitation, restoration, and expansion of existing trails and bikeways;

   Development of new trails and bikeways;

   Improvement and development of other bicycle facilities, including but not limited to, bicycle parking facilities; and

   Maintenance and upkeep of existing local and regional trail systems, bikeway systems, networks, and other bicycle facilities.

1. Limits local agency administrative expenses to no more than 5% of the net revenues collected under this bill.

2. Requires any local agency that imposes the surcharge to provide an annual fiscal year-end report to the Legislature which includes the total net revenues received from the surcharge and expended during the previous fiscal year and a summary of the infrastructure and projects funded.

3. Sunsets the provisions of the bill on January 1, 2025.

Comments

Purpose of this bill. In a 2002 National Highway Transportation Safety Administration survey, seven in 10 people said that they
would like to bike more than they do now, but less than half of those surveyed were satisfied with how their communities are designed for bicycling. The public's desire for more bikeable communities aligns with large safety benefits associated with use of bike paths and trails: A 2012 study in the American Journal of Public Health found that bicyclists using separated, protected bicycle tracks had a nine-fold decrease in injury risk due to accidents compared to cyclists sharing roads with motor vehicles. In addition to safety benefits, bike infrastructure supports the state's goal to promote walking and biking through the state's Active Transportation Program, and also supports the objectives of California's landmark Sustainable Communities Act, SB 375 (Steinberg, Chapter 728, Statutes of 2008).

Department of Motor Vehicles to administer. DMV routinely administers local vehicle registration surcharges and distributes net revenues back to local jurisdictions. Local vehicle registration surcharge programs that DMV currently administers include ones that support, for example, regional air quality programs. Because DMV has already put in place mechanisms for collecting, processing, and distributing local vehicle registration surcharge revenues, DMV's cost to implement the program would be low and concentrated in the first year to set up the programming. All of DMV's collection costs would come from the proceeds of the local surcharge.

Vote of the people. The people passed Proposition 26 in November 2010 and so amended the California Constitution to require that any "change in statute which results in a taxpayer paying a higher tax must be imposed by an act passed by not less than two-thirds of all members elected to each of the two houses of the Legislature." This bill does not result in a taxpayer paying a higher tax but delegates to cities, counties, and regional park districts the authority to impose a higher surcharge on vehicle registrations to fund a specific government function. So while this bill is a majority vote measure in the Legislature, the local action to increase the registration surcharge will be a two-thirds vote of the local electorate.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

According to the Senate Appropriations Committee:

Estimated one-time costs to the DMV in the range of $150,000 to $200,000 for programming and startup costs to implement a new fee collection protocol. These costs would be reimbursed in arrears from fees collected. All ongoing DMV costs would be deducted from fees collected prior to distribution to the local agency imposing the surcharge. (Motor Vehicle Account)

Additional DMV programming costs of approximately $40,000 for each subsequent jurisdiction that imposes the surcharge. All ongoing administrative collection costs would be deducted from fees collected prior to distribution. (Motor Vehicle Account)

Unknown revenue gains on the local level, potentially in the millions annually, depending on the amount of the surcharge.
adopted and the number of registered vehicles in a particular jurisdiction in which a surcharge is approved by the voters.

SUPPORT : (Verified 8/20/14)

East Bay Regional Park District (source)
Bike East Bay
California Bicycle Coalition
California Park and Recreation Society
Coalition for Clean Air

CONTINUED

SUPPORT/OPPOSITION: SEE ABOVE

**** END ****

SB 1183
Page 5

TransForm
Transportation Authority of Marin

OPPOSITION : (Verified 8/20/14)

Alliance of Automobile Manufacturers
Association of California Car Clubs
California Association of Bicycle Organizations
California Department of Finance
California Taxpayers Association
Inland Empire Car Club Council
Over the Hill Gang San Bernardino

ASSEMBLY FLOOR : 46-29, 08/20/14
NOES: Achadjian, Allen, Bigelow, Brown, Chávez, Conway, Dababneh, Dahle, Donnelly, Fox, Beth Gaines, Gonzalez, Gorell, Hagman, Harkey, Jones, Linder, Logue, Maienschein, Mansoor, Muratsuchi, Nestande, Olsen, Patterson, Quirk-Silva, Salas, Wagner, Waldron, Wilk
NO VOTE RECORDED: Cooley, Gordon, Grove, Melendez, Vacancy

JA:k 8/20/14 Senate Floor Analyses

SUPPORT/OPPOSITION: SEE ABOVE

**** END ****
Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: November 5, 2014
Subject: Legislative Program

RECOMMENDED ACTION

RECEIVE and COMMENT on draft 2015 Legislative Program.

SUMMARY

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.

FINANCIAL IMPACT

The recommended action has no direct financial impact.

DISCUSSION

The 2014 TAMC Legislative Program focused on maintaining and augmenting transportation funding. The draft 2015 legislative program continues this focus on transportation funding.

Attached is the draft 2015 legislative program. On October 22, 2014, the Board reviewed and discussed the draft 2015 Legislative Program and approved releasing the program to Committees for comment. Following the Committees’ review of the draft program in November, the final program will go to the Board in January for adoption.

Items on the draft program of particular interest to this committee include:

- 12S & 3F: Seek funding for transit-oriented development, complete streets, and active transportation projects.
- 1F(6): Seek federal funding for the Monterey Bay Sanctuary Scenic Trail project.

Approved by: Debra L. Hale, Executive Director
Date signed: 10/30/14

Regular Agenda

Agency Counsel Review: N/A
Admin/Finance Approval: N/A

Attachment: Draft 2015 Legislative Program
DRAFT 2015 Legislative Program: State Issues

1S. Preserve funding and delivery schedule of priority transportation projects.

