



TECHNICAL ADVISORY COMMITTEE

Thursday, September 5, 2019
9:30 AM

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

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the Agency Secretary to make inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

1. ROLL CALL

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

2. PUBLIC COMMENTS

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

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 June 6, 2019.

- Zeller

END OF CONSENT AGENDA

4. **RECEIVE** presentation on the 2045 Metropolitan Transportation Plan / Sustainable Communities Strategy.

- Heather Adamson, AMBAG

AMBAG staff will provide an overview of the draft work program and timeline for the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy. The work program and timeline include the development of the Regional Growth Forecast and Regional Housing Needs Assessment allocation. Committee members are asked to discuss the draft work program and provide comments.

5. **RECEIVE** and **PROVIDE COMMENTS** on the preliminary draft integrated five-year funding plan for priority regional transportation projects.

- Zeller

Agency staff has prepared an initial review of potential fund sources for priority projects over the next five years and developed a strategy proposal for funding and delivery. Funding sources include: Measure X sales tax revenues, regional development fees, State Transportation Improvement Program funds, SB 1 competitive funds, and Local Partnership Program formula funds.

6. **RECEIVE** presentation on City of Gonzales Sphere of Influence Traffic Circulation Study.

- Deal / Venter

This Circulation Study takes the land use assumptions from the General Plan and refines the traffic analysis to establish expectations for roadway, intersection and interchange capacities needed to support anticipated City growth.

7. **ANNOUNCEMENTS**

8. **ADJOURN**

**Next Committee meeting will be on
Thursday, October 3, 2019 at 9:30 a.m.
TAMC Conference Room
55-B Plaza Circle, Salinas**

REMINDER: If you have any items for the next Committee Agenda, please submit them to: Transportation Agency for Monterey County; Attn: Rich Deal; 55-B Plaza Circle, Salinas, CA 93901, **email:** rich@tamcmonterey.org

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

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901-2902
Monday thru Friday 8:00 a.m. - 5:00 p.m.
TEL: 831-775-0903
FAX: 831-775-0897**

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

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



Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: September 5, 2019
Subject: **Draft Technical Advisory Committee Minutes - June 6, 2019**

RECOMMENDED ACTION:

APPROVE the draft Technical Advisory Committee Minutes for June 6, 2019.

ATTACHMENTS:

- ▢ Draft TAC June 2019 minutes

TECHNICAL ADVISORY COMMITTEE MINUTES

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

FINAL Minutes of Thursday, June 6, 2019

COMMITTEE MEMBERS	JUN 18	AUG 18	SEP 18	OCT 18	NOV 18	JAN 19	FEB 19	MAR 19	APR 19	MAY 19	JUN 19
R. Harary, Carmel-by-the-Sea (S. Friedrichsen)	P	C	C	P(A)		C	P	P	P	C	P
D. Pick, Del Rey Oaks		A	A	P		A				A	
P. Dobbins Gonzales (M. Sundt)	P	N	N	P	P	N	P		P(A)	N	P
R. Mullane, Greenfield	P	C	C			C	P(A)			C	
O. Hurtado, King City (S. Adams)	P	E	E	P	P	E	P	P		E	P
B. McMinn, Marina, Chair (E. Delos Santos)	P	L	L		P	L	P	P	P	L	P
A. Renny, Monterey (F. Roveri)	P(A)	L	L	P(A)	P(A)	L	P(A)	P(A)	P	L	P(A)
D. Gho, Pacific Grove (M. Brodeur)	P	E	E	P	P	E	P	P	P	E	P(A)
A. Easterling, Salinas, Vice Chair (J. Serrano)	P	D	D	P(A)	P	D	P	P	P	D	P
L. Gomez, Sand City (F. Meuer)	P						P(A)	P	P		P
R. Riedl, Seaside (L. Llantero)	P			P			P(A)		P		
D. Wilcox, Soledad (B. Slama, E. Waggoner)											
E. Saavedra, MCPW (R. Martinez)				P(A)	P		P	P(A)	P(A)		
Vacant , Monterey County Economic Development											
S. Vienna, AMBAG (H. Adamson)				P(A)	P(A)		P(A)	P	P		
O. Ochoa-Monroy, Caltrans (K. McClendon)	P(A)			P			P(A)	P	P		
M. McCluney, CSUMB	P(A)			P(A)							
A. Romero, MBUAPCD											
J. Brinkmann, FORA (P. Said)				P							
L. Rheinheimer, MST (M. Overmeyer)	P			P	P		P(A)	P	P		P

