

TECHNICAL ADVISORY COMMITTEE MINUTES

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

FINAL Minutes of Thursday, January 9, 2020

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

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

OTHERS PRESENT:

Matt Deal, Monterey-Salinas Transit
 Brandon Swanson, County of Monterey

Bhupendra Patel, AMBAG
 Thomas Bonin, Pacific Geosource

1. ROLL CALL

Past-Chair Patrick Dobbins, City of Gonzales, called the meeting to order at 9:34 am. Introductions were made and a quorum was established.

1.1 ADDITIONS OR CORRECTIONS TO AGENDA

None.

2. PUBLIC COMMENTS

None

3. BEGINNING OF CONSENT AGENDA

M / S / C: Gho / Easterling / unanimous

Ayes: Adamson, Dobbins, Easterling, Gho, Hurtado, Martinez, Ottmeyer, Overmeyer, Renny

No: none

Abstain: none

3.1 APPROVE the minutes of the Technical Advisory Committee meeting of November 7, 2019.

END OF CONSENT AGENDA

4. 2020 COMMITTEE CHAIR AND VICE CHAIR

Michael Zeller, Principal Transportation Planner, explained that the Chairs and Vice Chairs for the Technical Advisory Committee typically rotates between representatives from the Peninsula, Salinas, and South County. The current Chair of the Committee for 2019 was Brian McMinn from the City of Marina, and the Vice Chair was Andrew Easterling from the City of Salinas. The Committee members are open to nominate anyone from the committee to serve in these roles.

Patrick Dobbins, City of Gonzales, nominated Andrew Easterling, City of Salinas, to be the Chair for 2020 and Octavio Hurtado, City of King, to be the Vice Chair for 2020.

M/S/C: Dobbins / Gho / unanimous

Ayes: Adamson, Dobbins, Easterling, Gho, Hurtado, Martinez, Ottmeyer, Overmeyer, Renny

No: none

Abstain: none

5. ACTIVE TRANSPORTATION PROGRAM CYCLE 5

Ariana Green, Senior Transportation Planner, presented information about the Active Transportation Program Cycle 5 grants.

The Active Transportation Program is an important source of funding for developing and constructing bicycling and walking projects and programs in California. The Program consolidates several sources of state and federal funding including the Transportation Alternatives Program, Bicycle Transportation Account and state Safe Routes to School Program. SB 1 requires \$100 Million from the Road Maintenance and Rehabilitation Account be available to the program annually.

Program funding is divided into three pots of funding: 50% to a statewide competitive share, 40% to Metropolitan Planning Organizations in urban areas with populations larger than 200,000, and 10% to small urban and rural regions with urban populations less than 200,000 (including the Monterey County region). Twenty-five percent of the overall funding must serve "disadvantaged communities", defined based on a variety of low income measurements or the Cal-EnviroScreen tool.

Eligible projects include small, medium and large infrastructure (or infrastructure including non-infrastructure programming), non-infrastructure programs and plans. Local, regional and state public agencies are eligible to apply to the Program, as are public schools, non-profits and transit agencies.

TAMC staff is available to review and provide feedback on member agency applications to assist in developing the strongest Active Transportation Program Cycle 5 proposals as possible.

Andrew Easterling, City of Salinas, asked if there has been any thought about creating a regional definition for disadvantaged communities? Heather Adamson, AMBAG, responded that yes, AMBAG included one in the 2040 Metropolitan Transportation Plan / Sustainable Communities Strategy and will be updating that definition in the current update that will be adopted in 2022.

Debbie Hale, Executive Director, stated that as a reviewer of grant applications, it was very enlightening to see what other applicants did. A key takeaway is to assume the reviewer does not know your city or project, and you need to tell them about your community and the project need. The scoring rubrics are available publicly, and it's good to look at when developing your application to see what kind of information they're looking for.

Andrea Renny, City of Monterey, stated that she provided reviews for Cycle 2, and that not everyone reviewing the applications is an engineer or planner, so telling a story and showing the bigger picture is very important.

Bhupendra Patel, AMBAG, offered that for cities that need geographic information systems / mapping support, AMBAG will help to develop maps for final grant applications.

6. 2045 METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY AND 2022 REGIONAL GROWTH FORECAST UPDATE

Heather Adamson, AMBAG, presented an update on the development of the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and 2022 Regional Growth Forecast.

Ms. Adamson presented that AMBAG prepares a Metropolitan Transportation Plan for the three-county Monterey Bay Area in its role as the federal Metropolitan Planning Organization for this region. Transportation investments in the Monterey Bay region that receive state and federal funds or require federal approvals must be consistent with the Plan and included in AMBAG's Metropolitan Transportation Improvement Program. Developing a Sustainable Communities Strategy is a newly enacted requirement of a Metropolitan Transportation Plan from Senate Bill 375. The Sustainable Communities Strategy provides linkage between greenhouse gas emissions from automobiles through integrated transportation, land use and environmental planning. As part of the planning process, AMBAG works closely with the cities and counties in the tri-county region to develop a new population, employment and housing growth forecast and land use patterns and strategies based on reasonably available revenues. The Strategy also

integrates the transportation network of projects included in each county's Regional Transportation Plan.