2S. Seek state funding for the Agency’s high priority projects, in priority order:
   1. State Route 156 improvements
   2. Rail Extension to Salinas
   3. MST Bus Replacements
   4. US 101 South County Frontage Roads
   5. Monterey Peninsula light rail transit and bus rapid transit
   6. Local streets and roads projects

3S. Support proposals to lower the voter threshold for local transportation sales tax ballot measures, without state spending restrictions, and seek a waiver to allow the County to exceed the 2% limit on local sales taxes.

4S. Support the California Passenger Rail Program Guiding Principles and the formation of California State Legislative Passenger Rail Select Committees.

5S. Support efforts to extend and expand Public Private Partnership and design-build authority, expand mode eligibility, and allow for regional control of such projects.

6S. Monitor climate change legislation implementing state law (AB 32, the California Global Warming Solutions Act, and SB 375, the Sustainable Communities and Climate Protection Act) as relates to transportation, support efforts to provide secure funding for transit and intercity rail capital and operations projects, and seek funding through the cap and trade programs.

7S. Encourage the state to stabilize and increase transportation funding and support the constitutional protection of all transportation funding resources.

8S. Oppose efforts to shift transportation funding away from regions and oppose unfunded mandates for transportation agencies and local governments in providing transportation improvements and services.

9S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform and support incentive-based compliance measures, rather than corrective policies.

10S. Support efforts to improve the ability of agencies to plan and deliver transportation projects in a timely and cost effective manner, including updates to storm water runoff requirements.

11S. Monitor California High-Speed Rail project and seek funding as possible for Monterey County rail projects.
12S. Seek funding for transit-oriented development, complete streets, and active transportation projects.

13S. Support transparency and access to information on rail transport of hazardous materials.

14S. Support member agencies’ requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.
DRAFT 2015 Legislative Program: Federal Issues

1F. Seek federal authorization, appropriations, stimulus or other funding for the Agency’s high priority projects, in priority order:
   1. State Route 156 improvements
   2. Rail Extension to Salinas
   3. MST Bus Replacements
   4. US 101 South County Frontage Roads
   5. Monterey Peninsula light rail transit and bus rapid transit
   6. Monterey Bay Sanctuary Scenic Trail
   7. Local streets and roads projects

2F. Support the following priorities for federal transportation legislation:
   1. Stabilize and increase transportation funding sources in order to avoid the bankruptcy of the federal highway and transit trust funds:
      a. Index the gas tax to inflation or increase the gas tax to meet the nation’s transportation needs.
      b. Identify additional funding sources for maintenance and operations on the existing network, such as a transition to a vehicle-miles traveled fee.
      c. Support removal of procedural obstacles that impede expenditure of authorized federal funding.
      d. Focus funding on projects that support safety, economic development and job creation.
   2. Support infrastructure bank programs.

3F. Seek funding for transit-oriented development, complete streets, and active transportation projects.

4F. Ensure that climate change legislation proposals are coordinated with California's state requirements and do not adversely affect transportation projects.

5F. Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing rail service for the traveling public.

6F. Support an adequate level of funding for Amtrak in the annual appropriations bill and authorization legislation and support a fair share allocation to California for capital improvements and vehicle acquisition.

7F. Support member agencies’ requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.
Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee

From: Ariana Green, Transportation Planner

Meeting Date: November 5, 2014

Subject: Committee Calendar and Appointments for 2015

RECOMMENDED ACTION:

1. **APPOINT** a Committee Chair and Vice Chair, who would serve a one-year term beginning January 2015.

2. **ADOPT** the Bicycle and Pedestrian Facilities Advisory Committee meeting calendar.

SUMMARY:

The Committee is responsible for appointing a Chair and Vice Chair to serve a one-year term in office. An election is held in November of each year pursuant to the Committee Bylaws. The proposed schedule of meetings for 2015 follows the existing pattern of meetings, occurring on the first Wednesday of the month, from 6 to 8 p.m., except for the months of July and December when all Agency Committee meetings are cancelled.

FINANCIAL IMPACT:

There is no financial impact to the Transportation Agency budget associated with this action.

DISCUSSION:

The Bicycle & Pedestrian Facilities Advisory Committee must elect officers and approve its meeting calendar and for the next calendar year.

Committee Appointments

The Committee Bylaws indicate that “The Committee shall have a Chairperson and a Vice Chairperson who shall be elected by the general membership of the Committee.” The Committee will make nominations at the Committee meeting and the new Chair and Vice Chair will start serving in January of 2015. The Chairperson presides over all Committee meetings,
may vote on all matters, appoint subcommittees, and call special meetings. The current Chair and Vice Chair are Eric Petersen and DL Johnson.

Meeting Calendar
The 2015 Committee meeting calendar proposed by staff is included as an Attachment. Committee members are advised to contact the Transportation Agency if they are not able to attend meetings. Courtesy to the other Committee members to assure a quorum is appreciated.

Approved by: Debra L. Hale, Executive Director
Date signed: 10/23/14

Regular Agenda
Counsel Approval: N/A
Admin/Finance Approval: N/A

Attachment: Draft 2015 Bicycle & Pedestrian Facilities Committee Calendar
2015 CALENDAR OF MEETINGS
BICYCLE AND PEDESTRAIN COMMITTEE
All meetings held at the Transportation Agency
Conference Room,
55-B Plaza Circle, Salinas
6:00 p.m.-8:00 p.m.

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_**No July Committee meeting**_

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_**No December Committee meeting**_