STAFF	JUN 18	AUG 18	SEP 18	OCT 18	NOV 18	JAN 19	FEB 19	MAR 19	APR 19	MAY 19	JUN 19
D. Hale, Exec. Director		<i>C</i>	<i>C</i>			<i>C</i>	P	P			
T. Muck, Dep. Exec. Director	P	<i>A</i>	<i>A</i>	P	P	<i>A</i>	P	P	P		P
M. Zeller, Principal Transp. Planner		<i>N</i>	<i>N</i>	P		<i>N</i>	P	P	P		P
C. Watson, Principal Transp. Planner		<i>C</i>	<i>C</i>			<i>C</i>					
V. Murillo, Transportation Planner	P	<i>E</i>	<i>E</i>			<i>E</i>					
T. Wright, Public Outreach Coordinator		<i>L</i>	<i>L</i>			<i>L</i>					P
G. Leonard, Transportation Planner		<i>L</i>	<i>L</i>		P	<i>L</i>					
R. Deal, Principal Engineer	P	<i>E</i>	<i>E</i>	P	P	<i>E</i>	P		P		P
A. Green, Assoc. Transportation Planner		<i>D</i>	<i>D</i>			<i>D</i>		P	P		P
S. Castillo, Transportation Planner				P			P				
L. Williamson, Senior Engineer							P	P	P		P

OTHERS PRESENT:

Paul Hierling, AMBAG
Randy Ishii, County of Monterey

Brenda Villanueva, County of Monterey
Scott Ottmar, City of Seaside

1. ROLL CALL

Chair Brian McMinn, City of Marina, called the meeting to order at 9:30 am. Introductions were made and a quorum was established.

1.1 ADDITIONS OR CORRECTIONS TO AGENDA

None.

2. PUBLIC COMMENTS

None

3. BEGINNING OF CONSENT AGENDA

Harary/Easterling/unanimous

3.1 APPROVE the minutes of the Technical Advisory Committee meeting of April 4, 2019 with the following corrections: Item 5 - revise the implementation date for statewide implementation of Senate Bill 743 to July 1, 2020; and Item 7 - note that Patrick Dobbins announced the retirement of Harold Wolgamott.

END OF CONSENT AGENDA

4. 2019 PUBLIC PARTICIPATION PLAN

Paul Hierling, Association of Monterey Bay Area Governments, provided an informational update to the Committee on the 2019 Public Participation Plan.

Mr. Hierling presented that the Association of Monterey Bay Area Governments (AMBAG) is required by federal regulations to prepare and maintain a public participation plan for the tri-county region, which describes how public participation will be structured for federally-funded transportation plans, programs and projects in the region.

The federal requirements for updating the 2019 Public Participation Plan, includes increased involvement and collaboration with members of the public and decision makers and staff from all local jurisdictions and AMBAG's partner agencies within the region, including the Transportation Agency.

The key dates for developing the 2019 Public Participation Plan are:

- June 12, 2019: AMBAG Board of Directors will be asked to release the Draft 2019 Public Participation Plan for public comment
- August 14, 2019: Public Hearing on the Draft 2019 Public Participation Plan at AMBAG's Board Meeting
- August 21, 2019: Public Hearing on the Draft 2019 Public Participation Plan at TAMC's Board Meeting
- August 23, 2019: Close of the public comment period
- October 9, 2019: Final 2019 Public Participation Plan adopted by the AMBAG Board of Directors.

Lisa Rheinheimer, Monterey Salinas Transit, asked are you anticipating major changes to the next update? Mr. Hierling responded no, it will include an outline of what is required based on federal regulations.

Brian McMinn, City of Marina, asked do you know when it will be online for review? Mr. Hierling responded Monday, June 10, 2019.

5. MEASURE X FIRST YEAR AUDIT RESULTS

Michael Zeller, Principal Transportation Planner, provided an update on the results of the Measure X annual audit and compliance reporting for 2017/18.

Mr. Zeller presented that The first full year of Measure X reporting, for fiscal year 2017/18, was due on December 31, 2018. As this was the first year of the independent audits' requirements, there has been a learning curve for all entities involved. Five out of the thirteen entities were late in submitting their reporting materials. As a result, the review by the TAMC auditors and the Measure X Transportation Oversight Committee was delayed. The oversight committee has requested that jurisdictions redouble their efforts to submit their audit reports on time to allow them adequate review prior to issuing their annual report in late February, for publication in April and delivery in May. In addition, some of the

reports were incomplete. As of May 13, 2019, of the thirteen recipient jurisdictions, nine have fully complied and four have only partially complied with the independent audit requirements.

At this time, staff is continuing to work with the non-compliant jurisdictions to ensure all reporting materials are submitted. Staff will then evaluate this year's process and develop a set of recommend changes to help clarify the requirements and avoid reporting delinquencies in the future. One of the changes under consideration is an adjustment to the maintenance of effort requirement. The purpose of the maintenance of effort requirement is to assure that no funds previously used for transportation are shifted to other uses and then backfilled with Measure X monies - the so-called "bait and switch." Measure X has a rolling three-year average calculation of maintenance of effort. By contrast, the state's SB 1 program calculates maintenance of effort based on a fixed year of past expenditures. The SB 1 calculation would meet the Measure X maintenance of effort intent without penalizing agencies that make a large one-time investment in transportation.