AMBAG will soon begin work with the Transportation Agency, transit operators, and Caltrans to update list of Monterey County projects in the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy. This update will allow AMBAG and TAMC staff to be able to make changes to projects (such as cost estimates and project phasing) as well as to add new projects or delete projects that have been completed. TAMC staff will work with local jurisdictions and other project sponsors to update local project information.

Ariana Green, Senior Transportation Planner, asked how AMBAG is defining transit within 30 minutes, is it by car or pedestrian? Ms. Adamson responded that we're working with our stakeholder groups to narrow down how we will measure these performance metrics.

Andrew Easterling, City of Salinas, asked can we get a better clarification of constitutes a completed project for developing our project lists? Ms. Adamson responded that we'll bring that back when we begin to update the project lists, because Santa Cruz or other regions may have different definitions.

7. AMBAG ACTIVITY-BASED MODEL UPDATE

Bhupendra Patel, AMBAG, presented on the new Central Coast Supra-Regional Activity-Based Model.

Mr. Patel presented that for the 2018 Metropolitan Transportation Plan / Sustainable Communities Strategy, the Association of Monterey Bay Area Governments completed an update to the Regional Travel Demand Model. The current model includes detailed transportation and transit networks, as well as a geographically based Traffic Analysis Zone layers (similar to census blocks) containing socioeconomic data for the base year 2015 and forecast year 2040. The model has a base year of 2015, established using data from the 2010-2012 California Household Travel Survey, United States Census, employment, and traffic counts. This current model is a traditional four-step model, which begins with a forecast of land use. Forecasts are made for the region as a whole of population growth, then the region is divided into zones by trend or regression analysis, and the population and employment are determined for each.

In collaboration with San Luis Obispo Council of Governments, and Santa Barbara County Association of Governments, AMBAG applied for and was awarded a Caltrans Planning Grant to develop the Central Coast Supra-Regional Activity-Based Model Framework. Under this project, the team is developing an advanced activity-based modeling framework for over 30 jurisdictions in California's Central Coast region. Activity-based models represent the state-of-the-art in travel demand modeling and offer a more

accurate modeling paradigm over the traditional four-step models, largely because they track travel behavior at an individual level rather than aggregating trips into groups.

The project will involve the analysis of recent travel behavior survey data to develop, calibrate, validate and forecast passenger travel using daily simulated activity patterns. The activity-based model framework will then replace the existing four-step regional travel demand models throughout the region during the development of each Metropolitan Planning Organization's next Regional/Metropolitan Transportation Plan and associated Sustainable Communities Strategy. The final activity-based model framework will help each agency evaluate transportation policies and system performance.

Michelle Overmeyer, Monterey-Salinas Transit, asked who maintains the model and updates it? Mr. Patel, AMBAG, responded that once the model is done, the consultant will split the model into the Metropolitan Planning Organization regions and AMBAG will be responsible for maintaining our regional model.

Todd Muck, Deputy Executive Direct, asked if you can describe how this will affect uses other than for the Regional and Metropolitan Transportation Plans? Mr. Patel responded that the new model will be all in one software, so when you enter your parameters and run the model, you don't need to edit the scripts. The input files may need to be updated if there's new land uses or changing projects. But for consultants and jurisdictions using the model, the process should be more streamlined.

Andrea Renny, City of Monterey, asked if with an Activity Based Model do you still have Traffic Analysis Zones? Mr. Patel responded yes, the trip-based model focuses on the household within a zone as a whole, whereas the activity-based model goes a step further and looks at the individuals within that household.

Andrew Easterling, City of Salinas, asked that if there's new data being used in the model, how are you verifying this data? Mr. Patel responded that the consultant analyzed the data to remove duplicates and fuse different datasets together so we have a more robust set of information.

Andrea Renny, City of Monterey, asked that if we're looking at a land use change, we would look at changing the Traffic Analysis Zone for the forecast? Mr. Patel responded yes, for the 2045 horizon year, not the base year. When a city reviews the horizon year, they can update their future land use and then AMBAG will accept those changes and incorporate the changes into the model.

8. ROCKASPHALT NATURALLY-OCCURRING PAVEMENT PATCH MATERIAL

Thomas Bonin, Pacific Geosource, presented on a naturally-occurring asphalt for increased strength and longer pavement life. The presentation offered an alternative to

hot-melt asphalt to extend the life of new pavement. With Measure X and SB1 pavement maintenance funding going directly to cities and counties, hot-melt asphalt alternatives may provide a way to extend the life of those maintenance projects and allow agencies to maintain more road miles over time. After the presentation, Mr. Bonin provided a field demonstration of the product.

9. ANNOUNCEMENTS

Patrick Dobbins, City of Gonzales, announced that the American Public Works Association will hold a meeting and awards ceremony on January 22nd.

Andrew Easterling, City of Salinas, announced that the City hired a new City Engineer, Roger Olds.

Michelle Overmeyer, Monterey-Salinas Transit, announced that they had hired a new grants analyst, Matt Deal.

10. ADJOURN

The meeting was adjourned at 11:07 am.