Brian McMinn, City of Marina, responded that we want to increase our spending, but the current MOE methodology will penalize us.

Scott Ottmar, City of Seaside, asked can we spend Measure X on storm drain improvements? Todd Muck, Deputy Executive Director, responded that it depends if the storm drain improvements are part of a transportation project.

Randy Ishii, County of Monterey, responded that construction costs are going up and supports the current MOE calculation methodology.

6. PAJARO TO PRUNEDALE G12 CORRIDOR STUDY PRESENTATION

Rich Deal, Principal Engineer, presented the Pajaro to Prunedale County Route G12 Corridor Study.

Mr. Deal presented that the Transportation Agency in partnership with the County of Monterey and Caltrans conducted a study of the County Route G12 Corridor to identify improvements that will provide safer access to all modes of travel. The G12 Corridor Study evaluated current and future travel patterns between US 101 / San Miguel Canyon Road Interchange on the east end of G12, the Highway 1 / Salinas Road interchange on the west end of G12, and Main Street at the north limit between Pajaro and Watsonville. The study evaluated the feasibility of affordable mid-term operational and safety improvements in the corridor in context with other planned regional improvements, while retaining the unique character of the Elkhorn Slough setting.

The goal of the Pajaro to Prunedale Corridor Study is to facilitate critical multimodal transportation improvements that will reduce congestion, improve safety and operations, support the regional economy, and protect the environment in North Monterey County. Once completed, this study will provide the data, analysis, and public deliberation necessary to make informed decisions on safety and operations projects that can be

implemented over the next twenty years along San Miguel Canyon Road-Hall Road-Salinas Road (the G12 Corridor) between the Salinas and Pajaro Valleys.

Patrick Dobbins, City of Gonzales, asked if the report has this gone to the Board of Directors yet? Todd Muck, Deputy Executive Director, replied that the final results will be presented this month. Normally, this would come to the Technical Advisory Committee earlier in the process and we missed an opportunity to receive your input sooner.

Bob Harary, City of Carmel, asked if there is a cost estimate and if the project will be constructed in phases? Rich Deal, Principal Engineer, responded that the total project cost is \$55 million, and the County will construct the project in phases.

Randy Ishii, County of Monterey, asked if there will be a separate presentation to the County Board of Supervisors? Mr. Deal replied yes, we can schedule a presentation.

Lisa Rheinheimer, Monterey Salinas Transit, asked how do you propose to deal with transit infrastructure? Mr. Deal responded that the corridor study covers access to transit stops, but it's high level and the County will have to look at the design solutions as the phased projects move forward.

7. SEASIDE & MARINA SAFE ROUTES TO SCHOOL UPDATE

Ariana Green, Associate Transportation Planner, presented an update on the Seaside & Marina Safe Routes to School May pop-ups and walk/bike to school events.

Ms. Green presented that temporary safety demonstrations were installed at Martin Luther King Jr. School of the Arts along Broadway Avenue in Seaside and at Crumpton and Marina Vista elementary schools along Carmel Avenue in Marina using tape, wave delineators, and washable green and purple paint denoting would-be bike lanes and curb extensions.

Parents were alerted about the safety demonstrations and walk/bike to school events via their school's email and text blast communications. Banners with demonstration dates were displayed at the entrance of each school weeks before the pop-ups were installed. Posters explaining the temporary improvements were displayed at the entrance of each school for the two weeks the demonstration was up. All communication was provided in English and Spanish.

Parents and members of the community had the opportunity to provide input on whether or not the project should be made permanent through surveys distributed and filled out during the event. All walk and bike to school events were well attended despite rainy weather.

Octavio Hurtado, King City, asked what issues did you have with the temporary paint? Ms. Green responded that it was more difficult to take off than we were expecting. Marina had to use a pressure washer. We learned that we can dilute the paint and it will still work.

Fernanda Roveri, City of Monterey, asked if construction costs are so high, is it possible to just use permanent paint and wave delineator or do you need concrete? Ms. Green responded that the delineators are meant to be temporary and people may just drive over the paint. The ADA ramps were also made from wood and that would need to be concrete.

Randy Ishii, County of Monterey, asked can these expand out to Castroville and Chualar? Ms. Green responded yes, we can do more of these events.

8. ANNOUNCEMENTS

Fernanda Roveri, City of Monterey, announced that the City of Monterey is conducting a vehicle miles travelled threshold analysis and inquired about other jurisdictions' interest in pooling resources. Several Committee members volunteered to discuss the issue further.

Randy Ishii, County of Monterey, announced that the County is working on a set of projects, one of which is a countywide safety striping project, and he would like to work with jurisdictions to coordinate projects where there are plans to complete the safety striping.

9. ADJOURN

The meeting was adjourned at 11:20 am.



Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: September 5, 2019
Subject: **2045 Metropolitan Transportation Plan / Sustainable Communities Strategy**

RECOMMENDED ACTION:

RECEIVE presentation on the 2045 Metropolitan Transportation Plan / Sustainable Communities Strategy.

SUMMARY:

AMBAG staff will provide an overview of the draft work program and timeline for the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy. The work program and timeline include the development of the Regional Growth Forecast and Regional Housing Needs Assessment allocation. Committee members are asked to discuss the draft work program and provide comments.

FINANCIAL IMPACT:

There is no direct financial impact to the Agency. The 2018 Regional Transportation Plan's financial estimate identified a total of approximately \$4.9 billion in projected funding for transportation projects in Monterey County through the 2040 horizon year of the plan.

DISCUSSION:

The Transportation Agency prepares a Regional Transportation Plan every four years, which provides a basis for actions to allocate state and federal funding to transportation projects in Monterey County. The Agency prepares its plan in coordination with the Association of Monterey Bay Area Governments, which prepares a Metropolitan Transportation Plan and Sustainable Communities Strategy (the "Plan") for the tri-county Monterey Bay Area in its role as the federal Metropolitan Planning Organization for this region. These plans outline the Agency's priorities for meeting future transportation and mobility needs, consistent with the policy goals and objectives adopted by the Board, as well as within the constraints of a transportation revenue forecast over the 20-year planning horizon of the documents. In addition, the Sustainable Communities Strategy integrates land use and transportation strategies that will achieve California Air Resources Board emissions reduction targets.

The Regional Transportation Plan includes three main components: 1) A Policy Element communicating goals and measurable objectives for improving the transportation system, 2) a Financial Element that includes a forecast of revenues over the life of the plan, and 3) an Action Element that includes a list of projects to be funded within the capacity of the funding forecast, which meet the goals and objectives identified in the document. The Regional Transportation Plan does not approve any particular project, but does review the environmental impacts of all proposed projects on a "program level."

Since the passage of SB 375, state law requires that Regional Transportation Plans be consistent with local Sustainable Communities Strategies. Collaborating with AMBAG on a coordinated Regional Transportation Plan/Metropolitan Transportation Plan/Sustainable Communities Strategy update allows for one Environmental Impact Report to be prepared for all three documents.

To begin development of the plan, AMBAG staff has developed a detailed work program and schedule for the 2045 Metropolitan Transportation Plan / Sustainable Community Strategy that incorporates a variety of planning efforts. In accordance with state and federal guidelines, the 2045 Plan is scheduled for adoption by the AMBAG Board of Directors in June 2022. The Transportation Agency will develop the Regional Transportation Plan update consistent with this timeline.

A number of key inputs and components that will shape the development of a 2045 Plan are highlighted below.

2022 Regional Growth Forecast

The Regional Growth Forecast projects the region's population, housing and employment out to a specified horizon year (in this case, 2045). Work will begin to update the 2018 Regional Growth Forecast, which will be used in the preparation of the 2045 Plan. The expected completion of the draft 2022 Regional Growth Forecast is summer/early fall 2020.

Goals, Objectives and Performance Measures

AMBAG Staff is proposing to retain the same policy goals from the 2040 Plan and focusing on updating the specific performance measures used to evaluate each of the policy goals. Performance measures will allow the agencies to quantify regional goals, estimate the impacts of proposed investments, and evaluate progress over time. The policy goals of the Regional Transportation Plan will be consistent with the goals in the Metropolitan Transportation Plan.

The proposed policy goals include:

- Access and Mobility
- System Preservation and Safety
- Healthy Communities
- Environment
- Social Equity
- Economic Vitality

Environmental Impact Report

AMBAG, in coordination with TAMC and the Regional Transportation Planning Agencies for Santa Cruz and San Benito Counties, is procuring a consultant to develop a joint environmental impact report for the 2045 Plan and the Regional Transportation Planning Agencies' Regional Transportation Plans. A kickoff meeting with the entire environmental review team is scheduled to be held in October 2019 and the Notice of Preparation is expected to be released in January 2020.

Greenhouse Gas Reduction Targets

The California Air Resources Board issued new greenhouse gas reduction targets for all 18 regions statewide. For the tri-county Monterey Bay Area, the targets are a 3% reduction in greenhouse gas emissions by 2020 and a six percent reduction by 2035.

Public Involvement Plan

The Transportation Agency and AMBAG are preparing a public involvement plan that details the various strategies for obtaining input on the development of the various documents. The public involvement strategies will include series of workshops, visualizations, and other means. The 2019 Public Participation Plan is scheduled to be approved by the AMBAG Board of Directors in October 2019.

Transportation Project List

Beginning in 2020, AMBAG will work with the Regional Transportation Planning Agencies, transit operators, and Caltrans, to update the transportation project list for the Plan using the Telus database. Using the Telus database, the staff of these agencies will be able to update information on the projects listed in the 2040 Plan, such as changes to cost estimates and project phasing, as well as to add new projects or delete projects that have been completed.

Next Steps

AMBAG staff will continue to develop the initial components of the 2045 Plan, working with the Planning Directors Forum, Technical Advisory Committees, partner agencies and key stakeholders, including the Transportation Agency for Monterey County.

ATTACHMENTS:

- 2045 MTP/SCS Plan Timeline

2045 MTP/SCS/RHNA Timeline





Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: September 5, 2019
Subject: **Integrated Funding Plan for Priority Projects**

RECOMMENDED ACTION:

RECEIVE and **PROVIDE COMMENTS** on the preliminary draft integrated five-year funding plan for priority regional transportation projects.

SUMMARY:

Agency staff has prepared an initial review of potential fund sources for priority projects over the next five years and developed a strategy proposal for funding and delivery. Funding sources include: Measure X sales tax revenues, regional development fees, State Transportation Improvement Program funds, SB 1 competitive funds, and Local Partnership Program formula funds.

FINANCIAL IMPACT:

The two primary sources for the funding plan come from Measure X and the State Transportation Improvement Program. Measure X is estimated to generate \$600 million over the 30-year life of the program, with an estimated \$8 million dedicated to regional projects annually. The Agency's 2020 State Transportation Improvement Program fund estimate is \$19.9 million for the five-year fund period. To expedite project delivery, the preliminary draft funding plan assumes debt financing against the regional portion of Measure X.

DISCUSSION:

After reviewing revenue estimates from Measure X and Senate Bill 1 (which provides additional funding to the State Transportation Improvement Program), Transportation Agency for Monterey County staff have prepared a revised five-year integrated funding plan for delivery priority projects. The purpose of the plan is to expedite the delivery of these projects in a manner that reflects the Agency's ability to program formula funding and secure competitive funds.

The priority projects in the funding plan are those in the regional portion of Measure X, plus the

Salinas Rail Extension. The goals in programming funding to each of these projects was three-fold:

- First, to fund projects that are ready or near-ready for construction, such as the Imjin Road Widening project;
- Second, to advance projects as expeditiously as possible through the pre-construction process to make them eligible candidates for matching funds, such as the Scenic Highway 68 Corridor; and
- Third, to maximize the use of matching funds to deliver projects as early in the Measure X program as possible.

The following funding sources were considered as part of the draft five-year integrated funding plan:

Measure X: The regional portion of Measure X is estimated to delivery \$8 million annually in new funding to Monterey County. To advance projects as early in the program as possible and reduce the risk of rising construction costs from delaying projects to later years, staff is proposing to bond against this portion of Measure X. Staff is coordinating with KNN Public Finance on the bonding analysis.

State Transportation Improvement Program: The passage of Senate Bill 1 provided a new infusion of funding for the State Transportation Improvement Program and a payback of funds that were removed from the County in the 2016 program due to declining gas tax revenues. The fund estimate for Monterey County for the 5-year 2020 STIP program is \$19.9 million.

Inter-Regional Transportation Improvement Program: The Inter-Regional portion of the State Transportation Improvement Program is managed by Caltrans. The Transportation Agency has been coordinating with Caltrans to program this fund source to the State Route 156 / Castroville Boulevard Interchange project. While there is currently no capacity for new projects in the 2020 Inter-Regional program, the Agency is preparing to submit a request for the 2022 program.

State Highway Operation and Protection Program (SHOPP): The State Highway Operation and Protection Program is the State's "fix-it-first" program that funds the repair and preservation of the State Highway System, safety improvements, and some highway operational improvements. Caltrans manages the programming of SHOPP funds, and Senate Bill 1 adds about \$1.9 billion per year to the SHOPP program. The Transportation Agency is coordinating with Caltrans to provide funding for the State Route 68 Scenic Corridor project to include wildlife crossings.

Regional Surface Transportation Program / Transportation Development Act 2%: This source of funding comes to the Agency from the State in annual amounts estimated at \$4.4 million for the Regional Surface Transportation Program (RSTP) and \$250,000 for the Transportation Development Act 2% (TDA 2%). The Agency's adopted guidelines for the RSTP program sets aside 10% of the funding for the Agency's reserve, which can be used on a variety of road, bicycle, and pedestrian transportation projects.

Developer Fees: The Transportation Agency's development impact fee programs contributes fee revenues towards regional priority projects. The fees are collected from new development when building permits are pulled based on the number of new vehicle trips the development will generate,

serving as the development's mitigation for regional transportation impacts.

Federal Matching Funds: The Federal Lands Access Program grant provides funding for projects that increase access to federal lands, including trails. During the last grant cycle, the Transportation Agency was unsuccessful in receiving a \$5.8 million grant request for the Fort Ord Regional Trail and Greenway project. The Transportation Agency could seek to reapply to this program during the next grant cycle, using Measure X funds as match for the grant funds.

State Matching Funds: Senate Bill 1 creates several new grant programs that priority projects in Monterey County could be eligible candidates:

- **State-Local Partnership Program (SLPP)**: Funding from this program, \$200 million per year, is for counties that have received voter approval of taxes or that have imposed fees, including development impact fees. Funds are appropriated “for allocation to each eligible county and city in the county for road maintenance and rehabilitation purposes.” Senate Bill 277 (Beall) would amend the program to be a 85/15 split between competitive grants and formula-based shares. It is estimated that the Transportation Agency would annually receive about \$1 million formula share under this proposal. The Agency was successful in receiving a \$19 million grant award from this program for the Imjin Road Widening project, and could apply in future cycles for the State Route 156 / Castroville Boulevard Interchange project.
- **Solutions for Congested Corridors**: Senate Bill 1 creates this new \$250 million per year program. Funds will be allocated by the California Transportation Commission to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors. Project elements may include improvements to state highways, local streets and roads, transit facilities, bike/ped facilities, and protection of local habitat or open space. Projects may be nominated by the state or regional transportation agencies. To qualify for funding a project must be included in a “comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.” The Transportation Agency could potentially seek funding for the State Route 68, State Route 156, or US 101 corridors from this program.
- **Trade Corridor Enhancement Account**: Senate Bill 1 creates this new \$300 million per year account to fund corridor-based freight projects nominated by local agencies and the state. The Cycle 2 budget includes \$1.33 billion to the program. The Transportation Agency could potentially seek funding for the State Route 156 project, and/or projects along the US 101 corridor.
- **Transit & Intercity Rail Program**: This competitive program (\$1.5 billion to \$2 billion over five years) is to fund a small number of transformative projects that improve the statewide network and reduce greenhouse gas emissions. The primary evaluation criteria are emissions reduction, ridership growth, achievement of integrated service, and safety benefit. The Agency received a

\$10 million award from this program for the Salinas Rail Extension project.

At the September Board of Directors meeting, Agency staff will solicit guidance from the Board on the Integrated Funding Plan proposed project delivery schedule. Agency staff will then revise the plan based on comments received and bring the proposal forward to the Board of Directors at the October meeting. At the December Board meeting, Agency staff will bring the finalized proposal forward as the Regional Transportation Improvement Program, which is the document the Agency is required to submit for State Transportation Improvement Program funds.

ATTACHMENTS:

- Draft 2019 Integrated Funding Plan

**Transportation Agency for Monterey County
2019 Integrated Funding Plan (all dollars in \$1,000s)**



Summary of Funding Sources	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Funding
Measure X	\$ 1,938	\$ 19,518	\$ 2,735	\$ 7,468	\$ 16,758	\$ 7,533	\$ 50,643	\$ 106,593
RSTP / TDA 2%	\$ 904	\$ 874	\$ 352	\$ -	\$ -	\$ -	\$ -	\$ 2,130
Developer Fees	\$ -	\$ 2,250	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ 7,250
STIP - 2018	\$ 12,283	\$ 26,800	\$ 7,000	\$ -	\$ 1,975	\$ 10,694	\$ -	\$ 58,752
STIP - 2020	\$ -	\$ -	\$ 12,573	\$ -	\$ -	\$ 7,359	\$ -	\$ 19,932
STIP - 2018 (PPM)	\$ 231	\$ 234	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 465
STIP - 2020 (PPM)	\$ -	\$ -	\$ 201	\$ 201	\$ 201	\$ 201	\$ 202	\$ 1,006
SB 1 Local Partnership Formula	\$ 600	\$ 1,737	\$ -	\$ 1,000	\$ 650	\$ 2,000	\$ -	\$ 5,987
State Highway Operation & Protection Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000
STIP - ITIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000
Active Transportation Program	\$ -	\$ 3,341	\$ -	\$ 9,181	\$ -	\$ 4,850	\$ -	\$ 17,372
SB 1 Adaptation Planning Grant	\$ 376	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 376
Caltrans Sustainable Transportation Planning Grant	\$ -	\$ 995	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 995
SB 1 Statewide Habitat Grant	\$ -	\$ -	\$ -	\$ 4,952	\$ -	\$ -	\$ -	\$ 4,952
SB 1 Congested Corridors	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SB 1 Local Partnership Competitive	\$ -	\$ 19,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,000
SB 1 Trade Corridors	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ 40,000
SB 1 TIRCP	\$ 500	\$ 1,615	\$ 8,033	\$ -	\$ -	\$ -	\$ -	\$ 10,148
Traffic Congestion Relief Program	\$ 5,500	\$ -	\$ 16,500	\$ -	\$ -	\$ -	\$ -	\$ 22,000
Prop 116	\$ 4,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,900
Other Matching Funds	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ 32,000	\$ 33,000
	\$ 27,232	\$ 76,363	\$ 47,394	\$ 22,802	\$ 45,584	\$ 32,637	\$ 117,845	\$ 369,858

	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Funding
State Route 68 Safety & Traffic Flow	Env't					Design & ROW		
STIP - 2018	\$ 6,000		\$ (5,000)			\$ 10,694		\$ 16,694
STIP - 2020						\$ 7,359		\$ 7,359
Measure X	\$ 640							\$ 640
SB 1 Congested Corridors								\$ -
State Highway Operation & Protection Program								\$ -
	\$ 6,640	\$ -	\$ -	\$ -	\$ -	\$ 18,053	\$ -	\$ 24,693

State Route 156 - A: Castroville Boulevard Interchange		Design & ROW			Con			
STIP - 2018		\$ 25,700		\$ (1,975)	\$ 1,975			\$ 27,675
STIP - ITIP								\$ -
Measure X					\$ 2,525			\$ 2,525
Developer Fees					\$ 5,000			\$ 5,000
SB 1 Trade Corridors					\$ 20,000			\$ 20,000
	\$ -	\$ 25,700	\$ -	\$ -	\$ 29,500	\$ -	\$ -	\$ 55,200

State Route 156 - B: Blackie Road Extension		Env't		Design & ROW		Con		
STIP - 2018					\$ (2,000)			\$ -
Measure X			\$ (2,000)	\$ 1,000	\$ (2,000)	\$ 3,000		\$ 4,000
Developer Fees		\$ 250						\$ 250
SB 1 Local Partnership Formula	Time Ext -->	\$ 250		\$ 1,000		\$ 1,000		\$ 2,250
	\$ -	\$ 500	\$ -	\$ 2,000	\$ -	\$ 4,000	\$ -	\$ 6,500

Funds shown in grey italics indicate a change from the 2017 Integrated Funding Plan
Funds showing "-->" indicate a time extension on the use of the funds to shift into the next fiscal year from when the funds were originally programmed.

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	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Funding
US 101 Safety Improvements - South County		Study	Env't		Design		Con	
Measure X		\$ 440					\$ 29,560	\$ 30,000
STIP - 2018			\$ 7,000		\$ (16,169)			\$ 7,000
STIP - ITIP							\$ 5,000	\$ 5,000
SB 1 Trade Corridors							\$ 20,000	\$ 20,000
State Highway Operation & Protection Program							\$ 10,000	\$ 10,000
Senate Bill 628 (Caballero)					\$ 10,000			\$ 10,000
	\$ -	\$ 440	\$ 7,000	\$ -	\$ 10,000	\$ -	\$ 64,560	\$ 82,000
Holman Highway 68 - B: Pacific Grove		Study	Env't		Design		Con	
RSTP / TDA 2%		\$ 150	\$ 352					\$ 502
Measure X			\$ 150		\$ 650	\$ 3,200		\$ 4,000
SB 1 Local Partnership Formula					\$ 650	\$ 1,000		\$ 1,650
Active Transportation Program						\$ 4,850		\$ 4,850
	\$ -	\$ 150	\$ 502	\$ -	\$ 1,300	\$ 9,050	\$ -	\$ 11,002
Highway 1 Rapid Bus Corridor		Env't			Design		Con	
Measure X	\$ 750				\$ 1,500		\$ 12,750	\$ 15,000
SB 1 Local Partnership Formula	\$ 100							
Other Matching Funds							\$ 25,000	\$ 25,000
	\$ 850	\$ -	\$ -	\$ -	\$ 1,500	\$ -	\$ 37,750	\$ 40,100
Multimodal Corridor: Imjin Parkway		Con						
STIP - 2018		\$ 1,100						\$ 1,100
Measure X		\$ 17,000						\$ 17,000
SB 1 Local Partnership Competitive		\$ 19,000						\$ 19,000
Developer Fees		\$ 2,000						\$ 2,000
	\$ -	\$ 39,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,100
Fort Ord Trails and Greenway - Full Project Environmental		Env't						
RSTP / TDA 2%	\$ 584							\$ 584
SB 1 Local Partnership Formula	\$ 500							\$ 500
	\$ 1,084	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,084
Fort Ord Trails and Greenway - Segment 1 (Highway 218)		Design & ROW		Con				
Measure X		\$ 1,367		\$ 1,016				\$ 2,383
RSTP / TDA 2%								\$ -
SB 1 Local Partnership Formula	Time Ext -->	\$ 600						\$ 600
Active Transportation Program		\$ 1,198		\$ 9,181				\$ 10,379
	\$ -	\$ 3,165	\$ -	\$ 10,197	\$ -	\$ -	\$ -	\$ 13,362
Fort Ord Trails and Greenway - Segment 2					Design & ROW		Con	
Measure X					\$ 1,000		\$ 7,000	\$ 8,000
Other Matching Funds					\$ 1,000		\$ 7,000	\$ 8,000
	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ 14,000	\$ 16,000
Salinas Rail Extension - Package 1		Con						
STIP - 2018	\$ 6,283							\$ 6,283
Prop 116	\$ 4,900							\$ 4,900
	\$ 11,183	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,183

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	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Funding
Salinas Rail Extension - Packages 2 & 3								
	Design & ROW		Con					
STIP - 2020			\$ 12,573					\$ 12,573
Traffic Congestion Relief Program	\$ 5,500		\$ 16,500					\$ 22,000
SB 1 TIRCP			\$ 8,033					\$ 8,033
	\$ 5,500	\$ -	\$ 37,106	\$ -	\$ -	\$ -	\$ -	\$ 42,606
Salinas Rail Extension - Positive Train Control								
		Con						
SB 1 TIRCP		\$ 1,615						\$ 1,615
	\$ -	\$ 1,615	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,615
Salinas Rail Extension - Network Integration								
	Study							
SB 1 TIRCP	\$ 500							\$ 500
	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500
Habitat Preservation / Advance Mitigation								
	RCIS			ROW				
Measure X	\$ 48			\$ 4,952				\$ 5,000
SB 1 Adaptation Planning Grant	\$ 376							\$ 376
SB 1 Statewide Habitat Grant				\$ 4,952				\$ 4,952
	\$ 424	\$ -	\$ -	\$ 9,904	\$ -	\$ -	\$ -	\$ 10,328
Regional Wayfinding (Bikeway Signs)								
	Con	Con						
SB 1 Local Partnership Formula	Time Ext -->	\$ 887						\$ 887
RSTP / TDA 2%	\$ 320	\$ 724						\$ 1,044
	\$ 320	\$ 1,611	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,931
Safe Routes to Schools: Every Child								
Measure X		\$ 82						\$ 82
Active Transportation Program		\$ 2,143						\$ 2,143
	\$ -	\$ 2,225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,225
Safe Routes to Schools: Salinas SRTS Plan								
Measure X		\$ 129						\$ 129
Caltrans Sustainable Transportation Planning Grant		\$ 995						\$ 995
	\$ -	\$ 1,123	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,123
Senior and Disabled Transportation								
Measure X	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 3,500
	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 3,500
Commuter Bus, Salinas Valley Transit Centers - A: King City Maintenance Facility								
			Con		Loan Repay	Loan Repay	Loan Repay	
Measure X			\$ 1,835		\$ 833	\$ 833	\$ 833	\$ 4,334
	\$ -	\$ -	\$ 1,835	\$ -	\$ 833	\$ 833	\$ 833	\$ 4,334
Commuter Bus, Salinas Valley Transit Centers - B: Salinas Bus Operations & Maintenance Facility								
			PA&ED		Con			
Measure X			\$ 250		\$ 9,750			\$ 10,000
	\$ -	\$ -	\$ 250	\$ -	\$ 9,750	\$ -	\$ -	\$ 10,000
Planning, Programming, & Monitoring								
STIP - 2018 (PPM)	\$ 231	\$ 234	\$ (189)	\$ (189)	\$ (189)			\$ 465
STIP - 2020 (PPM)			\$ 201	\$ 201	\$ 201	\$ 201	\$ 202	\$ 1,006
	\$ 231	\$ 234	\$ 201	\$ 201	\$ 201	\$ 201	\$ 202	\$ 1,471

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Memorandum

To: Technical Advisory Committee
From: Rich Deal, Principal Engineer
Meeting Date: September 5, 2019
Subject: **City of Gonzales Traffic Study Presentation**

RECOMMENDED ACTION:

RECEIVE presentation on City of Gonzales Sphere of Influence Traffic Circulation Study.

SUMMARY:

This Circulation Study takes the land use assumptions from the General Plan and refines the traffic analysis to establish expectations for roadway, intersection and interchange capacities needed to support anticipated City growth.

DISCUSSION:

The growth forecast in the City General Plan is substantial: approximately 9,767 homes, and 1.84 million square feet (1,840 KSF) of retail office space. The Circulation Study takes the land use assumptions from the General Plan and refines the traffic analysis to establish expectations for roadway, intersection and interchange capacities to support anticipated city growth.

The City of Gonzales 2011 General Plan roadway network connects to Highway 101 in several places: at the Alta Street Interchange in the north, the existing 5th Street Interchange, and the Gloria Road Interchange in the south, without constructing a new interchange on Highway 101.

The proposed primary backbone roadway infrastructure consists of a grid roadway pattern, which promotes shorter trips, more balanced volumes, and better accommodation of phased future development in an orderly manner.

The 5th Street interchange will remain an important access location to the City and the future growth areas. Most of this development will occur on the east side of the existing City boundary. Far less growth will occur on the west side of Highway 101, consisting primarily of the expansion of the Gonzales Industrial Park.

In addition, the City has a “Roundabout First” policy, which is applied in the study to City streets and interchange access locations.

WEB ATTACHMENTS:

[City of Gonzales Sphere of Influence Circulation Study](#)

[City of Gonzales Sphere of Influence Study - Traffic Study Appendix](#)